

City of Mission  
Regular Meeting Agenda  
Wednesday, April 18, 2018  
7:00 p.m.  
Mission City Hall

If you require any accommodations (i.e. qualified interpreter, large print, reader, hearing assistance) in order to attend this meeting, please notify the Administrative Office at 913-676-8350 no later than 24 hours prior to the beginning of the meeting.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC HEARING

1. SPECIAL PRESENTATIONS

- Chief Lopez, Consolidated Fire District No. 2
- Arbor Day 2018 Proclamation

2. ISSUANCE OF NOTES AND BONDS

3. CONSENT AGENDA

NOTE: Information on consent agenda items has been provided to the Governing Body. These items are determined to be routine enough to be acted on in a single motion; however, this does not preclude discussion. If a councilmember or member of the public requests, an item may be removed from the consent agenda for further consideration and separate motion.

CONSENT AGENDA - GENERAL

3a. [Minutes of the March 21, 2018 City Council Meeting](#)

CONSENT AGENDA - Finance & Administration Committee

[Finance & Administration Committee Meeting Packet 4-4-18](#)

[Finance & Administration Committee Meeting Minutes 4-4-18](#)

3b. Resolution Designating City-sponsored Festival Events

CONSENT AGENDA - Community Development Committee

[Community Development Committee Meeting Packet 4-4-18](#)

[Community Development Committee Meeting Minutes 4-4-18](#)

3c. Stormwater BMP Interlocal Agreement Renewal

3d. Super Pool Pass Program

3e. Resolution Approving 2019-2023 CARS List

## COMMUNITY COMMITTEE REPORTS

Approved Minutes from Board and Commission meetings are available on the City of Mission website under the "[Agendas & Minutes](#)" tab.

### 4. PUBLIC COMMENTS

### 5. ACTION ITEMS

#### Planning Commission

- 5a. Tidal Wave Auto Wash Preliminary Site Plan, 6501 Johnson Drive (p. 45)
- 5b. Martway Mixed Use Development Preliminary Site Plan, 6005-6045 Martway St. (p. 89)

#### Miscellaneous

### 6. COMMITTEE REPORTS

#### Finance & Administration, Nick Schlossmacher

[Finance & Administration Committee Meeting Packet 4-4-18](#)

[Finance & Administration Committee Meeting Minutes 4-4-18](#)

- 6a. Proposal for New Citywide Phone System (p. 244)
- 6b. Proposal for New Citywide Surveillance Camera System (p. 291)
- 6c. Proposal for Structured Wiring of City Facilities (p. 347)

#### Community Development, Kristin Inman

[Community Development Committee Meeting Packet 4-4-18](#)

[Community Development Committee Meeting Minutes 4-4-18](#)

### 7. UNFINISHED BUSINESS

### 8. NEW BUSINESS

- 8a. Change in Meeting Times for 2018 Budget Worksessions (p. 376)
- 8b. Updated Ordinance Accepting Dedication of ROW - Mission Trails Development (p. 377)

### 9. COMMENTS FROM THE CITY COUNCIL

### 10. MAYOR'S REPORT

#### Appointments

### 11. CITY ADMINISTRATOR'S REPORT

## EXECUTIVE SESSION

## ADJOURNMENT



Draft Minutes of the March 26, 2018 Planning Commission  
which correspond with Items 5a. and 5b. on the  
City Council Agenda

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

**March 26, 2018**

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, March 26, 2018. Members also present: Stuart Braden, Brad Davidson, Robin Dukelow, Charlie Troppito, Frank Bruce, Burton Taylor and Pete Christiansen. Absent was Scott Babcock. Also in attendance: Danielle Sitzman, Planning & Development Services Manager; Brian Scott, Assistant City Administrator, Chris Cline, Core Design, Pete Heaven, Spencer Fane Attorney, and Ashley Elmore, Secretary to the Planning Commission.

## **Introduction of New Commissioners**

Chairman Lee introduced the two new commissioners Burton Taylor and Pete Christiansen.

## **Approval of Minutes from the January 22, 2018 Meeting**

**Ms. Dukelow moved and Mr. Troppito seconded** a motion to approve the minutes of the January 22, 2018, Planning Commission meeting.

The vote was taken (8-0). The **motion carried**.

## **Case # 17-08 Preliminary Site Plan – Martway Mixed Use**

**Chairman Lee:** This has been before us before and has been sent back to us from the City Council to look at and discuss again. Staff?

**Ms. Sitzman:** Thank you, Mr. Chair. Joining us this evening is our attorney Pete Heaven. I'm going to let him start with a little direction to you all about the remand and what the process can be tonight.

*Pete Heaven, Land Use Attorney, City of Mission, appeared before the Planning Commission and made the following comments:*

**Mr. Heaven:** We have a little bit of an unusual process, and for the new planning commissioners, I wanted to step you through a remand. Under Kansas law, when a zoning matter comes before the Planning Commission, you make a recommendation to City Council. The City Council has the ability to either accept your recommendation, deny it, or remand the matter back to you for further consideration. A remand in Mission is a relatively rare event, so I wanted to step you through the process.

All the public hearings have now been held. This matter is now back before the Planning Commission. You may solicit information from the public or from the applicant. Basically, what the City Council has asked you to do is to look at three items in this particular proposal, that being height, density, and setback deviations. Now, as Danielle will explain to you, we've had some modifications to the application, and of the eight deviations that were first sought, there are only two left. The other six have been satisfied. I believe those have to do with density and the height of the building.



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With that, if you have questions, chime in. I'm happy to answer them. Tonight is a reflection upon what you've been asked by City Council to do, which is reconsider your thoughts and ideas about height and density. That's our process.

Ms. Sitzman: Mr. Chair, I'll go through the staff report, briefly. As Pete said, this is Case #17-08, a preliminary site plan for property located at 6005-6045 Martway Street. The applicant has submitted revisions from their December 18, 2017, plan and made adjustments to the overall height. Our height standards are both by overall feet and by number of stories, so, they are requesting a deviation to the number of stories. They also have made adjustments to the number of dwelling units and to the massing of the building. The revisions do not contain changes that were significant according to our applicable code standards, and as such, they're before you tonight as a continuation of the case that came before you, and directed back to you as a remand.

Onto the points of consideration that were referred to you by City Council. The first one is setbacks. The revised plans that are before you tonight have removed any need for a request to a deviation for rear-yard setbacks. Here is a map showing the property and surrounding zonings. What's highlighted on the screen are the properties owned by the City. The two that are yellow are City Hall and the pool campus and the tennis courts. This little tract in pink is Tract A, which was discussed previously. This is also owned by the City. The pink areas are what are zoned MS-2, and the standard for setbacks in MS-2 is that there are no rear yard setbacks required unless MS-2 is adjacent to Residential R-1. So, along the portion of the property where they are adjacent to an R-1 District, they have changed the massing of the building to withdraw it from that 25-foot requirement. On the areas of the site that are adjacent to MS-2, there is no rear yard setback, they actually alter the massing a little bit to extend it. Where they took away in one area to extend out to the other to make up for the difference. It does still meet the rear yard setback requirements, which are zero for MS-2 adjacent to MS-2. That deviation is no longer required.

Regarding building height, as I said, there are two standards in our code regarding height. One is the number of feet in height, and the other is the number of stories in height. I've been asked a couple of times, why both? I recently went to see the largest one-story building in the United States, which is 526 feet tall. But it's one story, and they build rockets inside of it at the Kennedy Space Center. So, the thought in planning is that you need to specify both height and stories when setting limits. So, our code has three stories and 45 feet as the base code requirement. It met the overall height in their revised plans, or actually showed slightly less than the 45 feet, but they still have that space divided up into four stories. Basically, they trimmed off a few feet on each one of those floors to make the overall height still fit the four stories. So, there's still a deviation required to allow that one additional story for the height. This also impacts density, the number of dwelling units that were in that additional story. Let's talk about that a little bit.



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The revised plan contains 27 fewer dwelling units and, therefore, increases the amount of lot area per dwelling in the calculation. The new unit count is 90 units, and the new density calculation is 807 feet per unit of lot area, or 53.98 units per acre. They're requesting a deviation to allow those 90 units, or approximately the square footage that they're showing. Of course, this is a preliminary site plan, so they're not tied to this exact floor plan. It can still flex a little bit in the number of units. That's why we're identifying both unit count and square footage, just to make sure that we don't need to come back and deal with these numbers again, between now and the final site plan. There's some additional ground floor space that's either to be utilized by the commercial tenants on the ground floor, additional storage for those businesses, or tenants as storage spaces. So, we've identified that as appurtenant ground floor space, allowing for a little bit of flexibility since they still haven't identified that space to use one way or the other.

There was a minor calculation error in the overall square footage of the lot in one of the previous versions. That's because we accidentally counted Tract A towards the land area of the development. We subtracted that out of the calculations and they've been re-run.

In your packet there's a density table that shows you how this specific density stacks up against other existing developments in similar zoning districts in the city of Mission, or in the downtown zoning district designation. It also compares this project to the zoning densities of the other current apartment construction going on in and around Johnson County, specifically highlighting projects in downtown Overland Park.

Staff reviewed the project again to make sure the other deviations had been taken care of and are no longer necessary. We went through the findings again and highlighted the exact findings that were being made for this case. We do have a recommendation for you tonight. Conditions 1, 2 - estimate in feet only - 4, 5, 6 7 and 10, from the Planning Commission's recommendation of December 18, 2017, have been withdrawn as they are now unnecessary. It is the opinion of staff that the proposed development, as revised, conforms with the Comprehensive Plan, meets the overall intent of the MS-2 zoning district, and complies with the required findings for section 405.090 and 440.160. Therefore, staff recommends the Planning Commission adopt the findings of fact contained in the staff report and recommend approval of the preliminary site development plan for this case to the City Council, with five conditions. The first two conditions relate to the deviations that are still required. The first one is approval of the requested deviation to height, to a maximum building height for mixed use. The second is approval of the requested deviation to waive the minimum lot area per dwelling unit to allow for the proposed design of 90 units, or 92,896 square feet of residential development and appurtenant ground floor space in a mixed-used building. The third and fourth conditions relate to the need to finalize some of the traffic studies and stormwater drainage reports, especially in light of the changes. So, a revised final traffic study must be submitted for review with the final site plan application. The appropriate data, text, maps, drawings and tables must be included per the Olsson Associates review comments dated September 20, 2017 and attached to this report. Staff reserves



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the right to provide additional comments based on those new studies, or stipulations based on those to address traffic, circulation, ADA, storm drainage, and floodplain related issues. Fifth, there is a condition that came up through some of the public comments made at the Planning Commission hearing pertaining to light pollution. We carried that condition over to our recommendation tonight. It states that light pollution must be addressed to the satisfaction of staff before construction can begin. That concludes staff's report.

Chairman. Lee: Any questions? I assume the applicant is here.

Mr. Troppito: Pete, I assume, just for the record, that you're contending that this application meets the intent of the Comprehensive Plan, it meets all the zoning and code requirements?

Mr. Heaven: Yes, it does.

Mr. Troppito: One of the issues that was an original concern to me was hexavalent chromium in the building products. This is a question for the developer. I'd like you to state for the record that it has been resolved, and no other building materials to be used on this project contain hexavalent chromium. Besides shaking your head, would you confirm that for the record?

*Christian Arnold, Applicant, appeared before the Planning Commission and made the following comments:*

Mr. Arnold: Sure. We did investigate that product, and that product cut sheet that was submitted previously was for a residential product. A product that we would propose is a commercial product, so the safety data sheet will be submitted to the City. That product that you referenced is not in that at all.

Mr. Troppito: Thank you. One other question for Danielle. Recommendation - it's the last one. Light pollution must be addressed to the satisfaction of staff before construction can begin. I'll just state, I have a problem with that, in the sense that light pollution has been a major concern. The problem is it pushes it down the line to staff, and possibly an unknown staff member that we have no experience with. Why would this not be phrased to require the satisfaction of the Planning Commission, rather than staff?

Ms. Sitzman: It can certainly be rephrased that way. I think the element of allowing additional time to resolve it is because lighting and light levels is not a detail that is normally presented as part of a preliminary site plan. There would be a photometric study required at the time of a final site plan, and there are standards about foot candles, etc., that any staff would check at that point. But we could certainly reword that condition to say, "to the Planning Commission's satisfaction," or "at time of final site plan." That would be appropriate.

Mr. Troppito: Thank you.



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Ms. Dukelow: I was going to ask Mr. Heaven for clarification on the, the plan that was remanded back to the Planning Commission. The plan that we previously recommended to City Council for approval, if I'm not mistaken, was the plan prior to a current plan that we are reviewing.

Mr. Heaven: That is correct. Yes.

Ms. Dukelow: That was the plan that we had seen in January, that was dated 11/26/17. Is that accurate?

Mr. Heaven: Yes.

Ms. Dukelow: Thank you. So, with regards to light pollution, I understand the photometric plan requirement - and this may be a question that we wait; this may be more appropriate for the applicant. I know that in previous meetings, the Commission has expressed concern about the headlights shining across the creek from the back parking area. I know that this is something that doesn't appear to have been addressed in this particular rendition of the plan. I just want to bring that up and make sure we address that through the course of this meeting.

Mr. Troppito: That was part of my concern.

Chairman Lee: Any other questions or comments?

Ms. Dukelow: This is probably a question for the applicant. I'm curious as to whether or not there will be bike storage for the residents.

Mr. Arnold: I can answer two of those questions at the same time. One, when we presented last time, this issue came up extensively at the City Council meeting. Once we looked at the topography of the site, the site is actually about 20 feet below the houses over there. So, we did a section study that was presented at the last meeting and showed that the tops of the houses were about in line with the top of the building because it is so far down. I think that has alleviated some of the concerns with headlights because they were so far down. Also, because we no longer have the parking lot pushed right up to the parking line - we're actually back six feet, which allows us to plant more vegetation along the back of the parcel, as well. So, when we last met, we said we were going to address these issues as we move through the process, and we have addressed these issues.

Bike storage? Yes. Because the first level is largely parking, there's ample storage for residents, as well as general bike storage. There's lots of space on the ground floor.

Chairman Lee: At this time, we will entertain a motion.

Mr. Braden: Mr. Chair, we have reconsidered the proposed height, density, and setback deviations within the Code as requested by the City Council, as well as the elimination of some of the originally requested deviations, and I believe the project should be returned to the City Council with our recommendation of approval. I therefore move we



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adopt the suggested findings of fact and recommendations of Staff as contained in the staff report and recommend **approval** of the Preliminary Site Development Plan for Case # 17-08 Martway Mixed Use to the City Council with the following stipulations, as amended:

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

Mr. Troppito: Second.

The vote on the motion was taken (8-0). **The motion to approve this application carried.**

### **Case # 17-11 Preliminary & Final Site Plan-Tidal Wave Auto Wash-Block Real Estate - Public Hearing**

Ms. Sitzman: Also with us tonight is Chris Cline of Core Design. Chris has been working with us for many years. He is our on-call architect that helps us perform our form-based code reviews. I asked him to give you a quick refresher on the Form Based Code since we have several new members since the last time we had an application, which was four years ago. I know the staff covers much of the same information, but I thought it would be good to have a quick refresher from Chris. He is also here to answer any questions as we go through this process.

*Chris Cline, on-call Architect for the City of Mission, appeared before the Planning Commission and made the following comments:*

Mr. Cline: We've been working with the City of Mission with the Form Based Code since the beginning of developing the code. I wanted to take a minute to take you back to what went into the code and how we've been applying that code throughout the West Gateway District.



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The West Gateway District is from Metcalf on the west side of town, basically from Shawnee Mission Parkway up to about Foxridge/54th Street. It's about 230 acres or so of development there. There are three things I want to touch on: The goals that were developed for creation of the Form Based Code, what the planning process was in creating the code and putting it in place, and then, some frequently-asked questions that get asked from time to time.

The goals for the code were to engage the community in the process, and create a form-based code that was consistent with the City's vision plan. The City had adopted a vision plan for this area similar to Vision Metcalf. This was done prior to Vision Metcalf. The same consultant actually worked on it. That vision called for engaging the community. There were lots of large charrettes and workshop meetings where folks were shown pictures of more of a suburban-type development that's out there today, or something that's a little more pedestrian-friendly and brings the buildings right up to the street. There was a strong movement and input and direction received from the community that they wanted something different in this part of town. They wanted something that wasn't as suburban, they wanted it urban, they wanted buildings up to the street, and to create a strong sense of streetscape and public realm. That's what we heard from engaging the community. Staying one step ahead was, if that's the type of development pattern that the City wanted to achieve in this area, how can we do that in a way that helped to guide developers to bring projects to the City that fit those guidelines? So, staying a step ahead was, let's put a code in place that really prescribed the type of development that's different than what's out there today, and hopefully encourage developers to bring projects that they could get approved faster. So, it's a proactive approach, and it's spelled out in the code.

In making the vision a reality, there were a lot of good ideas that were in the vision plan, but it didn't have all the details it needed to actually implement. We had to work through the details of taking those visions and turning it into a code that you could implement. In that process, we had 30-plus people on our advisory committee. It represented homeowners, property owners, commercial brokers, elected officials and community residents. A 10-month process. There were six meetings with the steering committee, lots of questions and things occurring throughout that process. We had three public meetings where folks came to look at the code as it was being developed and ask questions. Had two open house forums in March and July of 2007. And then, it went through a process where we got City Council and the Planning Commission together for a work session to walk through the bones of the plan, and then, took it to public hearings and adoption in October 2007. Really, took that vision plan, encouraging good projects by making them easier.

So, what that means is, in a lot of cases, a developer will bring a project and negotiate with staff on lots of things in a planned district project. And then, there are a lot of details that get worked out with staff, but sometimes the Planning Commission wants to talk about specific things in the project and make things better or different. Sometimes it



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gets cumbersome. The intent for the Form Based Code was to put all of that work at the front end and hopefully bring projects before the Planning Commission that have already been through that process. If they receive a passing score, then it's up to the Planning Commission to decide, well, if they followed the rules, should we approve this plan? And if you approve it, it doesn't have to go to City Council. They can immediately go into final development and construction. So, it alleviates the process a little bit, but it takes a little more work on the front end.

There were some questions asked about this. Will infrastructure serve it? At the time, we were talking about adding density to this district, different than what's out there today. There's a lot of low-story buildings. If we added more density, would the infrastructure that's out there be able to support it? We did that study as part of the Form Based Code, and most of the infrastructure can't support that. There were some things that were proposed and put into the CIP.

Can the market support it? There was an extensive market analysis done that looked to the future and what the feasibility and projections were for new development. The good thing is, Mission is well positioned for future growth. We did study lots of different areas for different density development, types of development, to make sure that the code recommendations were realistic.

Is the code flexible? Prior to the code, I think there were a number of commercial properties that back up to some of the residential properties up on the north end of the district, primarily. The experience there has been that several commercial developments have come in; I believe residents would file a protest petition, there would be a big fight, a huge meeting at Planning Commission or City Council, and it was very difficult to try to work through that process. So, in development of the code and engaging the residents, we said, look, if we put this new code in place and put all these rules in place, if a developer follows those rules, should they be able to go ahead and get their project approved without a public hearing? So, if we looked through everything and scored it, and they get a passing score and the Planning Commission approves it, they're not rezoning the project. They're just getting their plan approved. Is that okay? And they said yes. If they follow those guidelines and give us a project like what we think, then yes, they were supportive of that. The City was supportive of it. Basically, it was put in as an overlay district, so it does not require someone to rezone the property. Therefore, there doesn't have to be a public hearing. So, if they get a passing score, they don't have to have a public hearing.

Mr. Troppito: Excuse me. You referenced "scores" several times. What's the score? Ninety? Eighty? Seventy?

Mr. Cline: I'll get to that. Existing businesses can still do business in the district, and we've had several cases where folks that have a non-conforming building can still make improvements to their building and continue to do business in the district. And then, developers, again, it avoids that protest petition process. It allows for a variety of



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building types and uses. There are architectural and site design opportunities, and development phasing possibilities. This is one example of a larger site. You can see where access points are shown in those dark triangles. Buildings will be placed up next to the street. Surface parking could be placed behind. And then, eventually, more buildings could be built and that surface parking could become structured parking. So, there are opportunities in there for larger properties and other properties to phase things in over time, as well.

And then, when we talk about a scoring system, what we tried to do was to break things down since these were a new set of rules. We wanted to break it down so developers understood how to design their projects so that it fit the code requirements. There are a number of steps that you have to go through to look at each area -- the sector plan, the regulating plan, the building types, the setbacks, the early guidelines -- and then, looking at the building themselves, and the streetscape improvements. We put a score to each one of those so that, at the end of the day, if they submit the plans and they didn't get a passing score, instead of just saying, "You didn't pass, here's a list of 25 things that you didn't pass for," and they didn't really know, well, how important were some of these, and how not-important were other ones? So, we tried to put some kind of system in place that at least showed you what the relative level of importance was for each one of those items. They kind of go in a hierarchy fashion. You basically go through a four-step process. You look at the sector - in this case, that's Rock Creek. You look at the block in that area, which tells you what types of buildings are allowed in that block. You look at the building types themselves and it gives you some additional information about that building type. And then, you go through the architectural guidelines and the urban guidelines, which tell you where to place that building, how close to the street. And then, some of the streetscape improvements that need to be put in.

So, there is an extensive amount of information to get put in these plans, and there's usually a back-and-forth that happens with any applicant, where they may submit plans initially that don't have as much information and they don't get a passing score, but we give them a full listing of where they missed points, and where they could do better, and how they can improve their score when they re-submit and we score it again, and eventually, bring it before the Planning Commission.

Here are some examples of that: A bank proposal that was placed away from the building and was surrounding by parking. Eventually had the building pulled right up to the street corner and put all parking back behind. The Mission Crossing site. This was an initial proposal where the buildings were internally-oriented, pulled away from the streets. You can see how, in the concepts, the buildings started to move to the street corners, and eventually became a plan that looks pretty close to this, where the buildings all had that strong relationship with the street. Then, you can see what some of the renderings look like, and then, I've got a shot here, under construction. The last one is Cornerstone Commons, the grocery store and restaurants there on the corner.



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And then, the little two-story building that's on the southeast corner of that particular site. Again, buildings address each one of the streets adjacent to parking on the inside.

The Form Based Code is kind of a new thing in the metro, and Mission was one of the first to put it in place. It was done in 2007, right at recession time. And even with all of that in place, there's been more economic development activity and development here in this part of Mission than anywhere else in Mission. There have been a number of projects that have come through - and you've seen some of them here - and followed the code and gotten approved.

So, thankfully, I've been able to help the City not only create the code, but to help implement it. I'd be happy to answer any questions.

Ms. Sitzman: Thank you. With that, I'll present the staff report in this specific case. This is Case #17-11, Tidal Wave Auto Wash, a preliminary and final site development plan. The combination of preliminary and final plans is required so that all of the details for a full score are presented and can be awarded. This is how we do all of our Form Based Code cases. We can do this with applications outside of the District, but you have told us in the past that you find that a little overwhelming. So, for other areas of town, other developments like the Martway Mixed Use application, you'll see a preliminary site plan go through the entire process, and then come back to do a final site plan. In this case, they are combined so we can get all the level of detail necessary to get a full picture of the project and complete the scoring process.

The property is the site of a former gas station and is currently zoned CP-2B Planned Retail and Service District. It's located in Block Y. As Chris explained, the Form Based Code divides all of the land in the district into separate blocks, so you will be referencing Block Y for this one. It's also located in the Johnson County Design Guidelines district. This site is about three-quarters of an acre in size. The proposed car wash is an allowed use in the underlying zoning district.

In the past, some of the other Form Based Code developments, like the Mission Crossing project, made use of the fact that this overlay zone allows for cumulative zoning and additional use flexibility. So, in the example of Mission Crossing, that property was not zoned for those uses originally. But, because they had a Form Based Code compliant project, the overlay zone allowed for those other uses to happen without the need for a rezoning process. In this case, the underlying zoning would allow a car wash.

The regulating plan for this particular sector in the Form Based Code identifies this property as part of Block Y where ground-level retail uses facing Johnson Drive are important. This is not in the Downtown District of Johnson Drive; however it does continue to reinforce that retail is important along that street. There is an extension of Walmer Street shown in the Sector Plan. The future extension of Walmer Street between Block Y and Z would be triggered at the time that Block Z actually



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redeveloped. So, as that is not happening at this time, no proposed extension of Walmer Street is included in this proposal.

Both Block Y and Block Z are where the Mission West Shopping Center currently is with retail along its northern side. The Form Based Code is a long-range plan that envisions the eventual redevelopment of all of that area voluntarily by the owners of that property. The intent is to prepare for improvements to the street network, when that would eventually happen. Currently, that shopping center is in a really large block which is difficult to walk around on foot if you're a pedestrian. A goal of the future road extensions that are shown in the Form Based Code are really to make blocks smaller, more easy to navigate on foot by pedestrians. So, in summary, the Walmer Street extension not included in this plan, not required of this plan, but just noted as an element that's included for the long-range utility and usefulness of the district.

There are several building types that would be allowed in Block Y, anything from a townhouse development to a mid-rise building, a mid-rise building being something that's at least two stories tall. A parking structure-type building, which is really not just parking for cars, but envisions parking interior with retail wrapped around it. Also, low-rise buildings are currently allowed in any sector as long as the lot size of the development is less than a half acre. That gives additional flexibility for development of really small lots where it really wouldn't be feasible to do much of a large-scale development. As I said, this lot is larger than a half acre; it's about three-quarters of an acre. So, it does have to have a component of at least mid-rise development in it. For its lot size, it is allowed to have 60 percent of the gross square footage of development to be low-rise building type, but at least 40 percent of the development has to be something that's mid-rise, or larger building type.

The Comprehensive Plan helped inform the development of the Form Based Code. The Form Based Code is compliant with the Comprehensive Plan and encourages mixed-use median density redevelopment in this area. That would include housing, limited office, and medium-density retail in this situation.

Chris said that there is a score that is given to Form Based Code projects by staff. His review memo discusses how many points were available and how many points the project garnered through its design. As he said, there was a list of components that the scoring walks through, and they are hierarchically labeled on this list, number 1 being the most important, and having the most points required in order to score a passing grade at the end. The reason that this is done is because some elements of design are more important and have more impact on the public realm. The architecture of your building may not have as big an impact on what the public experiences near your development as where the building is placed on the lot does. So, things like where the building is placed on the lot is listed up front and the most key components of the scoring system. A passing score is a 90 out of 100 points. There are some prerequisite levels that go with this score, so you have to at least get all of the points in those early



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categories. Otherwise, it's impossible to get to a 90. The later categories - 4, 5 and 6 on this list - are definitely points there to be had, but it's not as critical that an application receive all of the points in those categories. They could still get to 90 points without doing every thing called out there.

In the memo that follows this, you'll see that our scoring on this application came up with 60 points, which is not the 90 points required to receive staff's endorsement at this point. It fails in several critical prerequisite steps, which is why it could not get to that 90-point threshold. This is largely due to the fact that all of the proposed buildings fail to meet the required building type standards. So, they have a mix of a two-story building and a one-story building in their proposal. However, the one-story building is still shorter in height than it needs to be to meet the Form Based Code standard for a single-story building.

The north building was designed around the footprint of a car, and we had trouble deciding what kind of building type that it should be evaluated as. We didn't feel that a building that was only the depth of a vehicle was truly going to have a lasting value as a retail space. The code says a certain depth of space would be needed for reuse of that building as retail in the future. A goal of the Form Based Code is for reuse of these buildings over time and having flexibility to allow that. Staff's feeling was that to have a building footprint solely designed around the footprint of one car was difficult to justify as meeting the intent of the code for a mid-rise building type.

Therefore, failing that we looked at other building types to see what it might resemble more closely. It was a poor fit for a parking structure building type in the code also, but we went with that because it's the closest thing to a building designed around automobile in the building types. Of course, we let the applicant know that there were concerns about the design of their building which would affect their score. Like I said, we tried our best to score it with what they had submitted to us after staff comments were given to them.

There were other points that were not attained because the submittal was missing elements of the proposal, specifically things that would typically be included in a site plan such as landscape, streetscape, or the accessory structures. Things like trash enclosures, planting plans, street lights, benches - all of the elements that go into the streetscape plan.

As I said, the proposed development does include two buildings. One building is a two-story 6,699 square foot building. The other one is a one-story 3,200 square foot building. That works out to about 68 percent of the buildings being a two-story and 32 percent being a one-story, which meets the Form Based Code requirement. However, as I said, we had difficulty determining that the two-story building was a mid-rise building type and truly compliant with the Form Based Code.

The ground floor of the northern building would contain parking stalls for vacuuming vehicles and some office space up above on the second floor. The applicant has



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indicated that the width of the northern building is sufficient to be used for retail space in the future if a car wash facility ceases. Again, the second story would be office and storage.

The Form Based Code says if there are not enough points earned within the prerequisite steps, we could stop review at that point. Staff feels that it's more important to give the applicant a chance to come before you tonight, so we went ahead and performed a review and scored the rest of their project so they could come with as much information as possible.

In our review of the exterior building materials we had some concerns about windows and doors not meeting the minimum of 60 percent requirement for storefronts. We also looked at some of the other exterior materials. They have proposed EIFS on the ground floor and upper floor of the northern building; 45 percent of the coverage of that space is EIFS. As you'll note, the Johnson Drive Design Guidelines actually put a limit on the amount of EIFS on building faces because it's a less-durable material. We certainly had concerns about how close to the ground it is located, where it can have a greater wear.

The development would utilize a surface parking lot located on the interior of the lot, behind the buildings, and would be accessed by two driveways. Basically, there is a one-way flow in and out through queuing up for the car wash tunnel, and then, circulating around the interior of the site, either for vacuuming bays or for parking for the office space, and then, existing in a one-way flow on the west side of the lot. There is an existing median along Johnson Drive that would need to be altered to allow inbound and outbound turning movements. There's also a median break interior to the site, so if you decide at the last minute you don't want to go through the car wash, there is a way to exit that queue. We've feel that the median break for getting out of the queue should be earlier in the flow, not after the pay kiosk.

Our traffic engineer, George Butler Associates, has looked at the site access, the vehicle queues, and the turning templates. They've also looked at sidewalks and the traffic study. They are generally satisfied with those designs. However, they do recommend moving the median break to earlier in the queue flow. Also, there were no turning movements provided for service vehicles, so it is unclear how trash and other service vehicles would maneuver through the site. If it's a one-way flow, they are going to be either coming in through the same areas that vehicles would be, or moving counter to the flow, which is not desirable.

A landscape plan detailing streetscape improvements was not submitted. Generally, we feel like there's sufficient width being allocated for the streetscape improvements in the five-foot sidewalk and a four-foot tree zone, which would be compliant. However, we were unable to check all the other details that we needed to check for the planting of street trees and street lights, benches and trash receptacles, and bike racks. As with other developments, those elements would be required to be constructed by the



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developer at the time that they do the project. Final placement and configuration of those elements must be confirmed before they could begin construction.

There would actually be a reduction in the impervious surface with redevelopment, so there is no stormwater treatment required at this time. The Sustainability Commission has not had a chance to review this application, so they've not made a recommendation to you. They have a separate scoring process that they go through. They have a sustainability checklist that they use, which would be a recommendation that would come to you from them.

Staff has included in the staff report suggested findings of fact, both for a preliminary and a final site plan. We feel that there are deficiencies in the site plan process, primarily due to absence of information. For example, the finding of fact that needs to be made for the final site plan has to do with landscaping and screening, which we were unable to make a determination on as the information was not provided. Also, we feel that because there was not a passing score achieved for the Form Based Code, that the findings that need to be made for consistency in good land planning and site engineering designs were also deficient.

According to Chapter 8 of the Form Based Code, applications are reviewed in that four-step process. They do need to comply with the requirements of the first two steps to automatically proceed. This is coming to you tonight without having met those prerequisites. You do have the authority to do the final review and approval of a Form Based Code application if it had garnered the 90-point score. This is what we would consider to be a non-compliant application, so it's back to you tonight for full review. The project as submitted fails to receive that passing score in the prerequisite steps. Staff feels that there are major flaws to the building types, and those should be addressed. And then, the minor supporting details should be provided for review as described.

Therefore, staff recommends the Planning Commission adopt the findings of fact contained in our staff report tonight and recommend denial of the preliminary and final site development plan for this case, for the Tidal Wave Auto Spa project. The applicant has requested to proceed with the meeting tonight with this failing score. They want to present their opinion on the project and its conformance to the code to you. You're certainly able to consider their opinion and consider making alternate findings of fact that you might determine based on what you've learned tonight. Included in your packet was some alternate motions that you could consider. Also, the applicant has actually provided a written statement, letting you know what they would be willing to agree to as conditions. If you were to take an action tonight to adopt alternate findings of fact and make a recommendation of approval, I would highly recommend that you do that with conditions, and consider those conditions provided by staff and the applicant. That concludes the staff report.

Chairman Lee: Thank you. Is the applicant here? Please introduce yourself.



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*Paul Schepers, Attorney, Seigfreid Bingham, appeared before the Planning Commission and made the following comments:*

Mr. Schepers: I technically represent the owners of the platted 6501 Johnson Drive, who are technically the applicants who have submitted the preliminary development plan for your consideration. With me is the principal owner of Block Real Estates Services, the owner of that site, Mr. Stephen Block, who is sitting here. I also am here representing the developer, Tidal Wave Auto Spa. From that organization is Thomas Wells, an independent consultant with a company called Keystone, which has been working with Tidal Wave to navigate our plan through the process. Also present is Marty Murphy, the project manager for Tidal Wave on this particular project. Also, the principal of Tidal Wave Kansas City, Petty Hardin, who will be taking over after I finish my remarks, to tell you in greater detail what our vision is for 6501 Johnson Drive.

I listened very carefully to Mr. Cline's recitation of the history and the creation of the Form Based Code, and I will be here to testify that I've practiced law for 36 years, and this is my first encounter with a Form Based Code process. I agree with Mr. Cline. It's a very unique overlay or addition to the zoning ordinances that I typically see in Kansas and Missouri. My research indicates - and I can't guarantee this - that Mission, Kansas, may be the only municipality in the whole state of Kansas that's adopted Form Based Code. Before I even make this statement, I want to assure you that my purpose here this evening is not to shake my fist and threaten to sue you, because that's the last thing that my client wants to happen. But, I would point out to you that there is no Kansas case which has held that a Form Based Code - and in particular, the way the Form Based Code has been applied to my client's application - is authorized by the Kansas Zoning Enabling Act. There's no case that holds that on its face or as applied, it's constitutional.

So, there are some questions with regard to the lawfulness of the Form Based Code for use to deny an application for development like the one that my client has been presenting to the City of Mission. But, I'm not here to tell you I'm going to sue you. I'm very hopeful that at the end of our presentation, you will look at what's there at 6501 Johnson Drive, and look at what's going to be there when Tidal Wave Auto Spa completes their project. And, in particular, I'd like you to look and take into account everything that Tidal Wave Auto Spa has done to try the best that they possibly could to bring this project within the spirit of the Form Based Code, if not the letter of the Form Based Code.

In addition to Mr. Hardin, who will be making some comments and explaining the project to you, I have a gentleman who I think some of you are familiar with, who has experience with the Form Based Code that I did not have. I brought Dave Olson on board our team because he certainly has experience with the Form Based Code, having represented the developer who successfully obtained approval of a development plan in the same West Gateway area as is covered by the Form Based Code. I believe that Mr.



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Olson's knowledge and experience with the Form Based Code entitled him to create a different Form Based Code scorecard than the one that Mr. Cline has created for our project. And at the close of this presentation, Mr. Olson will walk you through his own Form Based Code scorecard, which I'm pleased to tell you that Mr. Olson thought we had a 90 or a 91.

Again, the main area of disagreement, the main driving force behind the discrepancy with the grade we received from Mr. Cline, and the grade Mr. Olson gave us in his analysis of our compliance with the Form Based Code, rests virtually entirely with the two structures that are going to be located on the site. We received a failing Form Based Code score from Mr. Cline because he thinks that our two-story building that is going to front Johnson Drive is a parking garage. And if you read the Form Based Code, the definition of what a parking garage is, the first line states: *Parking structures or buildings which are specifically designed to store vehicles.* Not surprising. That's what I would have said a parking garage is. That's not what our two-story building is, at all. When you store your vehicle in a parking garage, you park it there, you get out, you go someplace, and then you come back and get in your car and drive away. That's not what's happening on the bottom floor of this two-story building. What's happening on the bottom floor of the two-story building is an extension of our retail operation. Because when you come into the Tidal Wave car wash, as part of your purchase price, you receive the right to use the vacuum cleaners, which everybody uses after they wash their cars.

We have designed the two-story building so that the vacuum cleaners will be on the first floor in a series of areas where you can pull in and vacuum your car, but you're not storing your car there. You're vacuuming it so it can be clean when you finally exit our facility. So, what we consider that building to be is a combination of offices on the top floor, and an extension of our retail operation on the bottom floor, which makes it a mid-rise structure. And if you grade that structure in accordance with the criteria you find in the code for mid-rise structures instead of the parking garage that's imaginary, you're going to get real close to a passing score. Because the main reason we failed the Form Based Code scorecard that Mr. Cline prepared is because our building isn't 40 foot deep. And parking garages under the Form Based Code are required to be 40 feet deep. There's no such requirement for a mid-rise structure. And our mid-rise structure is going to be plenty deep. If someday Title Wave goes off into the sunset and leaves that building there so that that bottom floor can be used for retail purposes, repurposed, if you will, for retail purposes, and if the Form Based Code had desired there to be some minimum depth of a mid-rise structure, why isn't it in there? It's not in there.

With respect to the car wash tunnel. Obviously, the Form Based Code doesn't have a couple pages that tell you what the criteria are in order to put an acceptable car wash tunnel on a site. There isn't any way to classify the car wash tunnel. If we were to classify it - as Mr. Cline has - as a low-rise structure, it still comes darn close to meeting the requirements in the Form Based Code. Not counting the cupola that's on top, which



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I think you'll find very attractive, the height of that is about 21 feet. So, we're five foot short of what Mr. Cline says the height of the car wash tunnel ought to be. What's the purpose of the 26-foot car wash tunnel compared to a 21-foot car wash tunnel? There's no purpose to be served by that. The City of Mission isn't in any way benefitted by that. In fact, if Tidal Wave leaves, they're going to take all the stuff in that car wash tunnel and it's just going to be a shell. And the next person that comes along and tries to develop that site is going to tear it down. So, it isn't as if there's a reason why we need to be concerned about whether the car wash tunnel complies with the low rise building structure. I suppose if somebody decided they wanted to use that shell and make it some sort of retail operation, they could do that, and they could do it if it's 21 feet tall or 26 feet tall.

So, the Form Based Code, at least in our experience - and I'm not trying to cast aspersions on Mr. Cline, or anybody that had anything to do with the creation of the Form Based Code - but I'm here to guarantee you, it hasn't made this process easier for us. The Tidal Wave Auto Spa company is nationwide, and Petty Hardin and Thomas Wells have been before boards like yourself all over the country, and they've never encountered anything like a Form Based Code. Mr. Block has been in the real estate development business a long time. He's never encountered anything like this. And, I hate to say it, but it's based upon more of an imaginary vision of what somebody decided they thought the city of Mission ought to look like than the real-life situation that's out there.

I want to emphasize that despite my reservations about the enforceability, the wisdom, and the rationale behind the Form Based Code, we did everything we were told we needed to do to try and meet the Form Based Code requirements. Mr. Olson will be the last person to speak on our behalf, and he will present to you what he views to be the proper way to grade our project under the Form Based Code, and he'll draw upon his understanding and experience of the Form Based Code that he gained when working on that development that's just diagonally southwest of 6501 Johnson Drive.

When Mr. Block was approached by Tidal Wave, he was ecstatic that someone would be interested in buying this old abandoned gas station site that he owned, and he was convinced that when this development of the Title Wave Auto Spa was presented to the Planning Commission, and ultimately the City Council, they would see it the same way we do. Let me start by showing you where our site is. It's outlined in purple there. It might be easier to orient yourself if you were to glance at the color aerial photos I brought.

That little red circle with the point on it is 6501 Johnson Drive. Let's go to slides 2 and 3. This is the front view of the existing structure. This is the rear view. This is the drop-off that is directly behind the site. That fence that I'm standing next to is the southern boundary of 6501 Johnson Drive. And I'm here to tell you, it's not easy to walk up that grassy slope. From the cement ground of 6501 Johnson Drive down to here is 15 feet.



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That 15-foot slope is contained in less than 6 feet of width. So, we've got a drop-off that's very, very dramatic, and that's going to become important when I explain to you the process that we've gone through so far to try to bring our project in as close to compliance with the Form Based Code as possible.

Go back to slide #2. This is what's there now. I'm old enough to remember when that was a Vicker's station. I grew up in Roeland Park, grew up driving up and down Johnson Drive. Most recently when we had a legitimate operator at that site, who was actually paying rent it was a Valero. That operation that was legit failed on Mr. Block in November 2015. We brought in a new operator to run that business. He had somewhat of a creative business plan that didn't really include paying rent. So, he operated it until April 2017 when Mr. Block finally put his foot down and said he had to go. No legitimate operator of a gas station and convenience store is interested in this site. The only real, viable use for this particular site, we are convinced, is the Tidal Wave Auto Spa that we're asking you to approve the development of today.

So, given what's there and what we think ought to be there with this two-story building on the front of Johnson Drive, winding around to the Taj Mahal of car wash tunnels, we were really thinking that when we showed up here and said we've got the greatest thing we could imagine to be done with this site, we were expecting to be patted on the back. That's not what happened. When we first showed up and were talking to staff, we had a car wash tunnel here with pretty nice landscaping and a way to get in and out, outdoor vacuums, etc. At that point, we were acquainted with the Form Based Code. And we were told, well, you're really not going to be allowed to do that because under the Form Based Code, we're going to need a structure, could have office, or retail use in that structure, but we had to have a building that fronts Johnson Drive. And if you could come up with a building that meets the Form Based Code - which we meant mid-rise structure - if you come up with a building and had it constructed on Johnson Drive frontage with a sidewalk there, for pedestrian access that isn't going to be there for years - If you could come up with this building, we think you're fine, and you can pass the Form Based Code, and we'll get you all developed, and everybody will live happily ever happy. Well, we did that. Drew up plans, paid a lot of money for architects to draw up plans for this two-story structure.

And, by the way, I should mention, the top floor of this structure has already been committed by Tidal Wave Auto Spa to be the offices for the Midwest region of Tidal Wave Auto Spa, a nationwide company. So, that second floor is going to be occupied from day one of the completion of this building. We couldn't come up with any kind of retail operator that we thought would be interested in this bottom floor. So, the idea was, well, you know, the vacuum cleaning part of our operation is retail. So, what we're going to do is have the greatest spot you could pull your car in and vacuum it out after we've finished cleaning it. There are 10 stalls for cars to come in to be vacuumed after they're finished. Petty will show the traffic flow that gets cars through the parking, through the site, through the car wash tunnel, and into those stalls. They don't have to put a coin in



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them like the old-fashioned ones. It is part of what you get for the fee to have your car washed. So, we see that as retail. So, it's combination office and retail, and it sure as heck is a lot more of a combination office and retail than it is a parking garage.

Then I think, as Mr. Olson will elaborate, we've met all FBC requirements with respect to that. This car wash tunnel, if you view it as a low-rise structure, is technically six feet shorter than what Mr. Cline thinks it ought to be, but it's really more of an accessory to the retail operations being conducted there. It's full of state-of-the-art equipment. It's the greenest car wash in the United States, using almost all recycled water, and we're very proud of it. We think if it's viewed as an accessory structure, it's not subject to being graded under the Form Based Code. If you wanted to view it as a low-rise structure, it's five feet shorter than it maybe ought to be, maybe lose a point there, two or three points there - I don't know. But it's not going to make any difference, now or in the future, whether that's 21 feet tall or 26 feet tall.

So, we do this, and we think we've got it. We present it to the Planning staff, and what do we hear next? "Yes, you're getting close, but by the way, the Form Based Code calls for the extension of Walmer Street to go across Johnson Drive, and in order for you to be allowed to proceed with your plan, you're going to have to lop off 10-12 feet of the eastern edge of the site, because that's where Walmer is going to go." And if you look at the aerial photo, you'll see that if you extend Walmer in a straight line, you're running right through the eastern portion of our site. That's when I raised my hand and I called Pete, and said, "Pete, you can't do that. You've taken my site. You're condemning me. If you're going to do that, you're going to pay me for the whole thing, because there is no feasible use." Tidal Wave is gone. This Tidal Wave development is using virtually every square inch of this three-quarter-acre site in order to conduct an efficient business. When we were hit with carving a bunch of land and giving it up for an extension of Walmer, that's when I did have to shake my fist and say, "Pete, we can't do that. That kills this deal. And, you've taken my property."

So, after a period of time, Pete and the staff got back to us and said, "We don't think you need that. We'll run Walmer, not across your site; we'll veer it off to the east." I'm not sure how that happens, etc. Then go to the third slide. How are you going to get it down there to a level where it can go down to Martway? And, by the way, there are a couple buildings in between that we're going to have to tear down in order to get Walmer over to Martway. So, is that ever going to happen? I don't think so. I think it's cost prohibitive. Is it going to happen in my lifetime? Surely not. But, that's somebody else's problem now because we've agreed with the City - and the City's agreed with us, I should say - that Walmer's not an impediment to our development.

Now, we think we've got it. We come back and submit our preliminary development plan, thinking that we've met what they told us we needed to do to comply with the Form Based Code, and then we got a scorecard back that said we got a 57. It's like, what the heck? And reading that scorecard, this part hasn't changed. We went from a 57 to a 60



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because of some tangential things. But we can't get a 90 as long as you're grading this as a parking garage. Because there's no way to put it out another 10 feet without destroying the whole traffic flow that you need to conduct a car wash operation.

So, when we got that 57 score back, we contacted Mr. Heaven and staff and said, "We give up. There's no way we're going to convince you that we should get a 90 Form Based Code." And we're told, and I think Danielle agrees, that if we can't make the Form Based Code, we can't use the expedited procedure in order to get approved without going before City Council. We said fine. Process this as you would any other preliminary development plan that's subject to the Form Based Code. Let's have our day before the Planning Commission, where we explain what we want to do, why it's a mystery to us that the City of Mission isn't jumping for joy about what we're trying to do. And then, we'll let City Council decide after we hopefully get Planning Commission approval of our preliminary development plan.

On the other hand, in the package we received along with our very disappointing Form Based Code grade card were several things that Danielle and her office thought we also needed to do. We then put together an enhanced supplement preliminary development plan that addressed many of those items raised. Other than, obviously, the Form Based Code scores that were attached to those two buildings, which made it impossible for us to get a passing grade there.

In addition - and I apologize for the late agreement to these things - again, this is apart from the Form Based Code provisions that Mr. Cline has applied to our buildings. We went together and came up with a list of conditions that we would be willing to meet in order to bring ourselves closer to compliance with the spirit of the Form Based Code, and which addressed many of the non-Form Based Code comments that we received from City staff. If you were to approve our preliminary development plan subject to these conditions, allow us to go forward in the normal process with the City Council, we're committed to satisfying these conditions.

So, we haven't thrown up our hands and said -- we did what we thought we could, what we were initially told we needed to do, to satisfy the Form Based Code. And I believe that the final development plans, if you look at the architectural plans and our site plan and some other information that Mr. Hardin is going to show you, I hope you'll come to the conclusion that this is pretty darn close to a totally-compliant Form Based Code development, but we're not asking for the expedited process. All we're asking is for you to approve the preliminary development plan and pass that on to City Council with your approval. Rest assured you're fully empowered to approve our preliminary development plan and pass it on to the City Council, despite what Mr. Cline's Form Based Code says we achieved. I believe you'll find Mr. Olson's comments enlightening. It boils down to, that's not a parking garage.

In closing, let me point out a couple of things. If we make that building 40 feet deep, the project is dead. You can't operate the car wash with the traffic flow if we make that thing



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40 feet deep. It doesn't help the first floor area to be developed in the future, and it certainly doesn't have any impact on the new Tidal Wave Auto Spa division headquarters on the second floor. I think you're going to be very impressed with the aesthetics of what you're going to see when we show you what this development is going to look like. Our plan is going to bring much-needed revenue to the city of Mission. You saw the picture of what's there. Look at the assessed property value. You can look at what's going to be there. You can pretty well project the assessed property value. The property taxes are going up, and a lot of that is going into the City of Mission's coffers. Same thing with sales tax. Right now, you're getting zero. But as I read the sales tax statutes, you're going to get 1.6-plus cents of every dollar that's spent by someone going through the car wash. Again, we're bringing Tidal Wave divisional headquarters to Mission, Kansas, on Day 1. We're not asking for a penny of incentives. We're not asking for any property tax breaks. We're not asking for help to pay for any of this, except there is a mention in our conditions, which is common, that the City should pay for the electricity and controls that are necessary to operate the street lights that are going to go along that sidewalk between Johnson Drive and our two-story building. There won't be any need for litigation if we can get approval.

Most important, I would urge you to look at what is an extremely detailed traffic study that was performed by BHC Rhodes, who is probably the most reputable survey firm here in the Kansas City area. They have stated, in no uncertain terms, that our car wash operation is not going to have any kind of negative impact on traffic going up and down Johnson Drive.

At this point, I will turn it over to Petty, who is going to explain all the marvelous features that will be associated with the Tidal Wave car wash development, which we're asking you with great respect and humility to approve tonight.

Chairman Lee: Thank you.

Mr. Troppito: Is it appropriate to ask some questions now? I'm just wondering, you referred several times to this being the Midwest headquarters. How many jobs, and how many new jobs?

Mr. Schepers: There's not that many jobs in the car wash tunnel. It's a highly-automated operation. There will be a couple people working there. That's really a question for Mr. Hardin.

*Petty Hardin appeared before the Planning Commission and made the following comments:*

Mr. Hardin: We'll have 10 to 12 full-time employees at this particular location.

Mr. Troppito: Who is going to be the owner of this after approval? You'll be acquiring the land?



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Mr. Murphy: Yes, sir. I'll be purchasing the land and am the principal owner of the car wash. Eighty-one percent, to be exact.

Mr. Troppito: And all the requisite environmental studies have already been done on that?

Mr. Schepers: Well, it's an old gas station, so there's going to be --

Mr. Troppito: That's why I'm asking.

Mr. Schepers: The tanks are going to have to go. We're not asking for any money to help pay for that. That's something that's going to have to happen.

Mr. Troppito: It hasn't happened yet.

Mr. Schepers: It hasn't happened yet.

Mr. Hardin: Upon approval of this, Mr. Block will be taking the tanks out at his expense.

Mr. Schepers: And that's probably a good thing, to get rid of them. Thank you very much for your attention.

Mr. Hardin: Thank you for hearing us tonight. I appreciate your time, and respect it, for sure. I'll just go through a few slides and tell you about who we are, what we do, where we started. I'll be as brief as possible because I know others want to speak, and I also see that there's other business owners in town that might want to speak at the public hearing. We first began washing cars out of Atlanta, Georgia, in 2004. We've been in business about 15 years. This location would be our 37th location. We have six other properties in the Kansas City metro area under contract and in various stages of development. We definitely want to build more locations, and we're excited about coming to Mission, which has been identified as having a good bit of opportunity. In 2009, we were voted Business of the Year by the Small Business Association. We're very serious about what we do.

A little bit about car washes of this magnitude. This concept is referred to as a spray-wash on the agenda there. It's not a self-service spray car wash. It's not a full-service detail wash, where you hand your keys over to folks and they detail the inside. The customer stays in possession of their vehicle. We've got four attendants on site most of the time. If it's a slow day, we could get down to as few as two. The customer stays in the vehicle. We assist with the payment process. They load their own vehicle onto a conveyor, keep their vehicle in neutral, and it pushes the customer through the tunnel. They come out clean and dry in roughly three minutes. As they exit the facility, they can opt to use our self-serve vacuum system, which is not individual canister vacuums. It's a centralized unit powered by a 25 horsepower motor, which we have in special enclosures that are not visible, and you're not able to hear them as well, the way we designed it. The customers have the option of whether they would like to vacuum their vehicle, or not.



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Like Paul said, we would have regional headquarters upstairs. We thought about the aspect of retail and just felt like, knowing what's on the market, we didn't want to compete in that space. We're not landlords, we don't want to be, but in the effort to satisfy a Form Based Code in the city and the vision to build a two-story building, to make use of that ourselves we felt was the best thing to do.

There's roughly 27,000 of these type of conveyor car washes in the country. There's an industry magazine that rates us every so often, called *Modern Car Care*. We've consistently been in the top 50 car washes over the year. It's something we're proud of. We're very serious about operating clean, friendly environments. We have a similar vision as Chick-fil-a as far as quality of service that we offer, the friendly staff, etc. Our goal is not to be the most attractive car wash in a market. Our goal is to be the most attractive business in the market. And I can tell you, at the 30-some-odd locations we've done over the years, we have not built one to this magnitude. This is - in Paul's words - a Taj Mahal, and it will be. Our average car wash is somewhere in the neighborhood of \$3 million. We haven't formally bid this out yet, but we're pretty sure it's going to go north of \$4 million. So, we've got our due diligence in what we think that car wash can generate, and we feel certain that we can afford to design that and make it work. We're very proud of it. There's nothing in the country that looks like that.

Having said that, we want to be the most attractive business in the community, not necessarily the most attractive car wash. There are other car washes out there. It's not hard to be more attractive than them. We want to be just as attractive, if not more attractive than some of the later, newer buildings that have been developed recently in Mission. Like Paul mentioned, we're definitely clean, green, recycled water. The chemicals are not hazardous to the environment. We discharge into the sanitary sewer system. We are open 7 days a week. Hours are not set in stone. Sometimes on Sunday we may open a little later. But point being that we're not open after dark. So, in the wintertime, when it gets dark earlier, we may shut down at 5:30 or 6:00 o'clock. In the summertime, we may stay open as late as 8:30. People generally don't wash after dark.

We talked about the recycling of the water a little bit. I'll tell you, you can't recycle 100 percent of the water because when you use fresh water to wash a vehicle and you recycle that water, it's somewhat dirty. So, even though you've recycled it through a really good, sophisticated filtration system, you can't ever really get it back to that quality of truly-fresh water. So, we're able to use that recycled water, about two-thirds of the car wash, in the early process. For instance, high-pressure water that cleans wheels or undercarriage, things like that. You really can't use recycled water to mix with chemicals, and you surely don't want to use recycled water at the end of a car wash. But, somewhat clean water in the final rinse processes. So, you're not able to obtain 100 percent. But, if we didn't recycle water, we'd use about 47 gallons of fresh water per vehicle. Over the years, the equipment has come along, we've gotten better. We're able to now use 14 to 20 gallons of fresh water per vehicle, as opposed to some folks who said if you run a garden hose out on your driveway, you might use north of 50 gallons,



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80 gallons - whatever it says. Point being, if someone washes their vehicle in their driveway, those chemicals and all that water is going down the storm drain, straight into streams and creeks. We capture all the water, recycle it, filter it through underground tanks, and discharge it into the sanitary sewer.

We definitely give back to the community. We're very big on donating to the 501(c) 3 organizations in each location. Site managers are responsible for finding who they want to donate to each year. The third Friday in September every year, at every location nationwide, we donate 100 percent of, not profits, not money we've made, or a portion of it, but every single dollar that comes in that day, we give to charities. The founder of our company has a disabled child, and that's kind of where this came from. It's really been effective over 15 years and been greatly appreciated. We definitely like to be partners in the community and good stewards of it.

This is our site plan. Johnson Drive is running east and west up this way. Customers will pull into here, the pay lane there. Pull under this canopy here, and there's two pay stations. It's more like an ATM style machine where the customers can pay. We have an attendant there at all times, assisting with payment. Once the customer pays, this is another canopy that we may or may not leave there, just because it's a little bit tight. If someone has ice on their vehicle, or some heavy-duty bugs, things that we know the automated equipment may not get off their vehicle, we can do some prep work here. We'll do it here, or we'll try to do it up front. Again, the customers stay in their vehicle. They've already paid. They put their vehicle in neutral. It pushes them through the tunnel, which takes about three minutes. As they exit the tunnel here, if they do not want to vacuum, they can leave straight out and go back on Johnson Drive. If they did want to vacuum, they take a right here and choose a vacuum in any of these spots. Or, this is an uncovered area, and if it's cold outside, people may want to be out in the sunshine. But if it's drizzly, or snowy, or what-not, and they want to be under the canopy, they can come under here, not a canopy, but a two-story building, and pick from one of the spots here. There's five spots over here, maybe six over here and five over here. This central area here is a stairwell, and we've got some vacuum equipment. The equipment that produces the suction will be housed inside the building, and it's piped out to both sides, which has the nozzles for each of those spots. After the customers finish vacuuming, they come out the same exit here. It's a consistent flow. It's one way in and it's one way out.

Staff had concern about trash or any other service vehicles that come. This is our proposed trash dumpster here. This exit is primarily during the daytime, 100 percent for customers or employees leaving. Trash comes at night. There's a gate here, and the trash guy can have a clicker and open that gate. He's coming after hours, so he's not going against traffic to pick up the trash. That's the general flow of the property.

*Thomas Wells, Consultant, appeared before the Planning Commission and made the following comments:*



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Mr. Wells: The other concern that was raised by the City's civil consultant is creating another median break or access point off the entrance drive into the retail/office area. We don't have an issue providing that secondary break.

Mr. Scheppers: And that is listed on the material that I just handed out. We reluctantly caved on that point.

Mr. Wells: This is a front view of Johnson Drive, our two-story mixed use. As stated before, the upper level would have the Tidal Wave division offices, training room, material storage. The lower level would be retail of vending machines, products associated with the car wash tunnel, as well as the retail vacuum spaces in conjunction with the tunnel wash itself. That's a side perspective.

The materials that we have proposed - and this has been an evolution, as well. One of the points that was brought up earlier is providing information on the storefront facing Johnson Drive, north-face to meet requirements of the architectural guidelines of the Form Based Code. In essence, 60 percent of that building façade has to be glass, doors, windows, between the sidewalk and 18 feet up. And we have no problem making revisions to the architectural plans in order to meet that.

Another concern raised is the amount of EIFS or stucco where that is located. Again, we can make revisions to address those concerns. Typically, at the lower level, we have a split-face concrete masonry unit, and then a precast work table that sits on top of it, roughly about three feet up. And then, either a combination of stucco, EIFS or veneer stone that is above it. So, there's basically three primary products on the face, plus the glass, and then, we use an engineered, prefinished standing seam metal roof.

This is the exterior finishes. The one you can't see is the clear glass glazing. On the left is a representation of the split face masonry unit, and the color would be on the very lower level. The top-middle is the water table, water ledge that sits on top of the split face. And then, top left is a color representation of the hard coat stucco and EIFS that would be above that, and the stacked veneer stone that is used above that water table. Top-right is actually a change in the traditionally roof color Tidal Wave blue, in order to try and be more attractive along this style, which is one and only, you know, for the mid-rise two-story that's planned on the front.

This is floor plans. The top one is the lower level. You can see some of the vacuum stalls, and in the central portion, there is an ADA-accessible office. There will be some equipment in there, as well as vending services. Off to the far right is another stairwell and lower-level HVAC units. On the bottom section is Level 2 floor plan. Central stairway there. Emergency egress on the right side and two restrooms and office/storage/training rooms.

This is a perspective view of the accessory tunnel in the back that's considered the one-story. That's basically shielded from any views from Johnson Drive because our two-story mid-rise goes drive to drive. So, unless you look backwards or around the



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corner. This is a similar architectural theme, with the split-faced concrete masonry unit, the precast water table, and then, the veneer stone on the tower, and then veneer stone columns and accents, accent on the mechanical room, and then some of the EIFS and hard coat stucco on the mechanical room, as well.

Again, this is just a view of the various materials that we went over on the previous slide. As Mr. Schepers alluded to earlier, the top of the cupola on this property is somewhere around 22 feet based on standard design. This is an actual vacuum enclosure. A lot of car washes, you'll see the large canisters nearby a space. A very noisy mechanical unit. This is standard for all Tidal Wave locations, to actually enclose that equipment in a vacuum enclosure so that we're able to control the noise. Here in a very urban and commercial area, it's not a major concern, but it still would be beneficial for our employees, our customers, our neighbors, and was brought up by Mr. Bennett, one of our neighbors to the east, to address that.

This is the express pay terminal - XPT - and this is the pay canopy. It has two lanes, it's basically like an ATM machine. You pick how many dollars you want to put in by the type of car wash you select.

Ms. Dukelow: Where on the site is the vacuum enclosure?

Mr. Wells: It's this building right here, in that landscape aisle.

Mr. Hardin: This uncovered island here, that enclosure would be there, and the other would be inside to service that portion.

Mr. Wells: We talked about the divisional office. In our initial meetings with staff, you know, having a functional two-story building up on Johnson Drive was going to be paramount to meeting the spirit and intent requirement of the Form Based Code. So, that quickly developed as a prime location, central location to a lot of the locations that we currently have in our development pipeline here in Mission. Quik Trip's division office is right around the corner. They didn't put it there just because there was an inexpensive office building. They put it there because it's centrally located to their stores and employees, and easy access. QuikTrip is another entity that Tidal Wave tries to emulate.

This particular site is .76 acres. We've got an 18-foot drop-off to the back. Part of Mission West shopping center that surrounds, is in the rear, wraps around, comes back onto the front. So, kind of land-locked on the west and the east. We've got Exact Performance to the south and west, and to the east we've got Exact Performance. We've been in dialog with Mr. Bennett, who owns Exact Performance. He doesn't have any plans to go anywhere. So, we're landlocked with what we're able to do and the size of the property that we have to work with. We're kind of a hybrid of a service and a retail-based operation, so we feel like from a pure retail standpoint, we've got better longevity. With Amazon and the Internet, pure retail is evolving quickly. We feel like the longevity of our business plan, even with Uber or Lyft, there will still be cars to wash.



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Also, we feel there are ways that we could adapt this mid-rise building on the front, that at such time - 15, 20, 50 years - that Tidal Wave ceases to operate, there could be some adaptation of this building. But, at the same time, with the evolution of retail that's taking place, it's hard to guess what that adaptation might look like, or what we need to incorporate into the building now for some 15, 20, 30 year period out. This is one of our existing locations. It shows the intensity of landscaping. And then, the vacuuming canopy that we've eliminated on this one, so it will be open-air out front. You can see the mechanical room on the side. I'll turn it back over to Mr. Schepers.

Mr. Schepers: I will follow Mr. Olson to make sure I can respond to any questions you might have. But, at this point, I'd like to turn it over to Dave Olson, to express his own views on compliance of our plans with the Form Based Code, and in particular, with respect to those structures. Dave?

*Dave Olson, Monarch Acquisitions, appeared before the Planning Commission and made the following comments:*

Mr. Olson: It was about four years ago that I worked with staff, worked with the City, and we completed a development on Johnson Drive. It took a lot of work, but I won't go into a lot of details on that project. I want to boil it down. We have their staff report, eight pages, going through the rationale. So, being an engineer by trade, I've boiled it down to its essence. I've created a single-sheet scorecard. Look at what's possible, what's required. And in my opinion, what I think should have come out of the evaluation.

In the staff summary they talk about the code being a tool to evaluate the appropriateness of a project. So, we're sitting on a very small parcel, and you think about what's appropriate. I want to look at three things. I heard it mentioned earlier, but they're proposing - in my opinion - a two-story structure, office on top, retail on bottom. Certainly not a parking garage. And, they're proposing to build that second-story office space without any incentives. I know the last development that came before you went kicking and screaming about second story office space above retail. It would be difficult to lease. It's still vacant today.

That hits two of the three items that I want to put in your foremind. The third item is, I look at the rear building, the tunnel, as an accessory structure. I've also heard mentioned, as far as visibility, because of the almost complete frontage of the two-story building and the height of the two-story structure, you won't see the accessory structure. So, taking the scorecard - before I pass that out, again, I apologize. I got the numbers wrong on the actual score given to us from, from Chris. I somehow got it to 64 instead of 60. I'll pass that out. I want you to look back at the conditions that Mr. Schepers has provided, and as you look down the scorecard, I made brief notes on what the issues were that we didn't receive a passing grade. In each section, it starts out, you know, the rear building is not 28 feet high; under the regulating plan, the front building is interpreted as a parking deck and not 40 feet deep. The third item did not provide a traffic or turning template. With the access and introduction of the median break as



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some of the conditions, I think we're satisfying the traffic turning template issues, and if in your mind you consider the rear building as accessory and the front building two-story structure office and retail, I think we get to 15 points in all three categories.

Under step 2, the building types, the basic essence of why we're not passing. Rear building is not 26 feet high, and the front building doesn't have commercial use on the ground floor. Which, again, is part of retail sales. If you're collecting sales tax on the services that are being sold, to me, it has to be considered commercial use.

Step 3, the Urban Guidelines. You don't have to get the perfect score under Step 3. There's some elements of - You don't have to get a perfect score. But, that was actually a category we did well in, and I didn't change or amend any of the scores, other than with parking area and using the conditions that we proposed, which were complying with the required streetscape, the landscaping that's required on the side and rear yards, and the one item that I suggested we add as a condition, which is the pedestrian connectivity. Tidal Wave chose not to agree to provide pedestrian connectivity through their parking and vacuum area, which I understand they're not really wanting to - if pedestrians don't have a car, they're not going to be using the facility. So, under Step 4, the architectural guidelines, the intent, the materials, the configuration and technique, again, considering the rear building as an accessory use subject to the 26 feet in height. And then, the north building storefront being 60 percent to the 18 feet level, they've agreed to do that. I think they've given you compliance. So, given that, I would estimate the score somewhere between 90 and 91. Thanks for your time.

Mr. Schepers: Ladies and gentlemen, I know it's late, and I fear we've tried your patience already. So, unless any of you have any questions, we'll submit the preliminary development plan and request that it be voted to be approved, subject to the list of conditions that we've agreed to abide by that are on the handout I gave you earlier today.

Chairman Lee: Any questions?

Mr. Troppito: Did staff review your list of conditions that you passed out tonight?

Mr. Schepers: I did not have a chance to finish that in time. I gave it to Pete before the hearing. I don't have any problem with staff taking time to look at it. But, I will say that each of those conditions were derived from comments that staff made in their recommendation, which they asked, which formed the basis for their disapproval of the plan. So, it's not as if we pulled those out of thin air. We took the staff comments and addressed as many as we could by agreeing to, what we interpreted those to be conditions to the staff's approval. So, they're not secret, but I didn't hand it out until just today.

Mr. Troppito: You mentioned that you wouldn't mind taking the time. Can you quantify that? Two weeks? Thirty days?



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Mr. Schepers: Wouldn't mind taking the time to have the staff review it?

Mr. Troppito: I thought you were indicating that you would willing to provide extended time for the review of what you propose tonight. Is that correct?

Mr. Schepers: I'd rather just get the plan approved, but if Danielle is in a position to say she needs to review those, then who am I to say you can't review them because you had 30 minutes to look at it before the meeting today? So, yes.

Mr. Davidson: I have a question. Those offices above, as far as - and the four employees that are on site, or so, where would that office people and employees, where's the parking for them? And I understand that is a very tight project on three-quarters of an acre. I think that's a nice job, getting everything in according to how your national plan is. But, where would those vehicles be parking?

Mr. Wells: Two options. Obviously, depending on how busy the site is, some of the vacuum spaces could be used for employees while they are there. There are also plans that would be engaged to lease or rent off-site parking spaces so that employees wouldn't be taking up a space. And the idea of, you know, a lot of the training, team meetings, etc., will much likely be taking place after normal operating hours, which would then open up the entire facility for employees and team meetings.

Mr. Davidson: You're saying those office spaces would not be used during car wash hours?

Mr. Wells: Not to full occupancy, no. They would be operational people there during normal business hours, but as far as having team meetings and 100 percent occupancy of the office space upstairs, that would most likely be after operational hours.

Mr. Troppito: A question for staff. The varying conditions for approval presented tonight, do you feel you'll have adequate time to address these tonight? Or will you need more time?

Ms. Sitzman: Well, with a quick review of them while the presentations were going on, against the staff report, I feel like we could be comfortable with these tonight. I do have concerns about number 2 and the meaning of the "City agrees to provide power control equipment." I feel the topics raised cover the issues. I'm not sure that they're adequately addressed as worded.

Mr. Braden: Out of curiosity, what is Mr. Olson's relationship with this property, other than just -?

Mr. Schepers: I retained him as a consultant.

Mr. Braden: Is he getting paid?

Mr. Schepers: Yes. He loves the City of Mission, but not enough to waste his Monday evening here without being compensated.



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Mr. Braden: In your wash bays, since it's enclosed on all three sides, is there any means - and this gets into the internal part of the building - for exhaust, for vehicle fumes? Has that been addressed?

*Marty Murphy, Project Manager, Tidal Wave, appeared before the Planning Commission and made the following comments:*

Mr. Murphy: With the open-roof system, there's no issue with exhaust. We have an open-roof system where at the end of the gables, it has a place for the exhaust to settle. That would be something your fire marshal would have to look into. We pass that everywhere we go. I've been developing these all across the United States. Every one that's been developed in the last few years, I've been there. We pass every inspection and review by fire marshals and by fire code standards everywhere we go. Once they see our architectural and our plans, we don't have any issues with that.

Mr. Braden: You said you haven't had one with offices on top.

Mr. Murphy: We've never had offices above the parking, which is our back stalls downstairs, but it's open on the back side. It's like an open garage on the back side. It's only enclosed on three sides. There's not an issue of exhaust. And it doesn't cover the car completely. The rear end of the car stays out. What we try to provide is shade for you at the doors, hit the side of the car. We don't provide shade for the entire car. So, your parking will actually stop at about the 14-foot mark, so you would only be able to enter into the back canopy or the two-story mid-rise building approximately 14 feet.

Ms. Dukelow: I have a few questions of staff. I have a question on Sheet A2.1. I could not figure out what these elevations are for. As far as I can tell --? Sheet A2.1 [*Looking for form.*] So, the top two elevations on that sheet, can anybody tell me how those line up with the plans.

Mr. Wells: Yes. This an accessory building located on the southern portion of the site. This is a single-story structure. The top one is one of the perspectives. You've got the tunnel, and the mechanical room. The middle elevation is the south side elevation.

Ms. Dukelow: Okay. I've got you now. Thank you for that clarification. And is all this glass along these elevations clear?

Mr. Wells: Yes, ma'am.

Ms. Dukelow: Also, I want to ask about the glass that fronts Johnson Drive. The intent is for that to also be clear?

Mr. Wells: Correct. It's required by the Form Based Code.

Ms. Dukelow: Yeah, I'm remembering that now. Thank you. Just a couple more questions. It appeared from one of the perspectives that we saw that there may be drinking fountains and restroom facilities also included in this accessory --?



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Mr. Wells: Correct, in the mechanical room on the side of the tunnel, yes. There is an ADA restroom there, and there is a high-low drinking fountain provided on the side of the mechanical room. Another ADA requirement.

Ms. Dukelow: I also noticed on the site plan that there is an accessible parking stall at the back of that building.

Mr. Wells: Yes, on the southwestern portion of the site, the required ADA accessible, van-accessible parking space.

Ms. Dukelow: I didn't notice if there's an elevator provided in up to the office --?

Mr. Wells: At this point, no, there is not an elevator. Per the architect, based upon the size and occupancy load, etc., that is not required. But, I would have to defer to him on that.

Ms. Dukelow: Thank you. I have a question for staff, Mr. Cline, Mr. Heaven. I know that the sector plan shows extension of Walmer. But, with regards to that, I have several questions. One of them has to do with, how much of the property to the west of Horizons is owned by the district? I'm wondering about the feasibility of ever extending Walmer because the school district - I don't know who owns that property, but it may be the school district. And we all know that there's a dramatic slope. The other question I have is, looks like the fire station is not, is clearly out of the way of that. I really wonder about the feasibility, and would be interested in hearing more about that.

Mr. Cline: Sure. There are a number of places in the Form Based Code area where street realignments were considered, and this was one of them. Danielle touched on one of the primary reasons for that initially, was the large block size. There's a lot of property here to work with. The slopes, all that engineering has to be worked out as to where that alignment falls and how to make it connect with Martway. But, it would be feasible to do that in a number of different configurations. So, the intent behind the original code showing some type of connection here was to try to provide a mid-block connection between Johnson Drive and Martway. So, you can see there, I believe right where the Z is, I believe that parcel of property is part of the school property. It wraps around that commercial business there that's located just to the north.

Ms. Dukelow: So, that's shown directly along the west side of the district property.

Mr. Cline: Correct. And the intent was to line up with Walmer across the street and try to, since Johnson Drive is the busier street, to try to create a four-way intersection at that location. So, there was consideration made on that end to make that alignment at that location versus one of the other two blocks. Split the difference between the other two streets, to the east and west. You can see where Walmer lines up just to the north. Any anticipation as a part of all of the Form Based Code is that at some point, some of these properties may redevelop. So, if there was an opportunity in conjunction with



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some other redevelopment that might occur to the south, all of those connections could be made and considered at that time.

Chairman Lee: How much of the cost of the car wash is reduced if I decide not to use the vacuum? What is the cost of going through the car wash if I opt not to use the vacuum? The reason I'm asking, you keep referring to the front being retail, which would be the vacuum. So, the value of that vacuum is how much in relationship to the cost of washing my vehicle? Which is really not being done in the accessory building. Isn't that where the retail actually is taking place?

Mr. Murphy: As you pay for the wash, that's part of the wash. It's not an option. If you need a percentage breakdown, I'd be glad to get you that information.

Chairman Lee: My point is that you refer to this front building as where retail at the first level is taking place. There is no retail being taken. If I can't pay for that service, where's the retail component?

Mr. Schepers: All I can tell you is that you pay for the right to use the vacuum when you buy your car wash.

Mr. Murphy: Yeah, there's retail sales and vending in that area.

Mr. Schepers: Yeah, there's going to be deodorizers, wipes...

[crosstalk]

Chairman Lee: Off the top of your head, what percentage of your business uses the vacuum?

Mr. Schepers: What percentage of the people who use the car wash? Use the vacuum?

[crosstalk]

Chairman Lee: Is that 10 percent of the sale? Five percent? Eighty percent?

[crosstalk]

Mr. Hardin: Of all of our revenues, how much is vending? It's not a huge portion.

[crosstalk]

Mr. Hardin: --- it's five percent, maybe?

Chairman Lee: So, you're saying retail that is taking place on the first floor is just that vended portion.

[crosstalk]

Mr. Schepers: As counsel, I would say that the retail service that you buy when you pay for your car wash includes the use of the vacuum.

Chairman Lee: I understand that.



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[crosstalk]

Chairman Lee: -- there's no reduction if I opt not --

Mr. Schepers: The only reduction would be fewer people might buy car washes if they didn't get a complimentary vacuum.

Mr. Murphy: If we had a car wash, which in some big metro areas, I know some folks in Houston, Texas, where they had a very small site, much smaller than this, and they don't have vacuums. They have just a tunnel car wash, and they're cheaper because they don't have to buy as much property, buy the equipment. There's definitely a lot of dollars saved with electricity, running motors, that type of thing, associated with the vacuums. And it's a huge part of our business. If the vacuums were not available, probably 60 to 70 percent of the customers do use the vacuums. They can use them for five minutes, or 20 minutes. It's a very significant business model.

Chairman Lee: At this time, we're going to call the public hearing. If there is anyone who wants to get up and speak either in favor or against, this would be the time to do it.

*Ben Bennett, Exact Performance, appeared before the Planning Commission and made the following comments:*

Mr. Bennett: I'm to the east of the project. My concerns are traffic, noise, but I'm also tired of looking at, just a desolate piece of property next to me. So, I feel like it's kind of up to you guys to make the proper choice. I don't feel that a car wash is a bad decision. I don't know if there's a better decision out there, but I don't think it's a bad one.

My concern is Walmer Street. The comment I heard from Pete is, "it's moved to the east".

Mr. Heaven: No, that wasn't Pete who said that. I'm Pete, and I'll tell you this. That is a futuristic street plan, and one of the reasons we didn't press it in this case is we don't see it happening in the near future. It may be when your building comes down. Whenever that might be. The City has no interest in trying to condemn land or take buildings down and build streets.

Mr. Bennett: Or move businesses.

Mr. Heaven: Right. Absolutely.

Mr. Bennett: Yeah. Because I feel like I'm established, for 20 years. Our birthday is coming up this week. I feel like I contribute to this community.

Mr. Heaven: Absolutely. There is absolutely no intention --

Mr. Bennett: So, if there's any threat to my business, I want to know about it. Other than that, I'm fine. I hope he gets some business.

Chairman Lee: Anybody else who would like to speak, either for or against?



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*Sandi Russell appeared before the Planning Commission and made the following comments:*

Ms. Russell: I'm a Mission resident, as well as a business owner. I have Twisted Sisters coffee shop on Johnson Drive. When you keep asking about the retail, isn't the cost of the charges for the car going through to get cleaned, is that not considered retail? I'm trying to get it clear in my head. So, they're paying money for a service, just like they would pay money for a service that they walked into. They're just driving in. So, I would consider that retail. I think it's an awesome-looking project against what's sitting there now, and has been there for years. We don't have much development on the west side, and that would be an awesome start. Unfortunately, Mission is kind of going through a phase now where people are moving out, businesses are moving out. So, for a business to come in, that would be awesome. And to have them not ask for any incentives, that's even more incredible. That's it.

*Cathy Casey appeared before the Planning Commission and made the following comments:*

Ms. Casey: I'm a business owner of two businesses in Mission, Casey's Auto Repair and Casey's Auto Repair on the Drive. I would just like to say, I challenge you to have the same landscaping that we offer at our shop. I agree with Sandi on everything she said. One thing I'm really troubled about is you're talking about Walmer going through. Why was it brought up? Why did he have to get a lawyer to come and talk to the City? Because it was brought up. Makes no sense to me. We have somebody who's going to have a beautiful building in Mission. Try and help them. Give them every chance to open up, instead of having them have to contact lawyers all the time to try and get something done. I would really like to hear that things are happening in Mission without having to get a lawyer to fight. That's what I'd like to say, and that's it.

*Kevin Fullerton appeared before the Planning Commission and made the following comments:*

Mr. Fullerton: I'm a resident of Mission, and I'm also a business owner. I own Springboard Creative down on Johnson Drive. One of the things I've been worried about, we have a Mission business partnership, of which I'm the president. We've been getting a lot of feedback from our businesses that our city has become very business-unfriendly. And as I sit here and look at the struggles they're having to go through to get in front of you all, to get in front of the City Council, that concerns me greatly as far as what other kinds of businesses are going to want to come to Mission.

It was mentioned earlier that we've got businesses that have been leaving. Bad timing. We've lost several. But, let's not make it harder for people to come into Mission, to start a business, to do it without asking for any incentives whatsoever. To me, all I had to hear was "no incentives," and that's great. And what they're doing, the way they've bent over backwards to get where we want them to be, has been amazing. So, I hope we



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can bring in a great business like this to be part of the Mission business community. Thank you.

Mr. Schepers: I'd like to add for the record, not a single one of those people who just spoke was compensated in any way.

[Laughter.]

Chairman Lee: With that said, I'll close the public hearing.

Ms. Dukelow: Mr. Chairman, I have a question regarding next steps. I'm wondering if we - I don't know what, what would be the preferred way. If we choose to deny versus table, would that enable the applicant more opportunity to -? Would they still be able to take advantage of the expedited procedures that would be provided by the Form Based Code? Is that desirable? I mean, I'm just trying to figure out through these options what the outcomes of them would be for this particular project, on this particular site, for this particular applicant.

Ms. Sitzman: With the score they have currently from staff, they would still need to go to City Council for a final determination. If you wanted to make a motion to table this and direct staff to apply a different building type, if you were to tell us you have listened to comments tonight and you think the mid-rise building height should be evaluated, we can certainly come back to you with a revised score based on that direction. If they were to get a score that was 90 or better at that point, they could go back to the Form Based Code review that ends at the Planning Commission. That would address the expedited versus the normal review.

Ms. Dukelow: And if they were to, if we were to do a mid-rise building type review and they achieve the 90 points, then they would be here in a month?

Ms. Sitzman: Right.

Ms. Dukelow: I'm just trying to figure out how these things are going to impact, be impacted by schedule.

Ms. Sitzman: The next meeting is April 16th, a little earlier than usual. It's the third Monday. I think there is still time to prepare a review and have it before you at that meeting.

Ms. Dukelow: And then, the alternative would be, if we choose to do that, if we were to proceed and send it to City Council, staff would have time to review and go on --?

Ms. Sitzman: Right, and the meeting for City Council would be the Wednesday of that same week April 18th.

Ms. Dukelow: So, from a schedule standpoint, it really doesn't make a difference.

Mr. Schepers: Excuse me, Ms. Dukelow, if I might make this quick point with respect to that. My concern is that we've been what we thought was very close to the finish line several times, only to have it moved. So, if what happens, based upon your suggestion,



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is we're back here on April 16th with the staff saying, "We've looked at it, it looks like a parking garage to us, no passing Form Based Code grade," now you've set us back even farther. And if that were the way it plays out, I would just prefer that you go ahead and approve it subject to our conditions and let the City Council make a final decision.

Ms. Dukelow: I have another question of staff. I'm not familiar with the history of this project, so I'm wondering, how long has it been, really? How long have we been -?

Ms. Sitzman: I don't have the timeline in front of me, but there was a period of time where the applicant took some time to consider how they wanted to proceed. They took several months to consider this.

Unidentified: Fourteen months.

Ms. Sitzman: That sounds correct.

Mr. Braden: I have a question of staff. Again, can we just go over what the big heartaches are? I remember reading that there was a tough time telling what kind of building this is, so it was assumed a parking structure.

Mr. Cline: This one has been challenging because it doesn't neatly fit into any of the building type considerations. So, when I'm interpreting what's in the code and how to rank this project and score it appropriately, I had to look at the information that's here in the code about this type of use. So, a car being inside part of the building. When looking at mid-rise, or parking structure, or low-rise, all of them say accessory units prohibited. So, when we talk about this, the car wash in the back being an accessory use that was part of the score, accessory uses are not permitted with any of those building types. So, if you were to direct us, that this is a mid-rise building and score it that way, when I look at a mid-rise building type, it still doesn't allow for an accessory use. So, the structures in the back really need to be considered as one of these building types, which I consider it as a low-rise building. And it doesn't meet the 26-foot requirement. We've had other submittals in the past that have come through a few times before they finally meet the 26 feet.

Mr. Braden: How short are we of the 26 feet?

Mr. Cline: There was one case where it was four inches short and it failed. So, that precedent was set. The intent behind a low-rise building having such a tall profile was to create a sense of scale out here, and to make sure that the building fit the area a little better. I've been very fair and consistent in the way that we've scored that throughout that, and that's why that back unit being less than 26 feet doesn't qualify as a mid-rise building.

But, when I look at the mid-rise building, even when I get to the urban guidelines that are located in Chapter 4, page 3, it says: [Reading] *Depending on lot size and block configuration, parking may be provided under the building (below grade) - not on the ground floor - in a structured garage behind the building or in a well-designed surface lot*



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*behind the building.* So, it provides three different options for how to address parking a vehicle as a part of the mid-rise building type, and none of those conditions say you can park directly underneath the building in the ground floor. So, when I look at what's written here, I don't consider this a mid-rise building based on this definition. So, the closest thing I could find in a building type to what's being proposed is a parking garage, and a parking garage, it says there has to be 40 foot of depth, a linear building, if you will, for retail use or some type of use out in front of the parking garage. That's where we came up with the 40 foot as a minimum depth. That's where it's referenced in the definition here for parking structure.

So, I've been trying to figure out how to adapt this to what's written and what's defined, and that's what I put in my report, is the way it stacks up with the way it's written right now.

Mr. Taylor: And I understand the challenge there, and I appreciate all the work that you all are doing to make this assessment. It occurs to me, I'm looking for other comparisons, types of businesses that might utilize this space and house cars. We have two others who spoke today who are mechanics or auto care companies, and I'm just curious, as a new member of the commission, how would those types of businesses qualify? Would they be parking structures? Can you speak to that at all?

Mr. Cline: Like I said, I'd have to see the floor plan and understand what it is --?

Mr. Taylor: It's not that simple?

Mr. Cline: Yes.

Mr. Taylor: Okay. The other question, I'm curious about the process. If we move forward and allow this plan, they would go outside of the Form Based Code and work with City Council. Not gaining any benefit. And they've spoken as though they accept that term.

Mr. Schepers: We came here resigned to the fact that we weren't going to get a passing score from Mr. Cline. Consequently, in my discussions with Mr. Heaven, we came to the conclusion that the path forward for us was to present this as any preliminary development plan outside of the Form Based Code areas where people presented, subject to your approval under the criteria that's set forth in the process for consideration of preliminary development plans. At that point, whether you vote it up or down, it goes to the City Council, which is really where we'd like to head.

Mr. Cline: I've done my best to be fair in the application of these standards to every application. I want the applicant and the City to know that I've tried to be very consistent and look for opportunities to score this as best I possibly can. I'm constrained by what's in this document just as much as anyone else.

Mr. Davidson: And I understand, you try to place a rubber stamp on something, you know, to keep uniformity throughout the city, through all these projects. And when we agree that we have this code on a property that we didn't want to say yes in this



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situation and no in another situation. But I think these gray areas that the Form Based Code is based upon, it is a gray area. Meaning it's not a parking garage, but that's the closest definition you have in your descriptions. I think it comes to a point in time when the Planning Commission, it becomes our place in a gray area to say, do we like this project, or not? I'm talking about that single structure, the accessory building being six feet short from that 26-foot height, or what-have-you. But when you see that structure from the south and you have an elevation drop of 16 feet, you're looking at that structure, you know, 16 feet up in the air. And a lot of times you're not going to be able to tell if it's six feet taller than it is, or that kind of thing. So, I'm just saying, the logistics for this piece of property, those are the kinds of things that we as a Planning Commission have to use our common sense.

As far as the project, I think what is there and what they are proposing is quite, I mean, a wonderful use of the property. And I am familiar with cities that sometimes can be very difficult for businesses, and we don't want Mission to be like that. I hear that resident loud and clear, as well.

Mr. Bruce: Mr. Chairman, I'd like to jump in on what Brad was saying. We've heard from our business community this evening. There seems to be a general feeling that we're not supporting the business community. I think that ought to be one of our highest priorities as a group here, and also as a group at the City Council meeting, is to support, encourage and develop our business community.

Now, it looks to me like they have gone through a lot of exercise here to meet the requirements of the Form Based Code. Mr. Cline, I apologize, but it seems like we have a legalistic issue that is dividing us from accepting a viable development here because of some wording that says, either the rise, or on something else. So, my personal feeling is that I would like to see this move on to City Council and let them determine how strongly they want to support the Form Based Code when you have a project of this quality sitting as a potential along this eyesore of Johnson Drive. Thank you.

Mr. Heaven: If I could try to put this in perspective. The Form Based Code is a vision. It's kind of a general vision for what we want our city to look like. And the reason that we adopted the Form Based Code was to accelerate the process. If you meet our criteria, you get a passing grade, you basically go straight to the Planning Commission then you get your building permit. The idea was to promote business, not slow it down. But we do hit these gray areas. So, when we do hit a gray area, we circumvent the Form Based Code. The fact that you don't get a passing grade doesn't mean you can't do your project. It just means you can't have the accelerated process. So, you have every right to approve this project tonight, recommend approval to the City Council. You don't have to worry about the Form Based Code. It doesn't pass the Form Based Code. So, get over that. Let's not try to make it pass something it can't pass. And that's our fault. Our code doesn't deal with this.



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I say, tonight, just make a decision. Decide whether you think the project is good and recommend it to the Council, or decide it may not be the best use and recommend denial. Really, the Form Based Code should be a guide, but - it's not deal-killer. It's something that would accelerate the process, and it doesn't qualify. So, I'd say go ahead and vote tonight if you can.

Mr. Braden: I have a question, and I know the Form Based Code kind of incorporates that, to not only speed up the process but give us an idea what this area is supposed to look like. In this case, maybe that's not sensible for this particular application. But what I want to make sure is that if we do go ahead and approve this, does that set a precedent for projects moving forward? That would be my main concern. Also, I would suggest that we find a definition in the Form Based Code that meets one of these kinds of structures. I think we need to look at that.

Mr. Heaven: Mr. Braden, I think the precedent you'll set tonight, if there is a precedent, is that you as a Planning Commission can rise above the Form Based Code and make decisions for the city. I don't think you're locking yourself into doing anything in the future that would be bad for the city. I think you're retaining your discretion to do what's good for the city.

Mr. Braden: Thank you, Pete.

Mr. Troppito: I have a question for Pete. Pete, you suggested we make a motion to approve this and move it to City Council. But, to what extent do you envision such motion would be including the conditions for approval that were passed out tonight?

Mr. Heaven: I believe in your packet, Danielle has given you a proposed motion with some conditions. One is to approve and send on. I have gone through what was prepared and handed out tonight by the applicant. I have no problem with it. I do have the same concern Danielle does. I don't understand exactly what it says, when we're going to agree to provide power and control equipment for street lights. I'd want to clarify that. But, I think with the conditions that Danielle suggested, and these conditions, in addition, I'm very comfortable with it.

Mr. Schepers: I have a question, Pete. Does the City not pay for the electricity for lights that are on public right-of-way?

Mr. Heaven: Yeah, but I don't know what you mean by control equipment. What is that?

*[Overlapping comments.]*

Mr. Schepers: The thing that turns it off and on. Like that photocell thing. The power and off-and-on thing.

Mr. Scott: You have to provide lights that conform to our design code. Beyond that, we pay for the power.

Mr. Schepers: Yeah. And we're applying for that. That's what we meant to say.



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Ms. Dukelow: Mr. Chairman, I will make a motion.

Ms. Sitzman: Ms. Dukelow, I'm sorry, you're going to have to read some conditions into the record, however, if you don't want to read all of the ones in the applicant's handout, you can simply say "conditions 1 through 6 as provided in the handout." We will provide a full record to City Council as to what that means.

Ms. Dukelow: Provided by applicant?

Ms. Sitzman: Yes. Although staff would recommend you simply strike the last part of number 2, starting from the word, "provided, however, the City agrees to provide power and control equipment."

Ms. Dukelow: Okay, so, the suggestion is to strike the last portion of condition #2 after the semicolon, which says, "The City agrees to provide power and control equipment for the street lights."

Ms. Sitzman: Correct.

Ms. Dukelow: Okay. Mr. Chairman, I move to adopt the following findings of fact and recommend to the City Council to approve Case #17-11, the Preliminary and Final Site Development Plan for Tidal Wave Auto Wash development, with the following stipulations. And these are as written by staff:

Prior to the issuance of a building permit:

- Complete information about percentages of EIFS and storefront glazing are to be provided for staff review and approval.
- Along the Johnson Drive frontage, windows are doors shall meet the minimum 60% total coverage of the storefront and EIFs or stucco shall not be used within 8' of the ground nor comprise more than 25% of the first story.
- Complete information regarding trash enclosures, retaining walls, other screening, pay canopy and pay kiosk in compliance with the Form Based Code standards shall be provided for staff review and approval.
- Complete details regarding the site landscape and public streetscape including street lights, benches, trash receptacles and bike racks in compliance with the Form Based Code standards shall be provided to staff for review and approval.
- The median break in eastern entrance driveway shall be relocated to allow vehicles to leave the wash tunnel queue before the pay station.
- Complete details regarding the circulation of trash and other service vehicles on site shall be provided for staff review and approval.

In addition to those conditions provided by staff, those will also include those conditions as provided by the applicant, and the amendment to the conditions provided by the applicant. We shall strike the last portion of item #2, in which the City agrees to provide power and control equipment for the street lights.

Mr. Troppito: Second.



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Chairman Lee: Call the roll, please.

The vote on the motion was taken (8-0). The motion to approve this application carried.

Mr. Hardin: I want to personally thank staff for working through the challenges so far with this project. I know it's been a gray area, and I appreciate your willingness to work with us. Our work has just begun, but I want to personally thank everyone involved in this. Thank you so much.

Mr. Schepers: I echo that. Thank you.

**Planning Commission Comments/CIP Updates**

Mr Braden provided the Planning Commission with an update on the CIP Committee's activities.

**Staff Update**

Staff provided an update on current and upcoming projects and events.

**ADJOURNMENT**

With no other agenda items, Mr. \_\_\_\_\_ moved and Mr. \_\_\_\_\_ seconded a motion to adjourn. (Vote was unanimous). The motion carried. The meeting adjourned at \_\_\_\_\_ P.M.

\_\_\_\_\_  
Mike Lee, Chair

**ATTEST:**

\_\_\_\_\_  
Ashley Elmore, Secretary



<b>City of Mission</b>	Item Number:	5a.
<b>ACTION ITEM SUMMARY</b>	Date:	April 18, 2018
<b>COMMUNITY DEVELOPMENT</b>	From:	Danielle Sitzman

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

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

**RECOMMENDATION:** The Planning Commission voted 8-0 to approve the submitted Preliminary Site Plan with the twelve conditions noted.

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

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

#### **Process**

The site planning process consists of two (2) distinct stages including both preliminary development plan and final development plan approvals. Applications fully satisfying all preliminary development plan and final development plan requirements and procedures of the Municipal Code may be submitted for simultaneous processing and consideration or may be submitted for consideration sequentially. The preliminary development plan shows development options or parameters which are further defined at the time of final development plan approval. The final development plan serves as the detailed site plan for the development of the site. No building permit may be issued until the entire site plan review process is completed.

#### **Planning Commission Recommendation**

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

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

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



<b>City of Mission</b>	Item Number:	5a.
<b>ACTION ITEM SUMMARY</b>	Date:	April 18, 2018
<b>COMMUNITY DEVELOPMENT</b>	From:	Danielle Sitzman

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

- 1) Complete information about percentages of EIFS and storefront glazing are to be provided for staff review and approval.
- 2) Along the Johnson Drive frontage, windows and doors shall meet the minimum 60% total coverage of the storefront and EIFS or stucco shall not be used within 8' of the ground nor comprise more than 25% of the first story.
- 3) Complete information regarding trash enclosures, retaining walls, other screening, pay canopy and pay kiosk in compliance with the Form Based Code standards shall be provided for staff review and approval.
- 4) Complete details regarding the site landscape and public streetscape including street lights, benches, trash receptacles and bike racks in compliance with the Form Based Code standards shall be provided to staff for review and approval.
- 5) The median break in eastern entrance driveway shall be relocated to allow vehicles to leave the wash tunnel queue before the pay station.
- 6) Complete details regarding the circulation of trash and other service vehicles on site shall be provided for staff review and approval.
- 7) Applicant and Developer agree to install a median break along the west edge of the entry drive into the car wash facility that aligns with the westbound parking lot aisle.
- 8) Applicant and Developer consent to the Commission conditioning approval of the plan on compliance with such streetscape improvements, as are required by applicable City regulations and as set forth in the Form Based Code for the West Gateway Study Area, Chapter 6 (Landscape Architectural Guidelines, Type II-Urban Blvd).
- 9) Applicant and Developer consent to the Commission conditioning the approval of the Plan upon the conveyance of right of way for sidewalks and landscaping along the site's Johnson Drive frontage in such dimensions as is required by City regulations and via conveyance language usually and customarily provided in similar circumstances by the City.
- 10) Applicant and Developer will consent to meeting with the Sustainability Commission and implementing mutually acceptable recommendations. Applicant and Developer are convinced that Developer operates the most environmentally sound and sustainable car washes in the country with emphasis on recycling and water conservation.

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



<b>City of Mission</b>	Item Number:	5a.
<b>ACTION ITEM SUMMARY</b>	Date:	April 18, 2018
<b>COMMUNITY DEVELOPMENT</b>	From:	Danielle Sitzman

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

- 11) Applicant and Developer consent to the Commission making approval of the Plan conditioned on delivery of Architectural Plans, with corresponding calculations which shall provide that windows and doors shall meet the minimum 60% requirement of the Mid-Rise building's northern face, in compliance with applicable City regulations and as set forth in the Form Based Code for the West Gateway Study Area, Chapter 5 (Architectural Guidelines).
- 12) Applicants and Developer will consent to the Commission conditioning approval of the Plan on delivery of requisite landscape details.

**Staff Note:** Conditions placed on the preliminary site plan must be addressed with the submission of the final site plan application.

**Municipal Code**

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

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

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

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



**STAFF REPORT**  
**Planning Commission Meeting March 26, 2018**

**AGENDA ITEM NO.:** 4

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

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

**LOCATION:** 6501 Johnson Drive

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

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

**STAFF CONTACT:** Danielle Sitzman

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

**PUBLIC HEARING:** Planning Commission meeting 3/26/2018

**Property Information**

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



Figure 1: Subject Property-6501 Johnson Drive



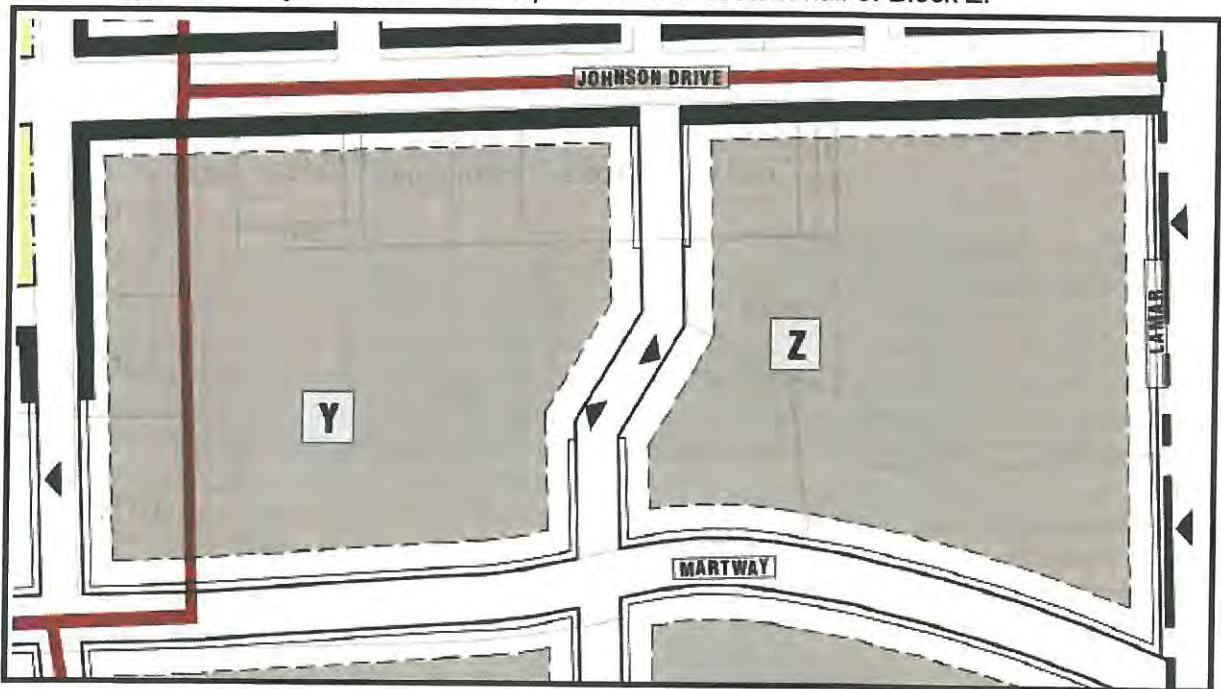
### Form Based Code

#### *Sector & Regulating Plan*

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

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

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



#### *Building Types Allowed*

The following building types are allowed:

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

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

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



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

Surrounding properties are zoned as follows:

North-"C-0" Office Building District, "C-1" Restricted Business District, "C2-B" Retail & Service District. Free standing medical office, fast food and coffee shop with drive-thru service.  
East-"C-2B", Retail & Service District. Free standing auto repair shop.  
South-"C2-A" Pedestrian Oriented Business District. Medical office, motor vehicle office, restaurant, fitness centers, discount stores and specialty retail located in a shopping center.  
West-"C-2B", Retail & Service District. Free standing fast food restaurant.

Comprehensive Plan Future Land Use Recommendation for this area:

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

**Project Background**

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

**Form Based Code & Plan Review**

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

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



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

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

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

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

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

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

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



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

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

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

1. The site is capable of accommodating the building(s), parking areas and drives with appropriate open space.
  - The building, parking area, driveways, and open space can be accommodated on the site.
2. The plan provides for safe and easy ingress, egress and internal traffic circulation.
  - Additional information regarding service vehicle access is needed. An earlier median break in the queue lane is also recommended.
3. The plan is consistent with good land planning and site engineering design principles.
  - The plan fails to achieve a passing score of the Form Based Code.
4. An appropriate degree of harmony will prevail between the architectural quality of the proposed building(s) and the surrounding neighborhood.
  - The choice of EIFs material in lower elevations of the building can present maintenance concerns. More durable materials such as brick or stone should be used. Additional details regarding windows and doors, trash enclosures, retaining walls, landscaping and streetscape elements should be provided for review.
5. The plan represents an overall development pattern that is consistent with the Comprehensive Plan and other adopted planning policies.
  - The proposed mixed use building is consistent with the intent of the Comprehensive Plan to encourage greater density and mix of uses.
6. Right-of-way for any abutting thoroughfare has been dedicated pursuant to the provisions of Chapter 455.
  - Any required right-of-way changes for this site to accommodate such things as sidewalks will be satisfied with preparation of a final plat.

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

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

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



### **Staff Recommendation**

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

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

### **Planning Commission Recommendation**

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

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



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





February 27, 2018

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

**RE: Tidal Wave Auto Spa - Development Plan Submittal**

Dear Danielle,

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

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

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

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

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

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

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

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

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

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

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

Score: 7/15 points

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

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

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

Score: 7/15 points

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



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

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

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

Score: 14/15 points

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

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

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

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

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

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

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

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

Score: 2/5 points

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

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

Score: 2/5 points

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

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

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

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

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



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

Score: 1/5 points

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

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

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

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

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

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

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

Score: 3/5 points

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

Score: 5/5 points

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

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

Score: 4/5 points

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

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

Score: 4/5 points

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

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

Score: 3/5 points

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



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

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

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

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

For these reasons, the full score for this portion of the plan review has not been achieved. This can be rectified by the applicant revising the elevations of these proposed structures, walls, and railings (if any are needed for safety) to reflect proposed materials and finishes, and by submitting samples of these materials for review.  
Score: 2/3 points

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

"Roofs":

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

"Storefronts":

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

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

“Awnings & Canopies”:

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

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

Score: 1.5/3 points

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

“Building Walls”:

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

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

Score: 2/3 points

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

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

Best Regards,



Wm. Christopher Cline, ASLA  
Core Design Development, LLC





## DESIGN MEMORANDUM

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

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

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



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

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

cc: GCC, file





## Project Narrative

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

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

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

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

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

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

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

January 12, 2018

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

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JAN 29 2018

CITY OF MISSION  
COMMUNITY DEVELOPMENT

Dear Ms. Sitzman:

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

### **Existing Site**

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

### **Proposed Site**

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

### **Trip Generation**

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

#### *Existing*

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

#### *Proposed*

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

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



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

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

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

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

### **Expected Vehicle Arrival Rates**

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

### **Car Wash Service Rates**

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

### **Anticipated Queuing**

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

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

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

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

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

**Conclusion**

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

If you have any questions, please contact me at [david.smalling@ibhc.com](mailto:david.smalling@ibhc.com) or 913-663-1900.

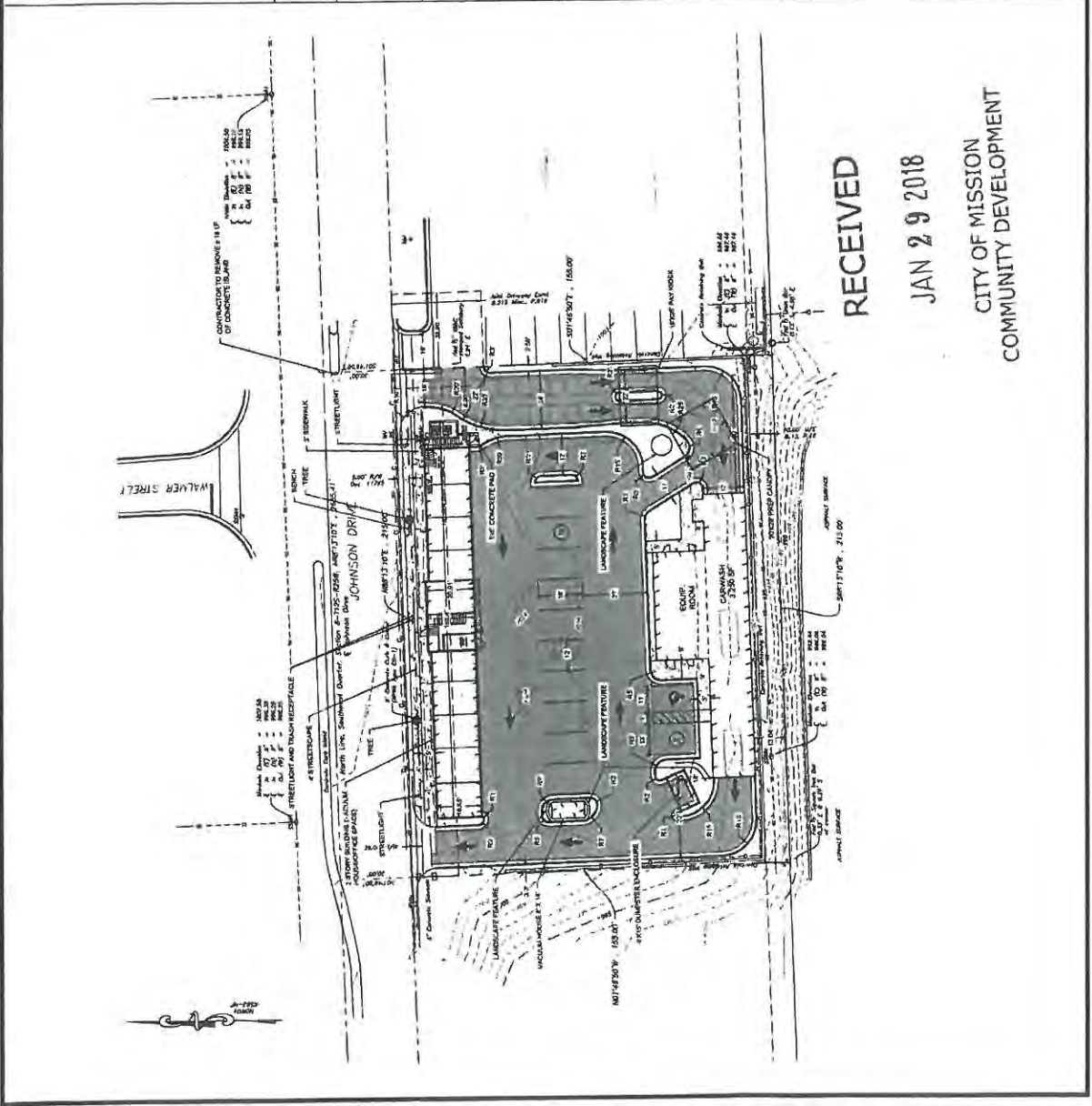
Sincerely,



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



# Figures



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JAN 29 2018

CITY OF MISSION  
COMMUNITY DEVELOPMENT

**OWNER INFORMATION**  
OWNER: ESTERRE INVESTMENTS LLC  
ADDRESS: 2014 W 4TH ST, WABAS CITY, MO 64114

**APPLICANT INFORMATION**  
APPLICANT: TIDAL WAVE AUTO SPA  
ADDRESS: 104 JOHNSON STREET, THOMASTON, GEORGIA 30204  
PHONE: 770-271-0446

**SITE INFORMATION**  
ADDRESS: 801 JOHNSON DR, WABAS, MISSOURI 64102  
PROPERTY: 104.17 AC  
PROJECT: 2018-01-23  
REVISION: 1/23/18  
DATE: 1/23/18

**PARKING NOTE**  
PERMITS REQUIRED FOR ALL UNPAVED SPACES  
TOTAL SPACES: 11

**HATCH LEGEND**  
CONCRETE PAVEMENT  
PROPOSED CONCRETE SIDEWALK  
EXISTING CONCRETE SIDEWALK  
DARTING CONCRETE SIDEWALK

**SPECIAL NOTE**  
1. ALL UTILITIES SHALL COMPLY TO THE REQUIREMENTS OF THE CITY OF WABAS STORM WATER MANAGEMENT CRITERIA DOCUMENT BY REFERENCE HEREIN.

**STORMWATER NOTES**  
EXISTING COVERAGES  
PERVIOUS AREA = 100 AC (1%)  
IMPERVIOUS AREA = 8.7 AC (1%)

**VICINITY MAP**  
N.T.S.

**EMC ENGINEERING SERVICES, INC.**  
1946 W 104th St, Suite 200  
Overland Park, MO 66212  
Phone: 913-241-1100  
www.emceng.com

**TIDAL WAVE AUTO SPA**  
PROPERTY ID #: K6950001 0003  
MISSION, JOHNSON COUNTY, KANSAS  
Prepared for:  
SHU CONSTRUCTION GROUP

PROJECT NO: 18-01-23  
DATE: 1/23/18  
DESIGNED BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 1/23/18  
SHEET 1 OF 2

Figure 1 - Preliminary Development Plan



# **Appendices**

**Appendix A - Trip Generation Data Plots**

JAN 29 2018

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COMMUNITY DEVELOPMENT

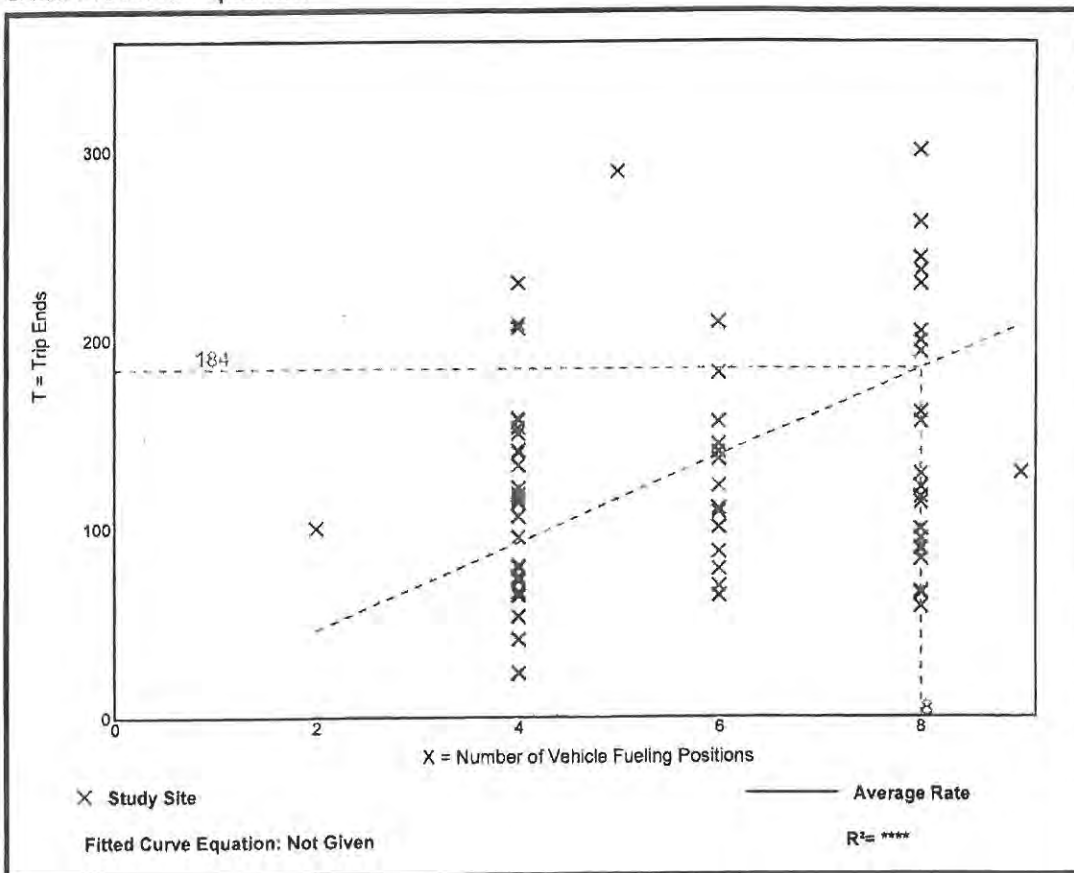
**Convenience Market with Gasoline Pumps  
(853)**

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

**Vehicle Trip Generation per Vehicle Fueling Position**

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

**Data Plot and Equation**



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**Appendix A - Trip Generation Data Plots**

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COMMUNITY DEVELOPMENT

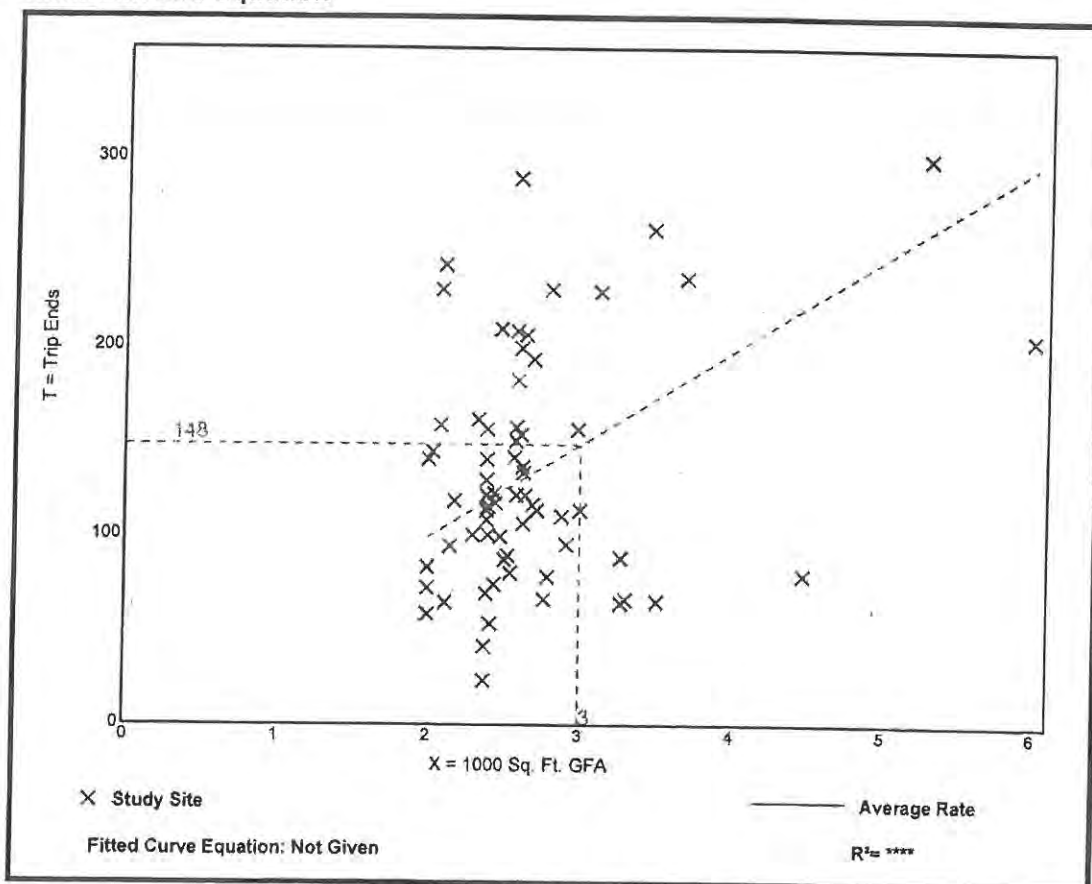
**Convenience Market with Gasoline Pumps  
(853)**

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

**Vehicle Trip Generation per 1000 Sq. Ft. GFA**

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

**Data Plot and Equation**



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**Appendix A - Trip Generation Data Plots**

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**Automated Car Wash  
(948)**

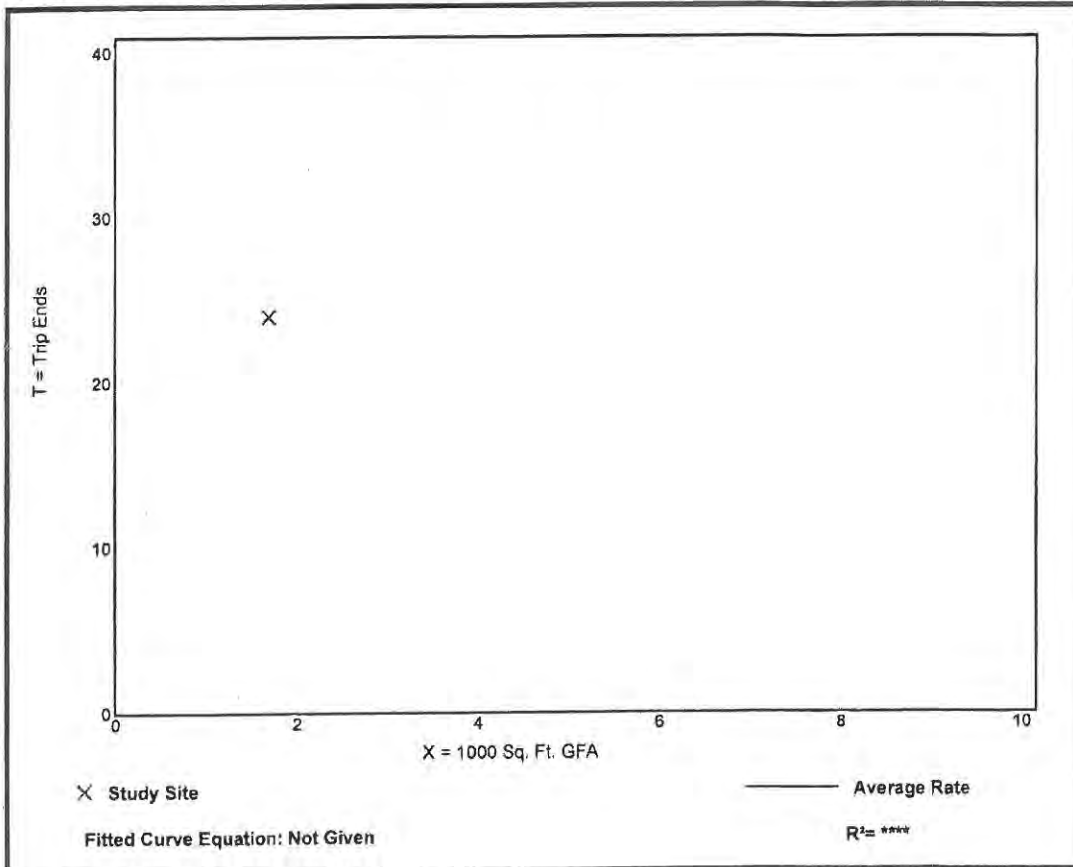
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 1  
 Avg. 1000 Sq. Ft. GFA: 2  
 Directional Distribution: 50% entering, 50% exiting

**Vehicle Trip Generation per 1000 Sq. Ft. GFA**

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

**Data Plot and Equation**

*Caution - Small Sample Size*



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**Appendix A - Trip Generation Data Plots**

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**Automated Car Wash  
(948)**

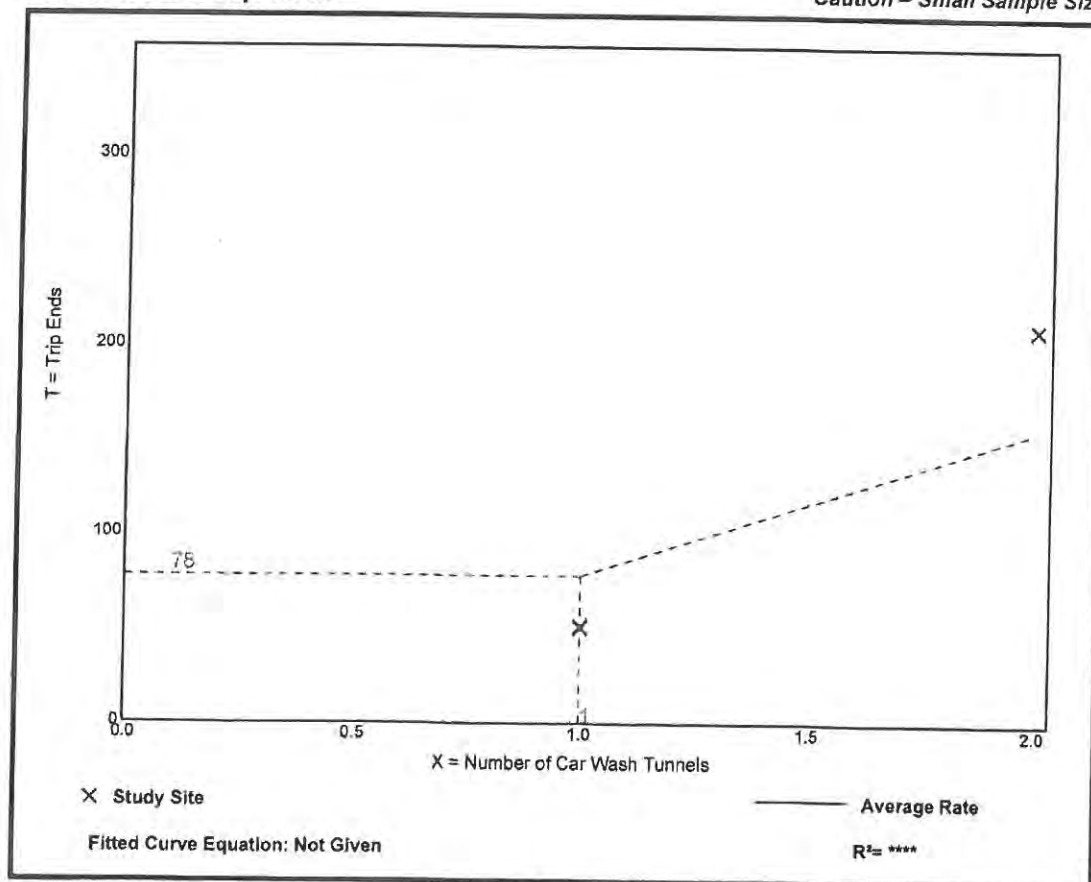
Vehicle Trip Ends vs: Car Wash Tunnels  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 3  
 Avg. Num. of Car Wash Tunnels: 1  
 Directional Distribution: 50% entering, 50% exiting

**Vehicle Trip Generation per Car Wash Tunnel**

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

**Data Plot and Equation**

Caution - Small Sample Size



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**Appendix A - Trip Generation Data Plots**

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CITY OF MISSION  
COMMUNITY DEVELOPMENT

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

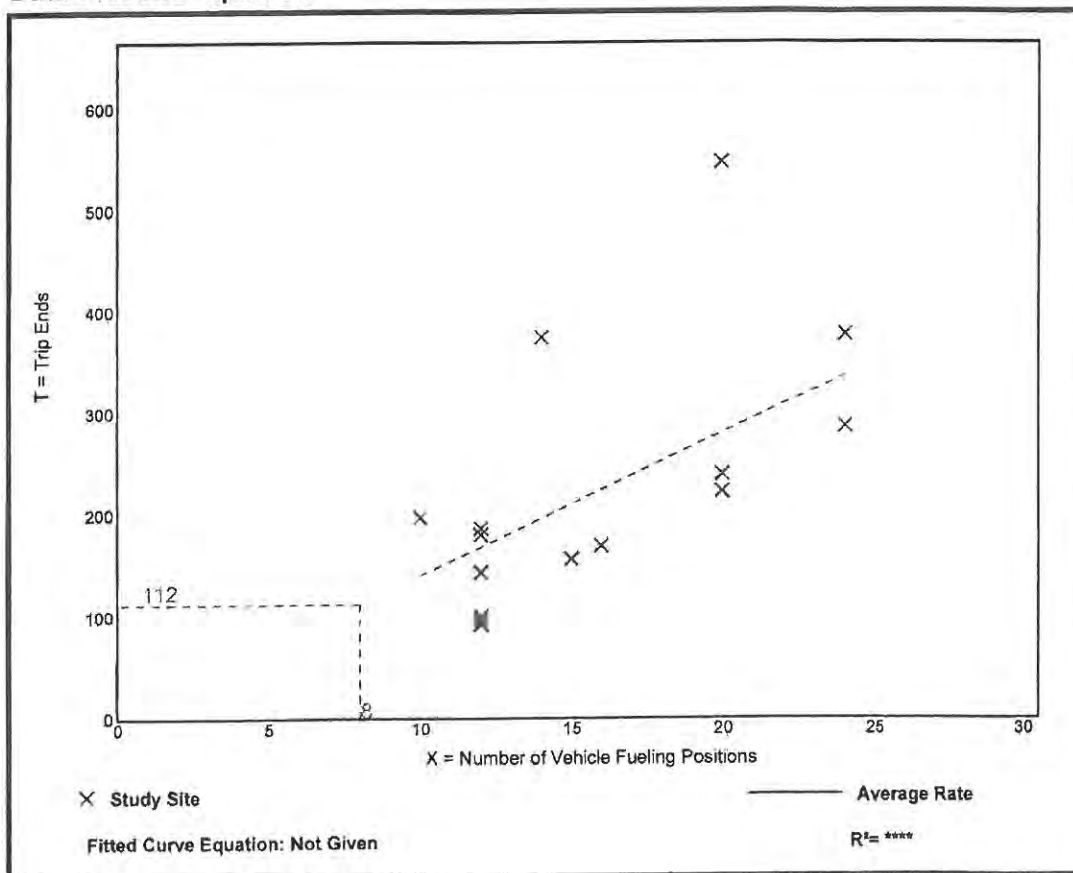
Vehicle Trip Ends vs: Vehicle Fueling Positions  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 16  
 Avg. Num. of Vehicle Fueling Positions: 15  
 Directional Distribution: 51% entering, 49%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

Considered, but  
not used

**Vehicle Trip Generation per Vehicle Fueling Position**

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

**Data Plot and Equation**



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CITY OF MISSION  
COMMUNITY DEVELOPMENT

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

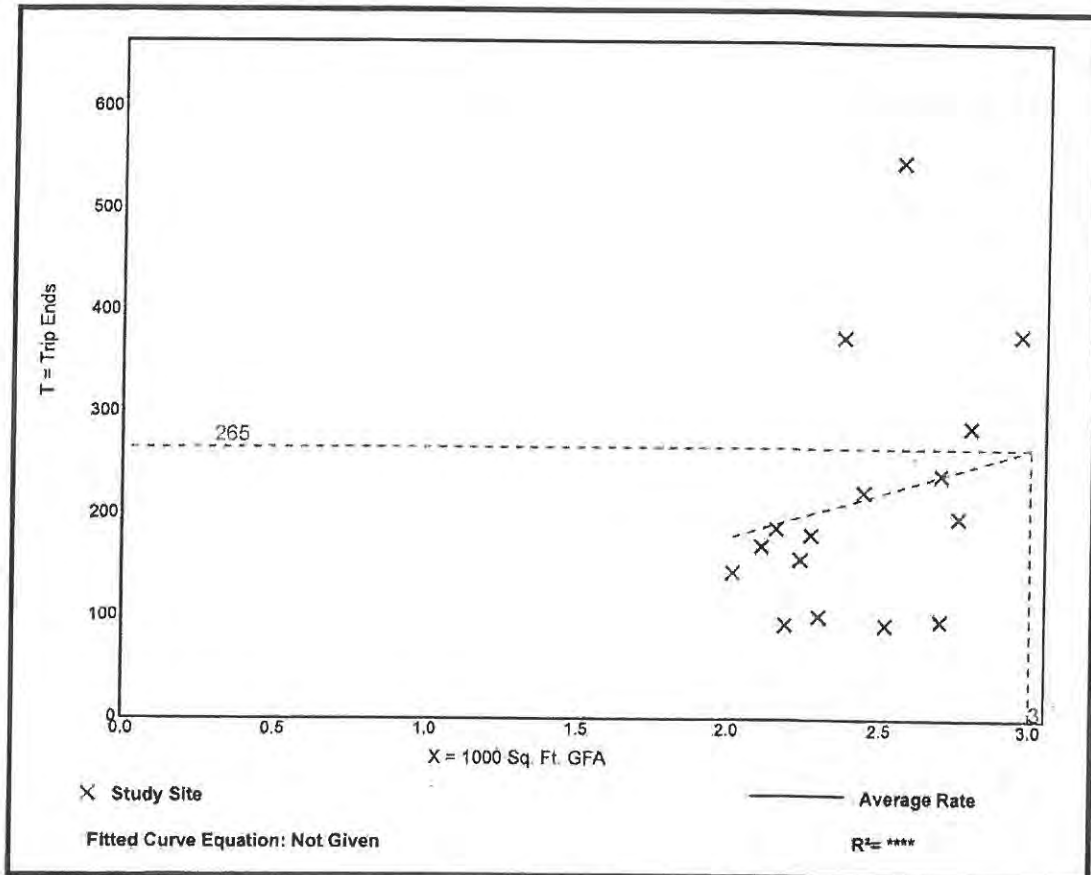
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 16  
 Avg. 1000 Sq. Ft. GFA: 2  
 Directional Distribution: 51% entering, 49% exiting

Considered, but  
not used

**Vehicle Trip Generation per 1000 Sq. Ft. GFA**

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

**Data Plot and Equation**



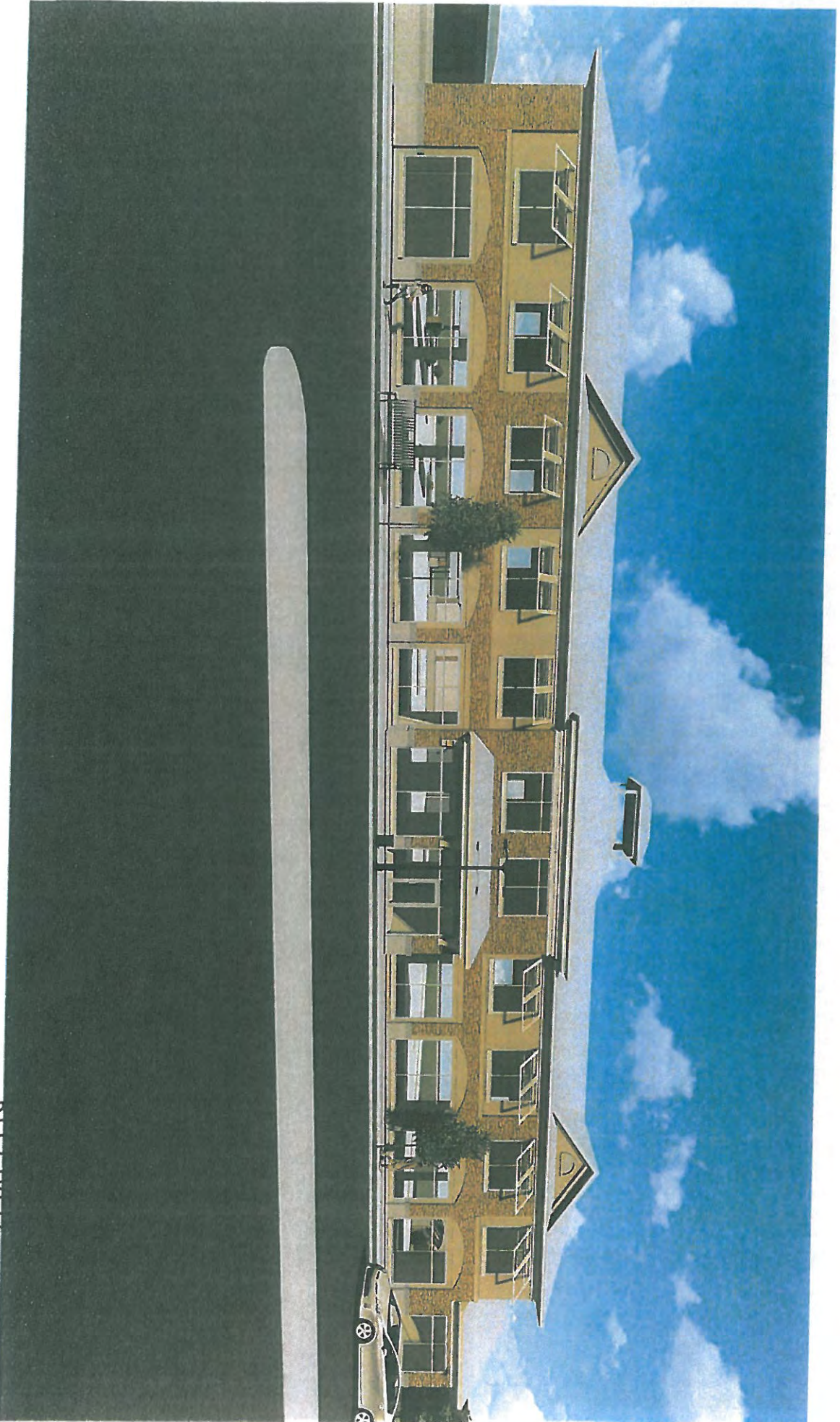
Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

*Rec'd 3/6/18*



MAR 03 2018  
CITY OF MISSION  
COMMUNITY DEVELOPMENT





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MAR 03 2018

CITY OF MISSION  
COMMUNITY DEVELOPMENT





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MAR 03 2018

CITY OF MISSION  
COMMUNITY DEVELOPMENT



NO.	REVISION DESCRIPTION	BY	DATE



**EMC ENGINEERING SERVICES, INC.**  
 1744 US HWY 183, Suite A  
 Leawood, KS 66205  
 Phone: (913) 251-1234  
 Fax: (913) 251-1235  
 Email: info@emceng.com  
 www.emceng.com

Prepared for:  
**SHJ CONSTRUCTION GROUP**

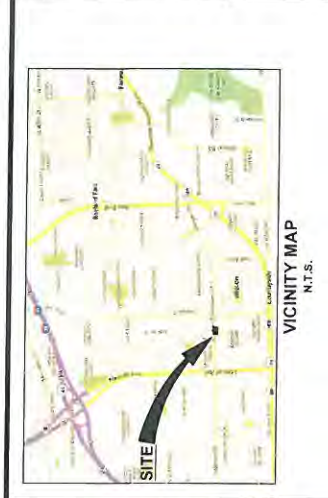
PROPERTY ID #: KP6950001 0003  
**TIDAL WAVE AUTO SPA**  
 JOHNSON COUNTY, KANSAS

**PRELIMINARY DEVELOPMENT PLAN**

PROJECT NO: 12345  
 DRAWN BY: J. Smith  
 CHECKED BY: J. Smith  
 DATE: 01/23/2024

SHEET 1 OF 2

Know what's below. Call before you dig.



**OWNER INFORMATION**  
 OWNER: STORE INVESTORS, LLC  
 ADDRESS: 7800 W 117TH STREET, OVERLAND PARK, MO 66118

**APPLICANT INFORMATION**  
 APPLICANT: TIDAL WAVE AUTO SPA  
 ADDRESS: 124 THOMPSON STREET, THOPLAND, GEORGIA 30086  
 PHONE: 478 271 5647

**SITE INFORMATION**  
 ADDRESS: 690 JOHNSON DR. MILLIKEN, KANSAS 67002  
 PROPERTY AREA: 4,000 SQ FT  
 PLANNING ZONING: C2-2B  
 BUILDING SETBACKS:  
 FRONT: 5'-0"  
 REAR: 5'-0"

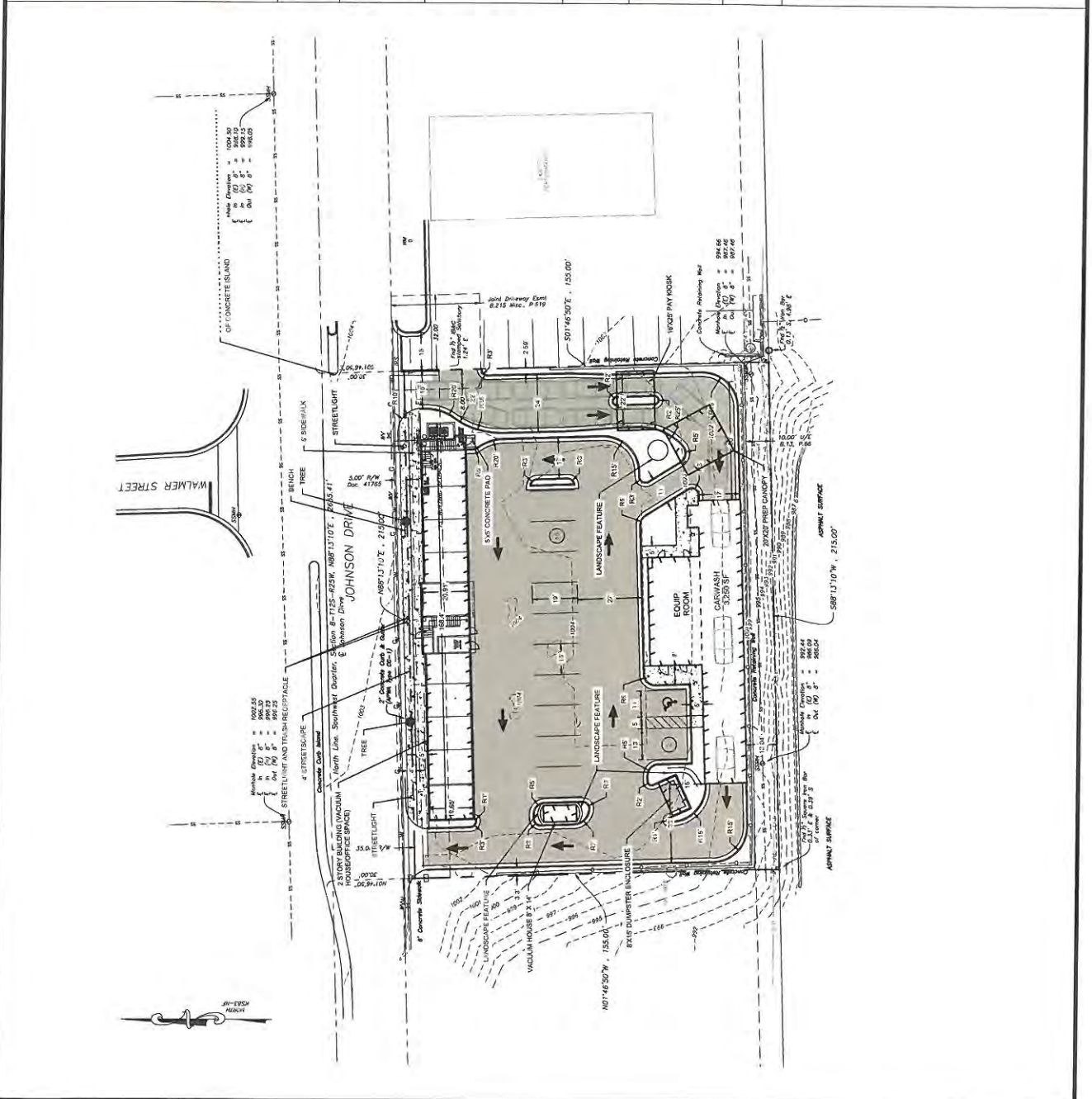
**PARKING NOTE**  
 PARKING REQUIRED: 11 STALLS (10 SPACES)  
 3,300 SQ FT (10 SPACES)  
 TOTAL SPACES: 11

**HATCH LEGEND:**

CONCRETE PAVEMENT  
 EXISTING CONCRETE SIDEWALK  
 PROPOSED CONCRETE SIDEWALK

**SPECIAL NOTE**  
 ALL DE ELEVATIONS SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF MILWAUKEE. ALL OTHER ELEVATION CRITERIA SHALL BE AS SHOWN ON THE PLAN.

**STORMWATER NOTES:**  
 EROSION CONTROL: PROPOSED CONSTRUCTION



NO.	REVISION DESCRIPTION	DATE



**OWNER INFORMATION**  
 OWNER: OXYGEN INDUSTRIES LLC  
 ADDRESS: 206 W. 47TH ST. KANSAS CITY, MO 64118

**APPLICANT INFORMATION**  
 APPLICANT: TIDAL WAVE LLC (K.S. TIDAL WAVE AUTO SPA)  
 ADDRESS: 131 THOMPSON STREET, THAWANSON, GE (OH) 45029  
 PHONE: # 773-271-5493

**SITE INFORMATION**  
 ADDRESS: 980 JOHNSON DR., INDEPENDENCE, MISSOURI 64082  
 PROJECT AREA: \*\*\*\*\*  
 PROPERTY ZONING: CP-20  
 BUILDING SETBACKS:  
 FRONT: 5' 0"  
 REAR: 0'  
 SIDE: 5' 0"

**PARKING NOTE**  
 PARKING REQUIRED: 55  
 11 MANEUVERED SPACES  
 12 TOTAL SPACES

**HATCH LEGEND:**  
 CONCRETE PAVEMENT  
 PROPOSED CONCRETE SIDEWALK  
 EXISTING CONCRETE SIDEWALK

**SPECIAL NOTE**  
 1. ALL UTILITIES SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF INDEPENDENCE  
 2. REFER TO EXISTING UTILITY RECORDS FOR UTILITY DEPT. RECORDS

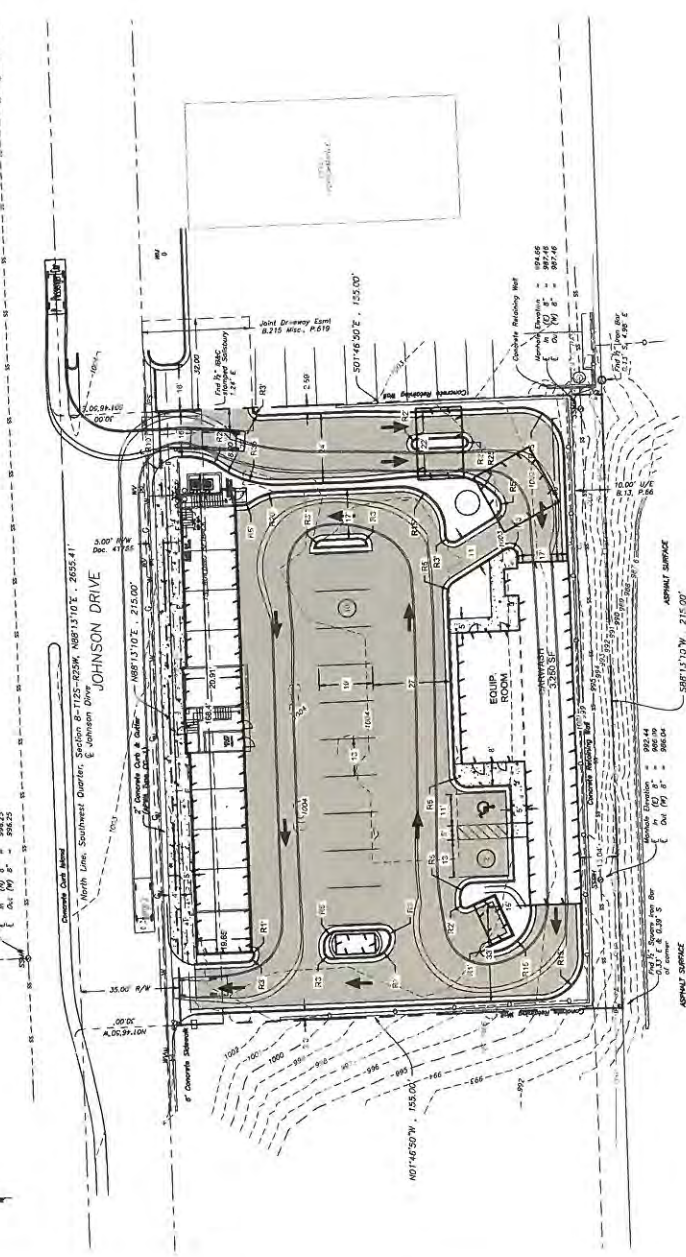
**STORMWATER NOTES:**  
 EXISTING: 0.01%  
 PROPOSED: 0.01%  
 1. ALL UTILITIES SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF INDEPENDENCE

**PREPARED FOR:**  
 SHJ CONSTRUCTION GROUP  
 MISSION, JOHNSON COUNTY, KANSAS  
 PROPERTY ID #: KP6950001 0003

**EMC ENGINEERING**  
 1314 W. 14TH ST. SUITE 200  
 INDEPENDENCE, MO 64201  
 PHONE: 816-835-1234

**TIDAL WAVE AUTO SPA**  
 SHEET 2 OF 2

**DATE:** 01.12.2020  
**DESIGNED BY:** JLM  
**CHECKED BY:** JLM  
**DATE:** 01.12.2020



**MANHOLE ELEVATIONS:**  
 1. 1006.50  
 2. 996.50  
 3. 996.50  
 4. 996.50

**MANHOLE ELEVATIONS:**  
 1. 996.50  
 2. 996.50  
 3. 996.50  
 4. 996.50

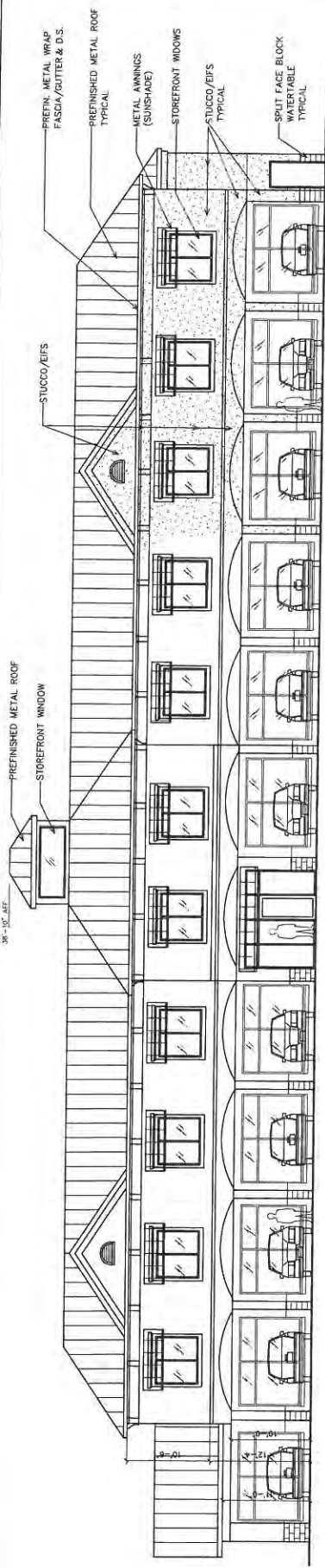
**MANHOLE ELEVATIONS:**  
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 2. 996.50  
 3. 996.50  
 4. 996.50

**MANHOLE ELEVATIONS:**  
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 2. 996.50  
 3. 996.50  
 4. 996.50

**MANHOLE ELEVATIONS:**  
 1. 996.50  
 2. 996.50  
 3. 996.50  
 4. 996.50

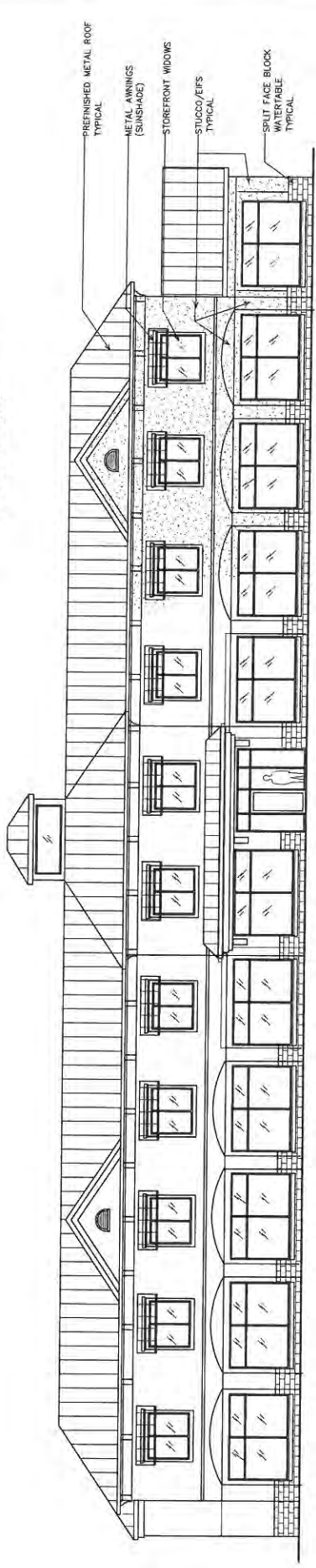






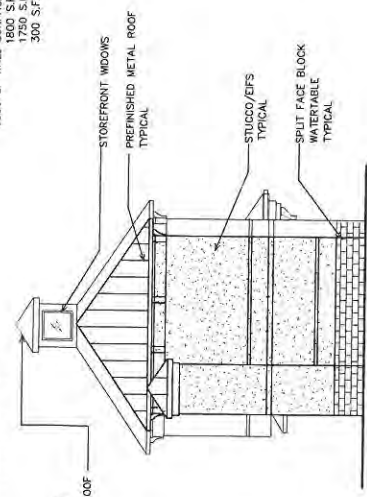
2562 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA, & OPEN BAYS  
 502 SF. GLAZING (WINDOWS AND SF ENTRY)  
 1986 SF. EFS OR HARD COAT STUCCO  
 84 SF. SPLIT FACE BLOCK

VIEW FROM SITE



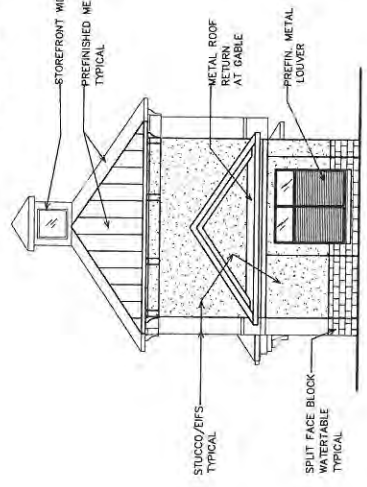
3550 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA,  
 1800 SF. GLAZING (WINDOWS AND SF ENTRY)  
 1750 SF. EFS OR HARD COAT STUCCO  
 300 SF. SPLIT FACE BLOCK

VIEW FROM JOHNSON DRIVE



514 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA,  
 0 SF. GLAZING  
 74 SF. EFS OR HARD COAT STUCCO  
 70 SF. SPLIT FACE BLOCK

SIDE ELEVATION



452 SF WALL SURFACE EXCLUDING GABLES, ROOF, CUPOLA,  
 500 SF. GLAZING (WINDOWS AND SF ENTRY)  
 342 SF. EFS OR HARD COAT STUCCO  
 50 SF. SPLIT FACE BLOCK

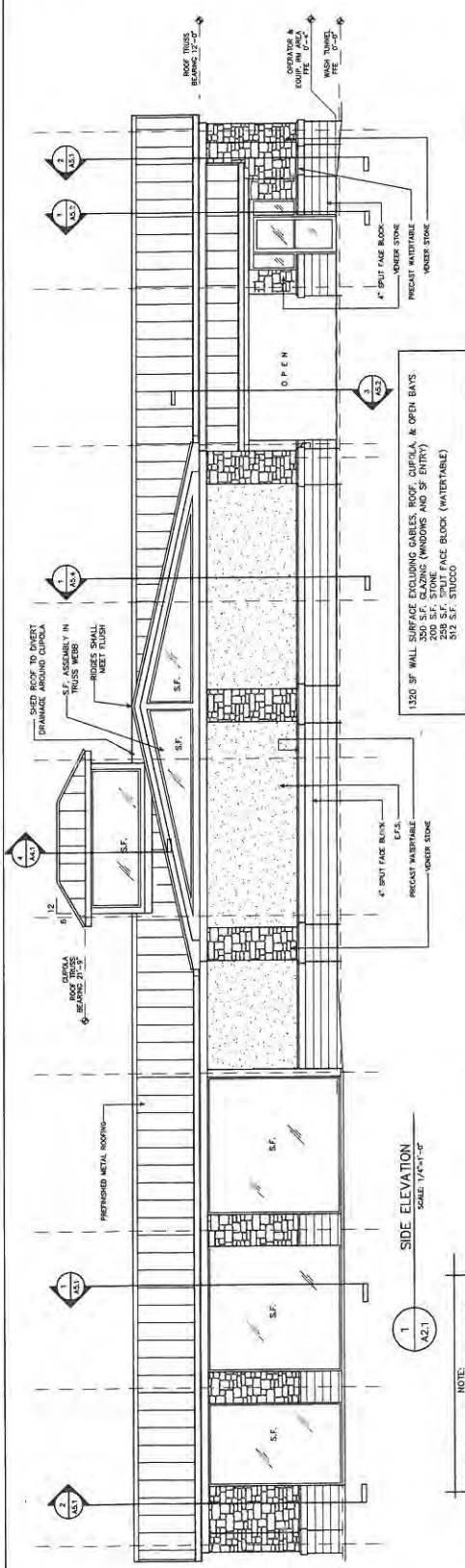
SIDE ELEVATION

ARCHITECT:  
**M. TODD ALBRITTON**  
**ARCHITECT**

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

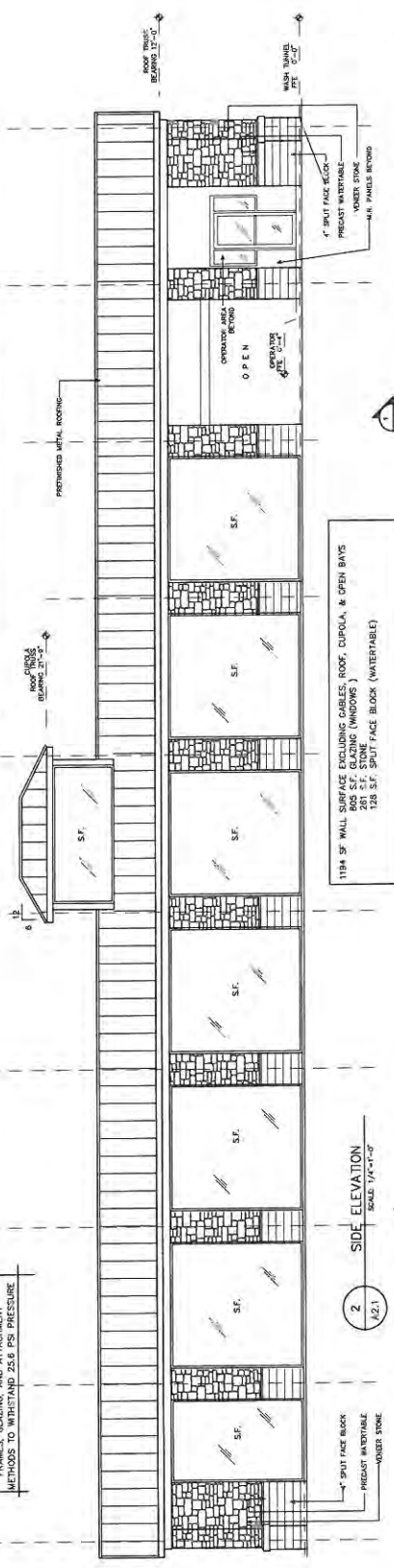
KANSAS REGISTERED ARCHITECT  
 #6993

A NEW  
**TIDAL WAVE AUTO SPA**  
 MISSION, KANSAS

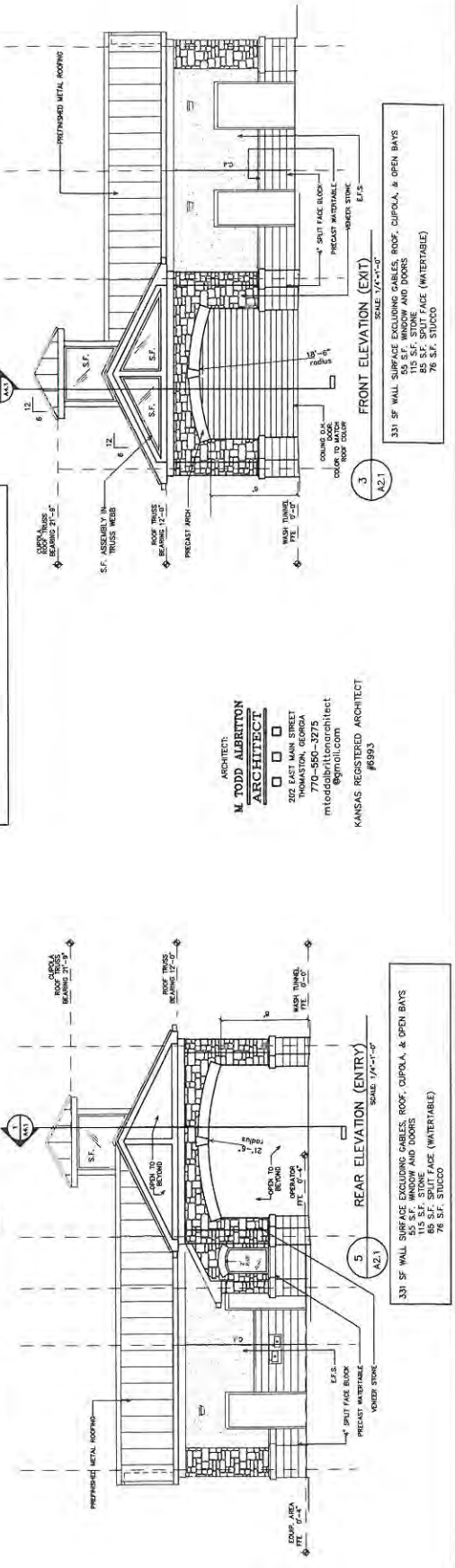


1 SIDE ELEVATION  
SCALE: 1/4"=1'-0"  
A2.1

NOTE:  
STOREFRONT PROVIDER TO PROVIDE  
FRAMES, GLAZING, AND ATTACHMENT  
METHODS TO WITHSTAND 250 PSF PRESSURE



2 SIDE ELEVATION  
SCALE: 1/4"=1'-0"  
A2.1

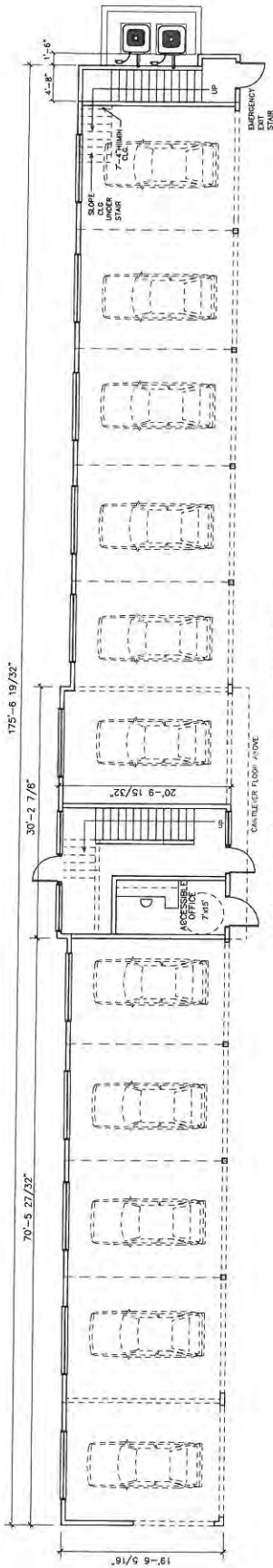


3 FRONT ELEVATION (EXIT)  
SCALE: 1/4"=1'-0"  
A2.1

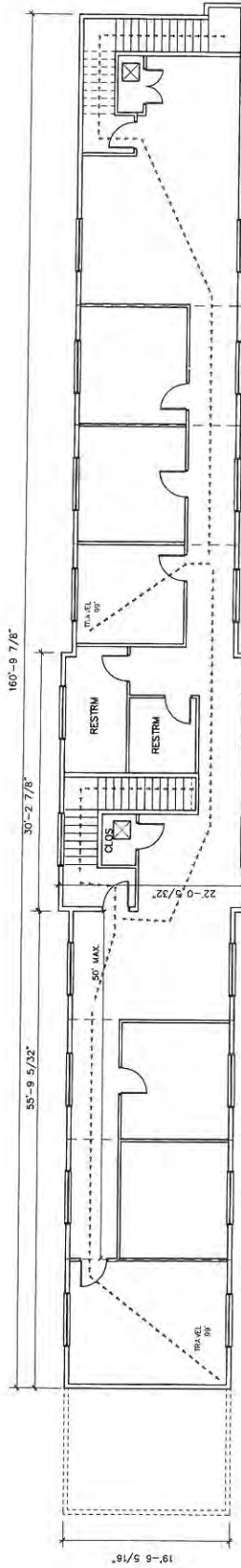
4 REAR ELEVATION (ENTRY)  
SCALE: 1/4"=1'-0"  
A2.1

ARCHITECT:  
**M. TODD ALBRITTON**  
ARCHITECT  
505 EAST BARK STREET  
THOMASTON, GEORGIA  
770-550-3275  
mtalbr@talonarchitect.com  
KANSAS REGISTERED ARCHITECT  
#6993





FLOOR PLAN - LEVEL 1 3,473 sf

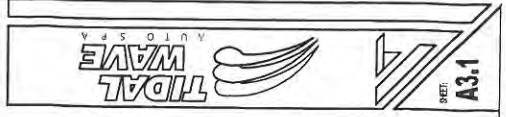


FLOOR PLAN - LEVEL 2 3,226 s.f.

ARCHITECT:  
**M. TODD ALBRITTON**  
**ARCHITECT**

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

KANSAS REGISTERED ARCHITECT  
 #6993



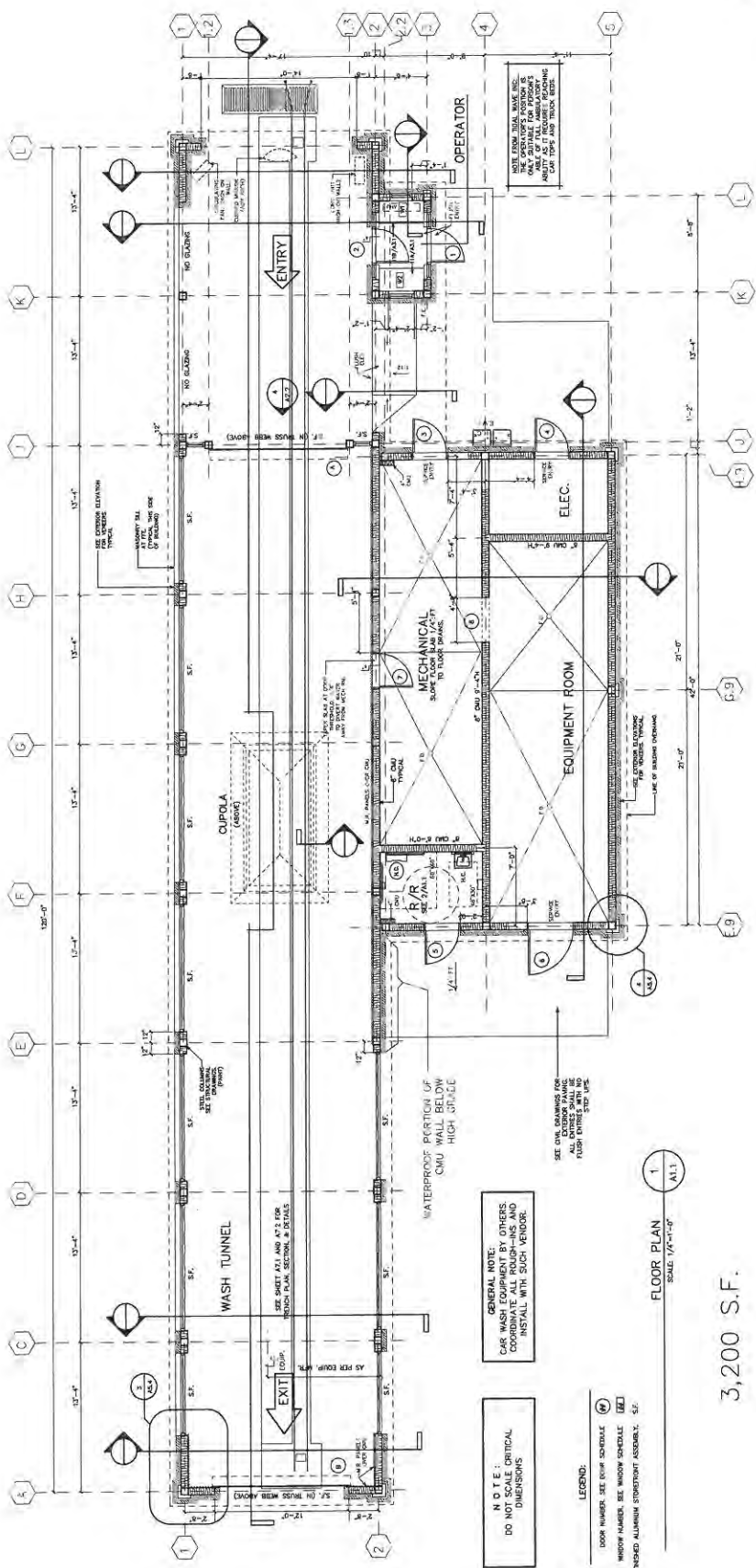
A NEW  
**TIDAL WAVE AUTO SPA**  
 MISSION, KANSAS

REF: **A3.1**

ARCHITECT:  
**M. TODD ALBRITTON**  
 ARCHITECT

302 EAST MAIN STREET  
 MISSION, KANSAS  
 770-850-3270  
 mtoddalbr@earthlink.net  
 @mtda

KANSAS REGISTERED ARCHITECT  
 #8993



**GENERAL NOTE:**  
 CAS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

**NOTE:**  
 DO NOT SCALE CRITICAL DIMENSIONS

**LEGEND:**  
 DOOR NUMBER SEE DWG SCHEDULE  
 WINDOW NUMBER SEE WINDOW SCHEDULE  
 PROVIDER ALUMINUM STOREFRONT ASSEMBLY: 5/1

**FLOOR PLAN**  
 SCALE 1/8"=1'-0"  
 1  
 A1.1

3,200 S.F.



Developer's Scorecard  
as submitted by Dave Olson at the  
March 26, 2018 Planning Commission Meeting

## Form Based Code Score Card

w. stipulations proposed

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

**Notes:**

Rear Building is not 26 feet High

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

Did not provide two way traffic or turning template.

**Step 2: Building Types:**

Building Type Matches Regulating Plan	5	5	2	5
Building Type Matches Chapter 3	5	5	2	5
<b>Total Step 2:</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>10</b>

**Notes:**

Rear Building is not 26 feet High

Front Building does not include commercial use on ground floor.

**Step 3 Urban Guidelines:**

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

**Notes:**

Rear Building is not 26 feet High

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

Did not provide required Streetscape Details.

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

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

**Step 4: Architectural Guidelines**

Intent	6	6	4	3
Materials	3	3	3	3
Configuration	3	3	3	3
Techniques	3	3	2	2
<b>Total Step 4:</b>	<b>15</b>	<b>10</b>	<b>12</b>	<b>11</b>

**Notes:**

Rear Building is not 26 feet High

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

<b>Total Project Score:</b>	<b>100</b>	<b>90</b>	<b>64</b>	<b>91</b>
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<b>City of Mission</b>	Item Number:	5b.
<b>ACTION ITEM SUMMARY</b>	Date:	April 18, 2018
<b>COMMUNITY DEVELOPMENT</b>	From:	Danielle Sitzman

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

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

**RECOMMENDATION:** The Planning Commission voted 8-0 to adopt the suggested findings of fact and recommendations of Staff as contained in the staff report and recommend approval of the Preliminary Site Development Plan with five stipulations.

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

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

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

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

The staff report provided at the March 26 Planning Commission meeting tracked the changes in the proposed plan by using underlining and highlighted text. The current information in each section is listed first. The following list outlines all of the attachments previously associated with this case. The tables included below have been excerpted from the staff report and detail the overall project details, and comparison of the remaining deviations.

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

City of Mission	Item Number:	5b.
<b>ACTION ITEM SUMMARY</b>	Date:	April 18, 2018
<b>COMMUNITY DEVELOPMENT</b>	From:	Danielle Sitzman

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

### Overall Project Summary

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

### Building/Project Height

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

### Lot Area/Dwelling Units per Acre

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

### Planning Commission Recommendation

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

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



<b>City of Mission</b>	Item Number:	5b.
<b>ACTION ITEM SUMMARY</b>	Date:	April 18, 2018
<b>COMMUNITY DEVELOPMENT</b>	From:	Danielle Sitzman

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

Mixed Use to the City Council with the following stipulations:

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

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

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

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

## Martway Mixed Use Project

- Updated 17-08 Staff Report - Martway Mixed Use Preliminary Site Plan
- Density Handout, March 19, 2018
- Rental Summary Handout
- Olsson Associates Memorandum, September 2017
- Clockwork Letter and FAQs, November 2017
- Project Narrative, September 2017
- Martway Drainage Memorandum, September 13, 2017
- Martway Drainage Memorandum, March 16, 2018
- Martway Revised Traffic Study, September 13, 2017
- Preliminary Site Plan, March 2018
- Preliminary Site Plan, December 2017
- Preliminary Site Plan, September 2017
- Martway Signage Criteria, March 16, 2018
- City Council Minutes, February 21, 2017



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

**AGENDA ITEM NO.:** 3

**PROJECT NUMBER / TITLE:** Application # 17-08

**REQUEST:** Preliminary Site Development Plan for Martway Mixed Use Development

**LOCATION:** 6005-6045 Martway Street

**APPLICANT:** Christian Arnold, Martway Office Works, LLC

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

**STAFF CONTACT:** Danielle Sitzman

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

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



**Property Information:**

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



approximately 34,000 square feet. They were constructed in the mid 1960's. In 2014, the land was platted for the first time into three lots known as the Martway Office Buildings Subdivision in anticipation by the then owner to offer them for sale. The property is zoned Main Street District 2 "MS2". It is located in the Downtown District and subject to the *Mission, Kansas Design Guidelines for the Johnson Drive Corridor*. "MS2" was assigned to this property at the time of the City initiated rezoning of entire downtown in 2006. The District was designed to reinforce and encourage the existing character within the core of the downtown.

**Surrounding properties are zoned and developed as follows:**

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

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

**Comprehensive Plan Future Land Use Recommendation for this area:**

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

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

**Project Background:**

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

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

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

**Plan Review**

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



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

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

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

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

### **Planned District Deviations Requested**

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

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



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

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

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

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

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

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

The applicant is requesting the following deviations:

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

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



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

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

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

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

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



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

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

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

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

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

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

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



No rear yard setbacks are required between the subject property and Tract A.

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

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

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

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

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

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

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



quality project.

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

#### Johnson Drive Design Guidelines

The Johnson Drive Design Guidelines provide a wide range of recommended and required design elements applicable to the development. These include streetscaping and the relationship of buildings and their exterior facades to public streets as well as building materials and screening. Many of these details are not required at the time of preliminary site plan review and will be fully evaluated with final site plans.

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

#### Traffic Impact Analysis & Parking

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

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



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

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

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

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

#### Stormwater Management

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

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

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

#### Floodplain

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



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

#### On Site/Off-Site Public Improvements

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

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

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

#### Signs

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

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

#### Sustainable design and construction practices

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

#### Miscellaneous

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

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



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

**Staff Recommendation 9.25.17**

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

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

**Planning Commission Recommendation 9.25.2017**

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

height.

### **Update**

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

### **Staff Recommendation 12.18.17**

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

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



### **Planning Commission Recommendation 12.18.2017**

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

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

### **City Council Action 2.21.18**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*-The building, parking area, driveways, and open space have been designed to meet codes and guidelines within a planned district.*

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

*-There is adequate space on the site to allow for circulation of residents, customers, and the public with no impact to traffic on adjacent public streets. A traffic/trip generation study was submitted for review and any further comments will be addressed at final site plan review.*

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

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

4. An appropriate degree of harmony will prevail between the architectural quality of the



proposed building(s) and the surrounding neighborhood.

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

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

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

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

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

**Staff Recommendation 3.26.18**

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

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

**Planning Commission Recommendation 3.26.18**

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

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



Multifamily Density by City District-Updated 12.18.17

Map Key Downtown District Zone	Property Name	Site Address	Number of Units	Lot Area (SqFt)	Min Lot Area (Lot Area/Unit)	Year Built	Current Code Requirement (Lot Area/Unit)	Acres	Units/Acre
DND	Maple Hill	5946 Maple St	12	19,103	1,592	1984	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	0.44	27
DND	Mission Woods- At Home	5920 Reeds Rd (4 buildings on 4 parcels)	48	67,199	1,400	1972	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	1.54	31
DND	Mission Gardens	5905 W. 58th St	25	33,802	1,344	1960	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	0.77	32
DND	Mission Terrace - At Home	5720 Mantway St	11	14,712	1,337	1984	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	0.34	33
DND	The Gablias-At Home	5934 Outlook St (2 buildings on 2 parcels unevenly distributed)	43	56,050	1,303	1966	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	1.29	33
R-4	Mission Point - At Home	5708 Outlook St (2 buildings on 3 parcels)	34	44,101	1,287	1976	3,500 sqft	1.01	34
MS2	Mission Hills - At Home	5954 Woodson St (4 buildings on 4 parcels)	120	137,427	1,145	1975	1,245 sqft, 35 du/ac	3.15	38
MS2	The Maples	5811 Maple St	16	16,800	1,050	1964	1,245 sqft, 35 du/ac	0.39	41
MS2	Mission 58	5601 W 58th St	16	16,800	1,050	1968	1,245 sqft, 35 du/ac	0.39	41
DND	Outlook Apts	5933 Outlook St #2	24	25,198	1,050	1985	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	0.58	41
DND	Mission Ridge - At Home	5911 Reeds Rd	30	30,760	1,025	1973	SF-4,500-sqft 9.68 du/ac, TH-1,742-sqft 25 du/ac MF-872-sqft 50 du/ac	0.71	42
MS2	Proposed 1,26 34 Mantway Mixed Use	6006-6042 Mantway St (1 building spanning 3 bldgs)	30	72,516	807	2018	1,245 sqft, 35 du/ac	1.65	54
MS2	Proposed 12, 18, 17 Mantway Mixed Use Trade A Entry	6005-6043 Mantway St (1 building spanning 3 bldgs)	117	79,371	858	2018	1,245 sqft, 35 du/ac	1.77	66
MS2	Proposed 12, 18, 17 Mantway Mixed Use Reconnected w/ Trade A Connected	6045-6042 Mantway St (1 building spanning 3 bldgs)	117	79,371	858	2018	1,245 sqft, 35 du/ac	1.65	70
MS1	Mission Trails	6201 Johnson Dr	200	122,869	613	2018	None	2.82	71
MS2	Proposed 2, 25, 17 Mantway Mixed Use	6005-6043 Mantway St (1 building spanning 3 bldgs)	156	76,371	463	2018	1,245 sqft, 35 du/ac	1.75	89
R-4	Mission Heights	5717 Outlook St	40	17,501	438	1974	3,500 sqft	0.40	100
West Gateway District FEC	The Wellstone at Mission Crossing	6050 Broadmoor St	101	99,868	979	2014	NA	2.27	44
East Gateway District									
Other Areas-Mission									
RP-4	Hilborough	5401 Foxridge Dr (Many buildings on 2 parcels unevenly distributed)	329	1,279,324	3,989	1984	NA	29.37	11
R-6	Wellington Club	6900 W 50th Ter	224	759,024	3,389	1972	1,200 sqft	17.42	13
R-4	Bridges At Foxridge	5250 Foxridge Dr (Many buildings on 4 parcels)	317	1,044,140	3,294	1966	3,500 sqft	23.97	13
R-4	The Retreat at Mission	6230 W 51st St	108	302,616	2,802	1971	3,500 sqft	6.95	16
R-6	Silverwood	5100 Foxridge Dr	280	648,063	2,315	1966	1,200 sqft	14.88	19
R-6	Foxfire Apartments	5020 Glenwood St	280	548,172	1,958	1984	1,200 sqft	12.58	22
R-6	The Falls	6585 Foxridge Dr	435	675,134	1,552	1972	1,200 sqft	15.50	28
Other Areas-Outside Mission									
Brookridge	Antioch Rd & L435, Overland Park (131 acre site with many features)		2,076	5,706,360	2,749	2020		131.00	16
The Heights-Linden Square	N. Oak Trafficway & 68th St-Downtown, Gladstone		222	240,000	1,081	2015		5.51	40
Meadow Brook-The Kessler Apartments	95th Street & Nail Ave, Prairie Village (6.9 acres of mixed use and parking 42 ac site)		282	296,208	1,050	2017		6.80	41
District at City Center-EPC	Not yet built 87th St & Rorer Blvd, Lenexa (2 buildings on 2 parcels)		175	156,030	892	2019		3.56	49
Woodside village	Rainbow Blvd & 47th Pl-Westwood (Apts and live work units on Lot 5 & 2 other grdn fl uses)		330	240,000	727	2016		5.51	60
Domain at City Center-EPC	87th St & Remer Blvd, Lenexa		203	140,133	690	2016		3.22	63
Avenue 80-EPC	Metcalf Ave & 80th Street, Overland Park		218	148,674	682	2017		3.41	64
Interurban Lofts	79th St & Conser St-Downtown OP (bldg also has ground floor office)		41	24,352	594	2017		0.66	73
S1 Main-EPC	Plaza south area-KCMO		176	94,500	537	2077		2.17	81
The Vue	Under construction 80th St and Santa Fe Drisouthside-Downtown OP		219	100,924	461	2017		2.32	95
Market Lofts	Under construction 80th St and Santa Fe Dr by Rio-Downtown OP (bldg also has grnd fl retail)		36	15,342	426	2017		0.35	102

Property Name	Site Address	Number of Units	Rent Range and Unit Types	Amenities (pool/clubhouse/ecovered parking)	Year Original Construction (AIMS)	Major Renovations (Year/description/value-BIM)	2017 Appraised Value (AIMS)	2016 Appraised Value (AIMS)	% Change Value 16-17
Mission Gardens	5905 W. 58th St	25	\$810 - \$850 1 Bedroom		1960	Oct 2016/ reroof/\$18,000 June 2016/ reroof/\$5,600	\$1,012,000.00	\$945,000.00	7.09%
Mission Terrace - At Home	5720 Martway St	11	\$840 - \$1150 1, 2, 3 Bedrooms	Google Fiber	1964	2013/multi-family reroof/\$13,895	\$493,000.00	\$472,000.00	4.45%
The Maples	5811 Maple St	16	\$840 - \$1150 1, 2, 3 Bedrooms	Pool, Clubhouse, Covered Parking, Garages, Dog Park, Tennis Court	1964	No permit information found	\$781,000.00	\$751,000.00	3.99%
Bridges At Foxridge	5250 Foxridge Dr	317	\$800 - \$1050 1, 2 Bedrooms	Google Fiber	1966	016/emerg damage repair to kitchen/\$16,542 2015/reef of 2 apts bldgs/1 carport/\$43,780 2012/HVAC replacement - eight permits/\$525 ea Oct 2012/ HVAC replacement - twelve permits/\$525 ea 2011/replace meter can /\$2,200 2007/no description/\$150,000	\$5,552,000.00	\$5,321,000.00	4.34%
The Gables-At Home	5934 Outlook St	43	\$625 - \$725 1, 2 Bedrooms	Google Fiber	1966	014/ reroof/\$19,500 2013/ deck replacement/\$40,000	\$1,477,000.00	\$1,417,000.00	4.23%
Mission 58	5601 W 58th St	16	\$625 - \$725 1, 2 Bedrooms	On site laundry, downtown proximity	1968	Nov 2014/ replace water heater/\$3,900 Oct 2014/gas leak repairs/\$5,000 2012/reef of/\$35,000	\$727,000.00	\$699,000.00	4.01%
The Retreat at Mission	6230 W 51st St	108	\$650 - \$975 1, 2, 3 Bedrooms	Pool, Garages, Basketball Court	1971	2016/HVAC/\$3150 115/water heater - four permits/\$3100 ea Dec 2015/furnace replacement - four permits/0 value (together with water heater?) June 2015/ HVAC/\$2600 emer repair demo of apts due to fire/ \$1200 2001/ no description/\$10,998	\$5,169,000.00	\$4,630,000.00	11.64%
Mission Woods- At Home	5920 Reeds Rd	48	\$725 - \$880 1, 2 Bedrooms	Google Fiber	1972	no permit information found	\$635,000.00	\$609,000.00	4.27%
The Falls	6565 Foxridge Dr	435	\$659 - \$900 Studio, 1, 2 Bedrooms	Cover Parking, Pool, Clubhouse, Garages	1972	see attached page	\$18,229,000.00	\$17,507,000.00	4.12%
Wellington Club	6900 W 50th Ter	224	\$625 - \$975 1, 2, 3 Bedrooms	Clubhouse, Pool, Basketball Court, Sand Volleyball Court	1972	114/water heater/\$1,000 2013/ Remodel of fire damaged apts/\$250,000 Feb 2013/Temp elect for apts/\$2500 Feb 2013/demo of apart bldg/\$15,000 012/water heater/\$500 Dec 2009/reef of/\$102,500 2009/ Remodel from fire damage/\$47,444	\$11,208,000.00	\$10,471,000.00	7.04%
Mission Point - At Home	5708 Outlook St	34	\$800 - \$900 1, 2 Bedrooms	Google Fiber	1973	2015/replace deck/\$14,288 Apr 2013/HVAC/\$10,200 Mar 2013/reef of/\$14,500	\$901,000.00	\$866,000.00	4.04%
Mission Ridge - At Home	5911 Reeds Rd	30	\$695 - \$825 Studio, 1 Bedroom	Google Fiber	1973	2012/AC/\$7,000 2011/Exter Alteration/\$108,084	\$1,406,000.00	\$1,352,000.00	3.99%
Mission Heights	5717 Outlook St	40	\$719 - \$910 1, 2 Bedrooms	Google Fiber	1974	Mar 2016/ HVAC replacement /\$3,100 ea - three permits Dec 2015/HVAC replacement/\$3,100 ea - five permits Oct 2015/HVAC replacement/\$3,100 - one permit July 2015/HVAC replacement /\$3,100 ea-two permits June 2015/HVAC/\$3,100-one permit March 2004/new patio/deck/\$68,000	\$587,000.00	\$563,000.00	4.26%



Property Name	Site Address	Number of Units	Rent Range and Unit Types	Amenities (pool/clubhouse e/covered parking)	Year Original Construction (AIMS)	Major Renovations (Year/description/Value-BIM)	2017 Appraised Value (AIMS)	2016 Appraised Value (AIMS)	% Change Value 16-17
Mission Hills - At Home	5954 Woodson St	120	\$800 - \$880 1, 2 Bedrooms	Covered Parking, Google Fiber	1976	2014/re-roof/\$28,500	\$1,562,000.00	\$1,501,000.00	4.06%
Foxfire Apartments	5020 Glenwood St	280	\$585 - \$740 1, 2 Bedrooms	Pool, Clubhouse, Covered Parking, Tennis Court	1984	2012/re-roof/\$53,927 2011/replace retaining wall/\$19,878 stall of iron fence/addition to existing / \$2,670 2003/HVAC replacement/\$400,000 2000/no description/\$30,000 1997/stairs/\$305,000	\$15,313,000.00	\$14,517,000.00	5.48%
Hillsborough	5401 Foxridge Dr	329	\$790 - \$1040 1, 2 Bedrooms	Pool, Clubhouse, Covered Parking, Garages, Tennis Court, Basketball Court	1984	2016/gas water heater- five permits/\$400 ea y 2014/garage carport replacement/\$30,000 April 2014 / Demo of fire damaged apt./\$20,000 Mar 2014/elect repair due to fire/\$1500 Oct 2013/Fire repair to 4 units/\$300,000 Mar 2013/ electrical demo and temp power/\$2,500 and mechanical reconnect gas/\$400 2000/no description/\$19,622 1995/no description/\$3,536,000	\$17,479,000.00	\$17,092,000.00	2.26%
Maple Hill	5946 Maple St	12			1984	2011/re-roof/\$12,000	\$427,000.00	\$409,000.00	4.40%
Outlook Apts	5933 Outlook St #2	24			1985	2013/water heater replacement/\$500 2014/ deck and stair replacement/\$30,000	\$989,000.00	\$951,000.00	4.00%
Silverwood	5100 Foxridge Dr	280	\$738 - \$1405 1, 2 Bedrooms	Covered Parking, Pool, Clubhouse,	1986	Oct 2015/Water heater/\$500 July 2015/ stair replacement/\$108,000 2012/Retaining wall/\$14,890 2007/install eng key stone wall system/\$30,000	\$19,391,000.00	\$18,898,000.00	2.61%
The Welstone at Mission Crossing	6050 Broadmoor St	101	1, 2 Bedrooms	Clubhouse, WiFi, Prepared Meals	2014	16/inter remodel/\$100,000 2014/New construction/\$8,100,000 April 2014/temp elect serv/\$1,000	\$10,550,840.00	\$7,887,370.00	33.77%

September 20, 2017

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

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

Dear Ms. Sitzman,

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

Martway Multifamily  
Olsson Review for Preliminary Plan 2<sup>nd</sup> Submittal – 9-20/17

**Floodplain Stipulations:**

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

**Drainage Memo Stipulations:**

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



#### Preliminary Development Plan Stipulations

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

#### Traffic Study Stipulations

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

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

Sincerely,



Brad Sonner, PLA, LEED AP  
Vice President

## Martway Mixed-Use Development Traffic Impact Analysis Review

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

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

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

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



November 20, 2017

christian@clockwork-ad.com

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

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

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

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

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

Regards,

Christian Arnold  
Principal

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

1) Does the developer own the property?

Yes.

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

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

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

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

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

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

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

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

6) Where is the trash located at?

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

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

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

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

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

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

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



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

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

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

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

12) Will there be any public parking on site?

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

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

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

14) What is the construction time frame?

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

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

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

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

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

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

These are market rate apartments.

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Ste 100  
Kansas City, Missouri 64131  
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Other Offices:  
Kansas City, Kansas  
Lawrence, Kansas  
Holton, Kansas  
Topeka, Kansas  
Wichita, Kansas  
Branson, Missouri  
Springfield, Missouri  
Jefferson City, Missouri

September 15th, 2017

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

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

Dear Danielle;

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

### **Engineering Review Comments**

#### Floodplain Comments

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

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

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

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

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

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

#### Associates:

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

#### Drainage Memo Comments

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

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



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

*An exhibit has been added to the drainage memo.*

#### Preliminary Development Plans

##### All Sheets/General Comments

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

*The building footprint line type has been revised.*

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

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

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

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

#### C100/101

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

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

2. Confirm with city that variances requested are acceptable

*Noted.*

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

*Circulation arrows have been added to the site plan.*

4. Match legend to linework for floodplain limits hatch.

*The legend for the floodplain limits has been updated.*

5. Show internal pedestrian path for ADA route.

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

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

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

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

*The parking layout has been revised to alleviate this conflict.*

#### C200

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

*No retaining walls are required for this project.*

#### Traffic Study Comments

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

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

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

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

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

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



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

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

### 3. Trip Generation:

- a. Daily trip generation is not provided.

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

- b. Trip generation for the retail portion of the site (3,530 sf of retail space) was conducted using a shopping center land use. Based on the size of retail proposed with this development, the specialty retail land use may be more appropriate for this site. Recommend conducting analysis and revising report as necessary.

- i. Page 8 of the report references a retail square footage of 3,254 sf in the trip generation paragraph and 3,530 sf in the trip generation table. Revise report as necessary for correct building square footage.

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

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

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

4. Operational Analysis:

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

*The southbound right-turn movements have been eliminated.*

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

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

5. Parking:

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

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

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

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

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

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



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

## **Planning Review Comments**

### Plat Comments

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

*Noted.*

### Site Comments

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

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

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

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

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

*developments in elevation.*

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

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

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

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

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

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

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



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

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

*The landscape plan has been updated to show compliant species.*

5. Automatic irrigation of the streetscape trees is required.

*A note has been added to the landscape plan.*

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

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

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

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

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

*Clockwork is handling this comment.*

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

*Clockwork is handling this comment.*

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

*Clockwork is handling this comment.*

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

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

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

*Clockwork is handling this comment.*

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

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

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

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

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

*Clockwork is handling this comment.*

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

*Clockwork is handling this comment.*

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

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





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

**Date:** September 15, 2017

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

**Project:** Martway Mixed Use

**RE:** Responses to Preliminary Planning Review Comments

Comment # & Response

Plat Comments:

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

Acknowledged.

Site Comments:

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

Refer to attached responses prepared by CFS Engineers.

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

Refer to attached responses prepared by CFS Engineers.

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

Refer to attached responses prepared by CFS Engineers.

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

Refer to attached responses prepared by CFS Engineers.



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

Refer to attached responses prepared by CFS Engineers.

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

Refer to attached responses prepared by CFS Engineers.

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

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

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

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





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

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

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

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

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

Refer to attached responses prepared by CFS Engineers.

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

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

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

Refer to attached responses prepared by CFS Engineers.

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

Refer to attached responses prepared by CFS Engineers.



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

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

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

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

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

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



# WOOD CLADDING COMPARISON CHART

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



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



## Safety Data Sheet (SDS)

### [1. PRODUCT AND COMPANY IDENTIFICATION]

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

### [2. SUMMARY OF HAZARDOUSNESS/HARMFULNESS]

#### GHS classification

##### Health harmfulness

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

#### GHS label element(s)

##### Symbols



Signal Word: DANGER

##### Hazard Statements

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

##### Safety Measures

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

##### First-aid Measures

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

##### Disposal

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



---

**[3. COMPONENT/INFORMATION ON INGREDIENTS]**

Classification of single product or mixture: Mixture

Ingredients: Cement, silicate material, organic fiber, additives

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

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

---

**[4. FIRST AID]**

Eye contact:	Immediately wash the eye for at least 15 minutes using clean water and then seek attention of a doctor.
Skin contact:	Immediately wash the skin thoroughly with soap and water. Seek medical attention as needed if irritation develops or persists.
Inhalation:	Immediately move to a place with fresh air away from dust, gargle with water, and seek medical attention as needed.
Ingestion:	Wash the inside of the mouth thoroughly with water and seek medical attention. If the victim is groggy or unconscious, do not induce vomiting, but seek medical attention without delay.

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

---

**[5. MEASURES TAKEN IN CASE OF FIRE]**

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

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

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

---

**[6. MEASURES TAKEN IN CASE OF LEAK]**

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

---

**[7. HANDLING AND STORAGE PRECAUTIONS]**

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

Storage: Store the product away from water.

---

**[8. MEASURES FOR PREVENTION OF EXPOSURE]**

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

Japan Society for Occupational Health (2014)

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

ACGIH TLV (2006):		
Crystalline silica		0.025 mg/m <sup>3</sup> (TWA)
Inhalant powder dust		3 mg/m <sup>3</sup> (TWA)
Total powder dust		10 mg/m <sup>3</sup> (TWA)
OSHA PEL (2015) (Refer to 29 CFR 1910 Table Z-3 regarding mineral dusts):		
Crystalline silica (Quartz) (Action Level)		25 µg/m <sup>3</sup> (TWA)
	(Permissible Exposure Limit [PEL])	50 µg /m <sup>3</sup> (TWA)
Calcium Silicate	(Respirable Fraction)	5 mg/m <sup>3</sup> (TWA)
	(Total)	15 mg/m <sup>3</sup> (TWA)
Cellulose	(Respirable Fraction)	5 mg/m <sup>3</sup> (TWA)
	(Total)	15 mg/m <sup>3</sup> (TWA)
NIOSH REL (2015)		
Mica	(Respirable Fraction)	3 mg/m <sup>3</sup> (TWA)

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

Personal Protective Equipment:

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

**[9. PHYSICAL AND CHEMICAL PROPERTIES]**

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

**[10. STABILITY AND REACTIVITY INFORMATION]**

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

**[11. INFORMATION ON TOXICOLOGY/HARMFULNESS]**

Acute toxicity: No data is available.  
 Skin corrosivity/irritation and serious damage/irritation to eye:  
 • If product comes into contact with water, it may exhibit strong alkalinity (pH12 to 13) and cause irritation to the eye, nose and skin as well as inflammation to the cornea, tissues inside the nose, and skin.  
 Respiratory organ sensitization or skin sensitization:  
 • The cement contains a trace amount of chromium compound and may cause allergic reaction in people sensitive to hexavalent chromium.  
 Carcinogenicity: No data is available.  
 • The product is classified under carcinogenicity classification 1A because it contains crystalline silica.  
 Reproductive cell mutagenicity: No data is available.  
 Reproductive toxicity: No data is available.  
 Specific target toxicity (single exposure): No data is available.  
 • The product is classified as specific target toxicity (single exposure) classification 1 (respiratory system) because it contains crystalline silica that is classified as having specific target toxicity (single exposure).  
 Specific target toxicity (repeated exposures): The product may cause pneumoconiosis if inhaled in large quantities over a long period of time.



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

---

**[12. INFORMATION ON ENVIRONMENTAL IMPACT]**

Environmental impact/bio-toxicity

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

---

**[13. PRECAUTIONS ON DISPOSAL]**

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

---

**[14. PRECAUTIONS ON TRANSPORT]**

Information on codes and classifications under international regulations: Not applicable

Specific safety measures and conditions for transport:

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

---

**[15. REGULATORY INFORMATION]**

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

SARA 302/303: No Extremely Hazardous Substances.

SARA 311/312:

	Acute	Chronic	Fire	Pressure	Reactive
Crystalline Silica (Quartz)	yes	yes	no	no	no

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**[16. OTHER INFORMATION]**

Cited Literatures

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

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

## MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 1 OF 3

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

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



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

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



## MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 2 OF 3

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

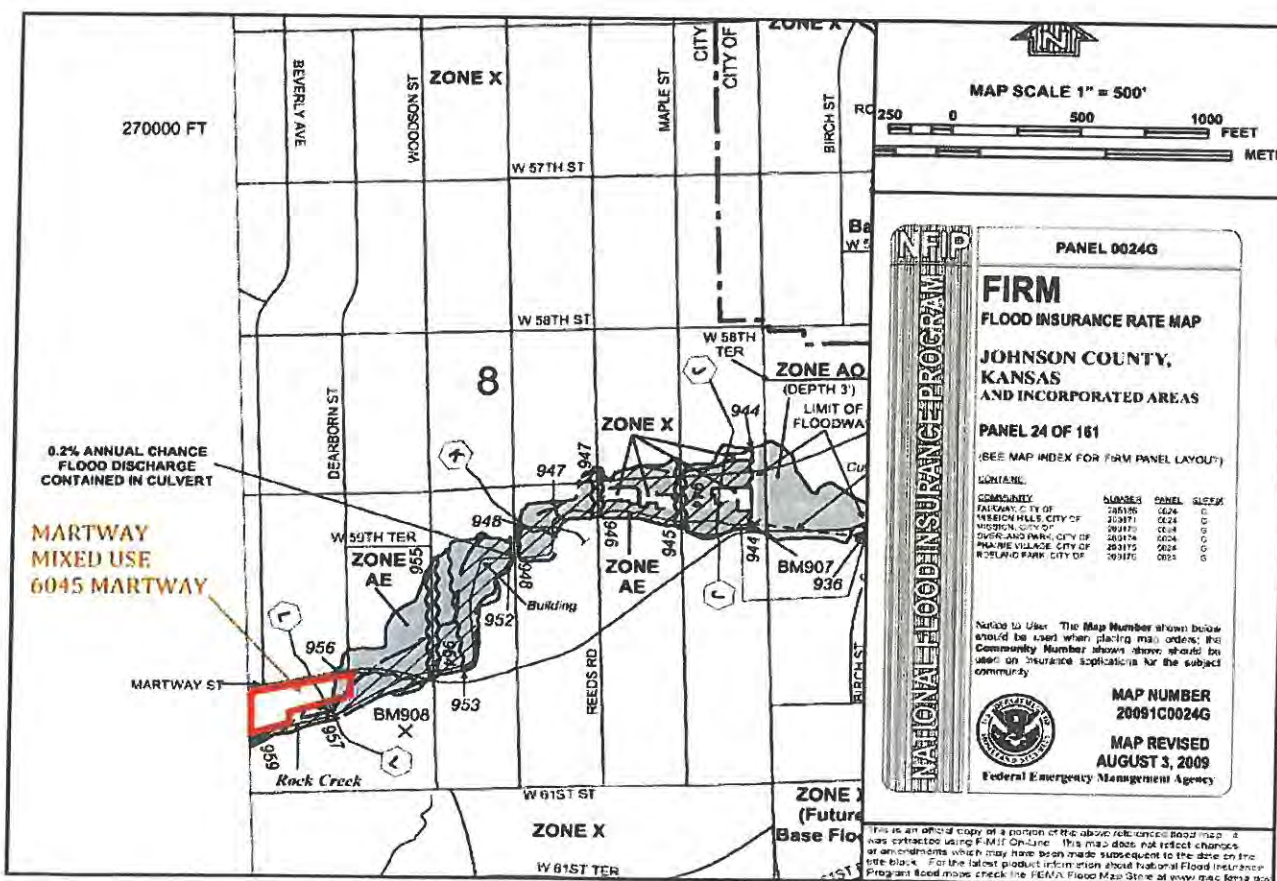
### Pre-Development Conditions:

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

### Post-Development Conditions:

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

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




MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 3 OF 3

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

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



*Lucas W. Williams*  
9/13/17













## MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 1 OF 3

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

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



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

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



# MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 2 OF 3

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

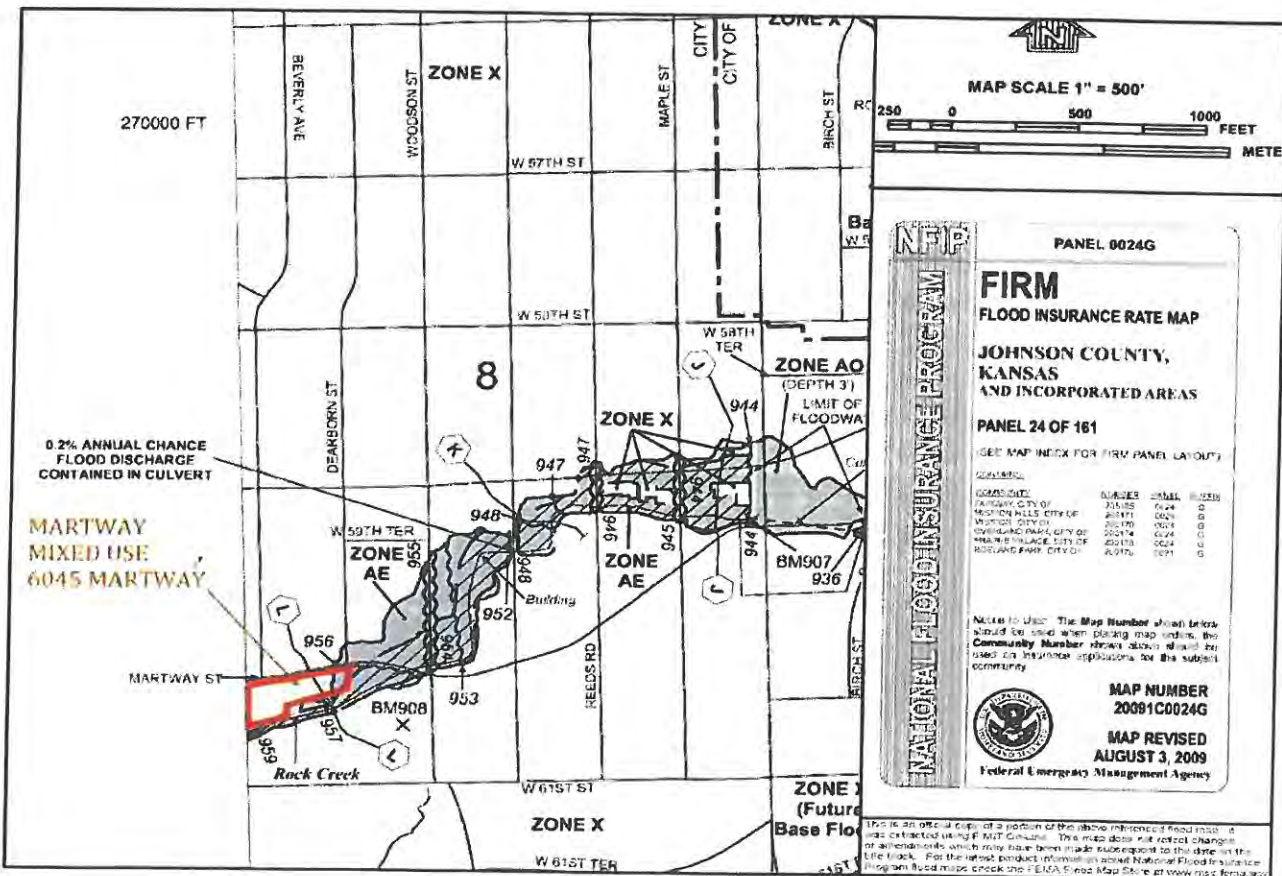
**Pre-Development Conditions:**

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

**Post-Development Conditions:**

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

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



MARTWAY MIXED USE – STORMWATER DRAINAGE MEMORANDUM

PAGE 3 OF 3

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

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



A circular professional engineer seal for Lucas N. Williams, Kansas, License No. 20382. The seal is stamped in blue ink and partially overlaid by a handwritten signature in blue ink. To the right of the signature, the date 3/16/18 is handwritten in blue ink.



**CLOCKWORK**  
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LUCAS W. WILLIAMS - ENGINEER  
 KS FE # 2082

**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64202

NO.	DESCRIPTION	AMOUNT
1	EXISTING ADJACENT LOTS FLOOD ZONE AT (FLOODWAY)	
2	EXISTING ADJACENT LOTS FLOOD ZONE AT	
3	CUT - 1.2M CUBIC YARDS	
4	FILL - 2M CUBIC YARDS	

16.05 Martway

**C201**

CUT & FILL PLAN

DEARBORN STREET

MARTWAY STREET

BEVERLY AVENUE



**LEGEND:**

- EXISTING ADJACENT LOTS FLOOD ZONE AT (FLOODWAY)
- EXISTING ADJACENT LOTS FLOOD ZONE AT
- CUT - 1.2M CUBIC YARDS
- FILL - 2M CUBIC YARDS

**COMPENSATORY VOLUME:**  
 CUT IN 100 YR FLOODPLAIN - 40 CUBIC YARDS  
 FILL IN 100 YR FLOODPLAIN - 11 CUBIC YARDS  
 COMPENSATORY VOLUME - 0 CUBIC YARDS

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 Lawrence, KS 66044

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 Kansas City, MO 64105  
 www.clockwork.com



LUCAS W. WILLIAMS - ENGINEER  
 KS FE #120182

Martway Mixed Use  
 6009 - 6045 Martway  
 Mission, KS 64202

NO.	DATE	DESCRIPTION
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4	02/28/17	REVISED
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8	04/26/17	REVISED
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12	06/21/17	REVISED
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LUCAS W. WILLIAMS - ENGINEER  
 KS PE # 2382

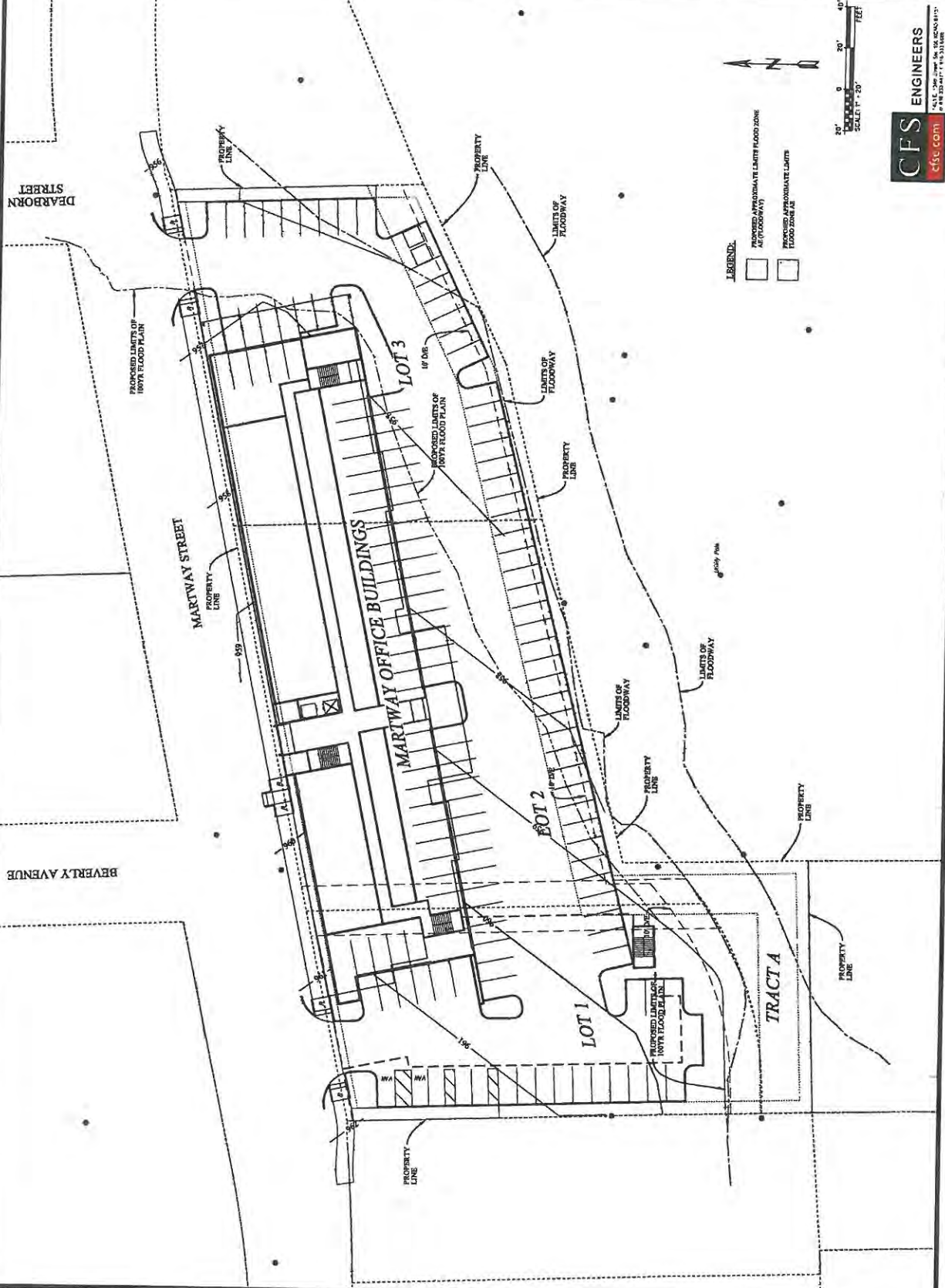
**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64202

REV	DATE	DESCRIPTION
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100	08/14/2018	ISSUE FOR PERMITTING

1/8" = 1'-0" Survey  
 SCALE: 1" = 20' FEET

**CFS ENGINEERS**  
 cfs.com  
 411 E. 39th St., Suite 100, Kansas City, MO 64112  
 P: 816.234.1111 F: 816.234.1100

PROPOSED FLOOD PLAN PLAN  
**C203**



DATE: 08/14/2018 09:53:00 AM

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

*Traffic Impact Analysis*

September 13, 2017

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



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



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Review of Existing Site Conditions	3
Existing and Projected Traffic Volumes	6
Site's Trip Generation and Design Hour Volume Data	8
Trip Distribution and Traffic Assignment	8
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Traffic Accident History	10
Internal Circulation and Parking	10
Traffic Operations and Geometric Improvements	11
Summary and Recommendations	12

<i>Appendix I -</i>	<i>Exhibit Maps (Site Plan, FEMA FIRM Map)</i>
<i>Appendix II -</i>	<i>Traffic Counts</i>
<i>Appendix III -</i>	<i>Trip Generation &amp; Traffic Distribution</i>
<i>Appendix IV -</i>	<i>Synchro Results, AM Peak Traffic Conditions / Pre-Development</i>
<i>Appendix V -</i>	<i>Synchro Results, AM Peak Traffic Conditions / Post-Development</i>
<i>Appendix VI -</i>	<i>Synchro Results, PM Peak Traffic Conditions / Pre-Development</i>
<i>Appendix VII -</i>	<i>Synchro Results, PM Peak Traffic Conditions / Post-Development</i>

# Review of Existing Site Conditions

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

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



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

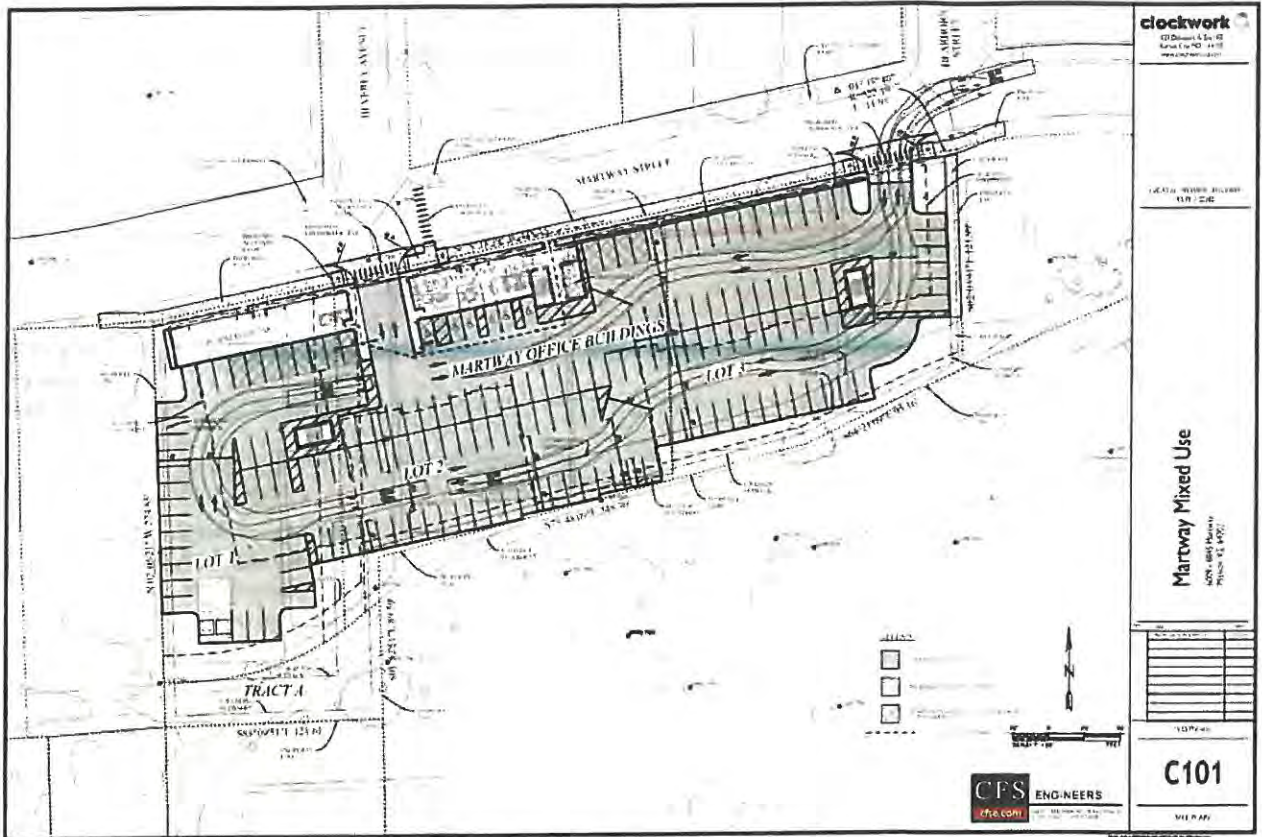


Area Street and Highway Network: The existing streets around the Martway Mixed Use Development site include:

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

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

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



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

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

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



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

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

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

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

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

## Existing and Projected Traffic Volumes

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

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

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



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

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

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

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

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

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

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

**Directional Distribution (AM Incoming)**

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

**Directional Distribution (AM Outgoing)**

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

**Directional Distribution (PM Incoming)**

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

**Directional Distribution (PM Outgoing)**

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



# Site's Trip Generation and Design Hour Volume Data

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

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

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

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

## Trip Distribution and Traffic Assignment

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



# Capacity Analysis

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

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

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

## Martway & Beverly Avenue (Two-Way Stop Controlled)

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

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



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

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

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

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

## Traffic Accident History

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

## Internal Circulation and Parking

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

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

**Parking Requirements**

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

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

## Traffic Operations and Geometric Improvements

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

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

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

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



# Summary and Recommendations

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

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

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

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

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

















## **Appendix II – Traffic Counts**

Martway St, Mission, Kansas - 2017 Traffic Counts

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

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

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

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



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

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

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

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

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

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

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

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



# **Appendix III – Trip Generation & Traffic Distribution**

# Trip Generation Calculation - Weekday Peak AM and PM Hour

Martway Mixed-Use - 6045 Martway, Mission, Kansas

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

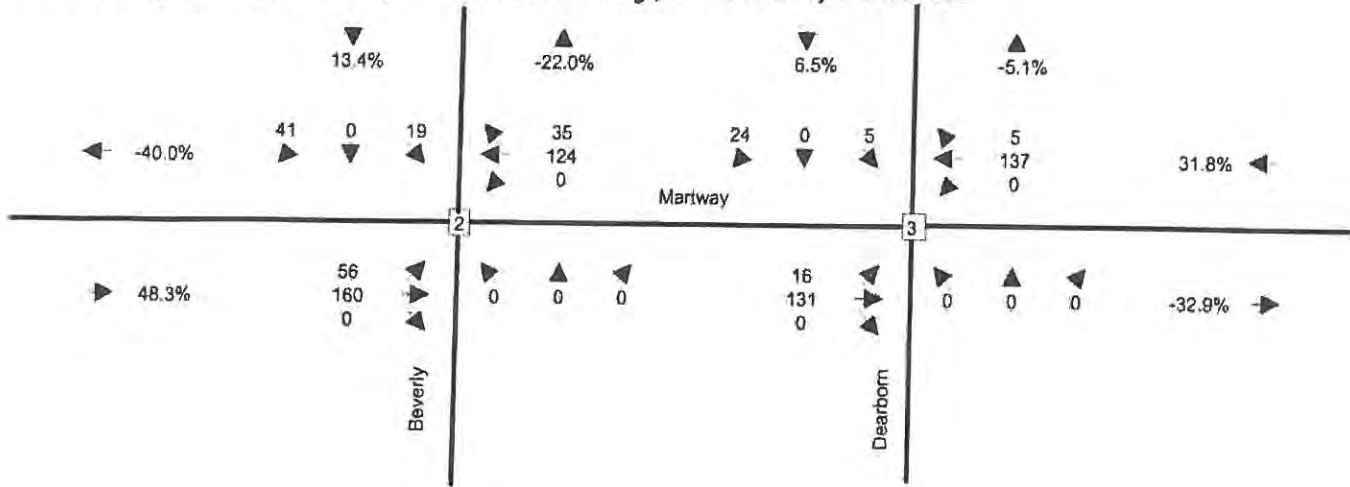
Land Use	ITE Land Use Code	Square Footage or Unit Quantity	Total Daily Traffic	Pass-By Traffic Percent	AM Peak Hour (7-9 AM)						PM Peak Hour (4-6 PM)						Notes												
					Total 2-Way PHV	New-Gen 2-Way PHV	Pass-By 2-Way PVH	Enter %	Total Enter PHV	New-Gen Enter PHV	Exit %	Total Exit PHV	Total 2-Way PHV	New-Gen 2-Way PHV	Pass-By 2-Way PVH	Enter %		Total Enter PHV	New-Gen Enter PHV	Exit %	Total Exit PHV								
Pre-Development Conditions General Office (KSF)	710	34,465	1527	0%	54	54	0	88%	46	48	0	12%	6	6	0	0	0	0	51	51	0	17%	9	9	0	83%	42	42	0
Total					54	54	0	88%	46	48	0	12%	6	6	0	0	0	0	51	51	0	17%	9	9	0	83%	42	42	0
Post-Development Conditions Apartments (Dwelling Units) (Equations)	220	156	1069	0%	87	87	0	29%	25	25	0	71%	62	62	0	0	0	109	109	0	61%	66	66	0	39%	43	43	0	
General Office (KSF)	710	3,491		0%	5	5	0	88%	4	4	0	12%	1	1	0	0	0	5	5	0	17%	1	1	0	83%	4	4	0	
Total			1089		92	92	0	88%	29	29	0	12%	63	63	0	0	0	114	114	0	17%	67	67	0	83%	47	47	0	

Notes:  
 ITE 9th Edition Trip Generation



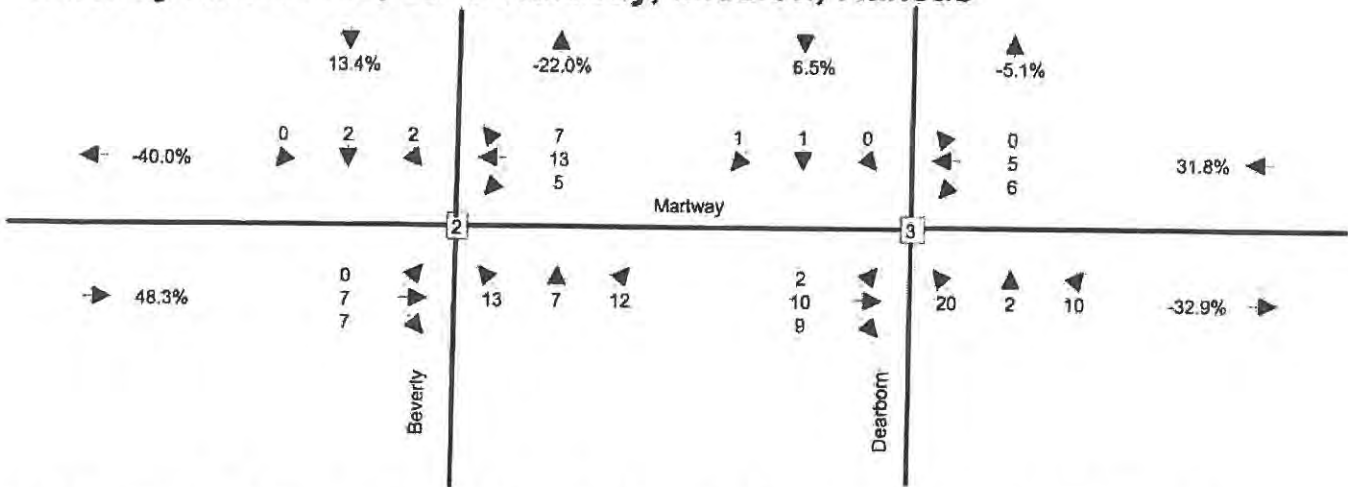
# AM Peak Hour Existing Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



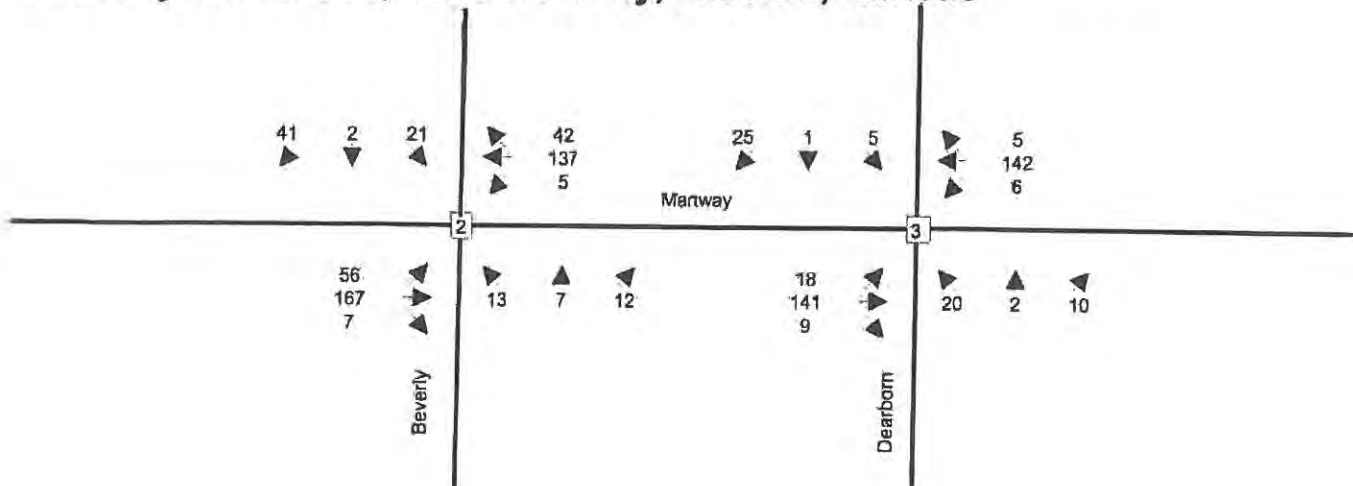
# AM Peak Hour Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



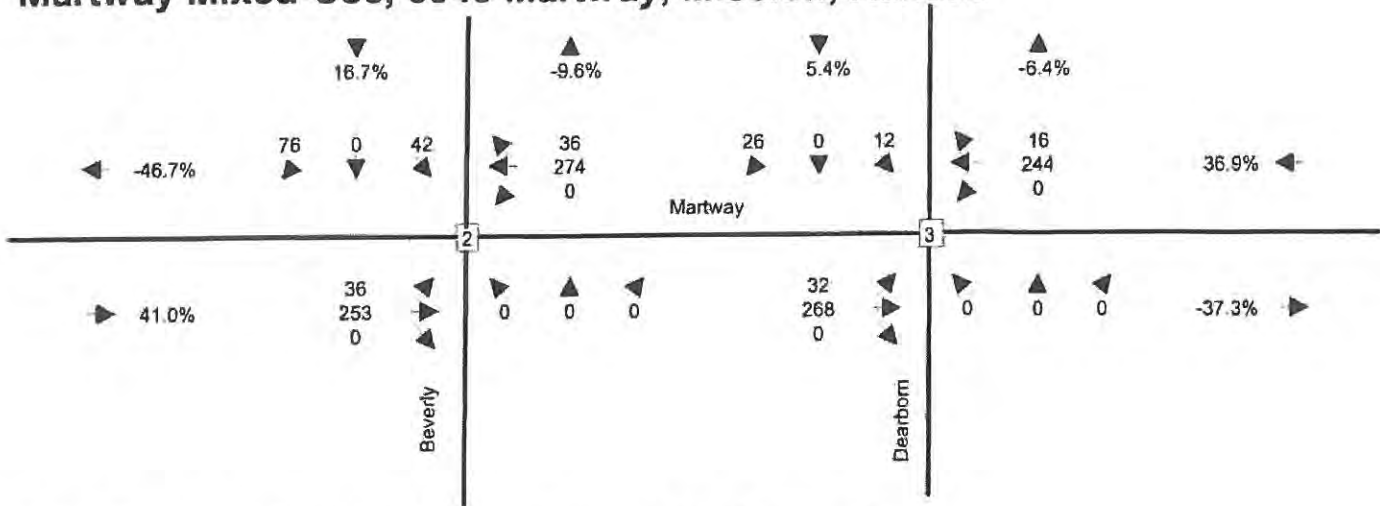
# AM Peak Hour Existing Plus Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



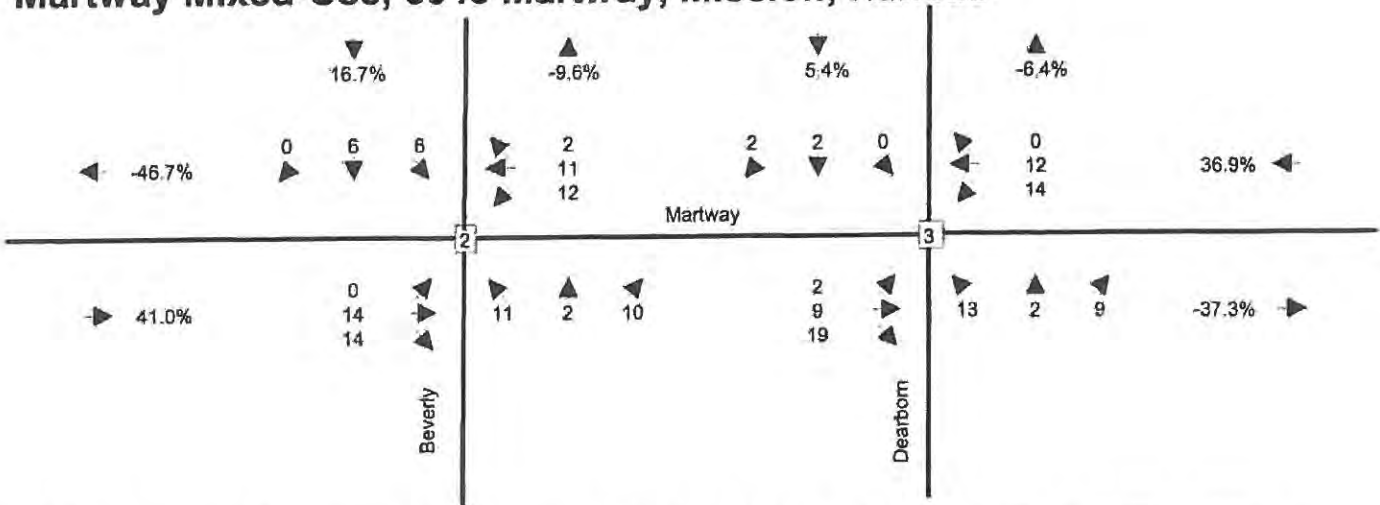
# PM Peak Hour Existing Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



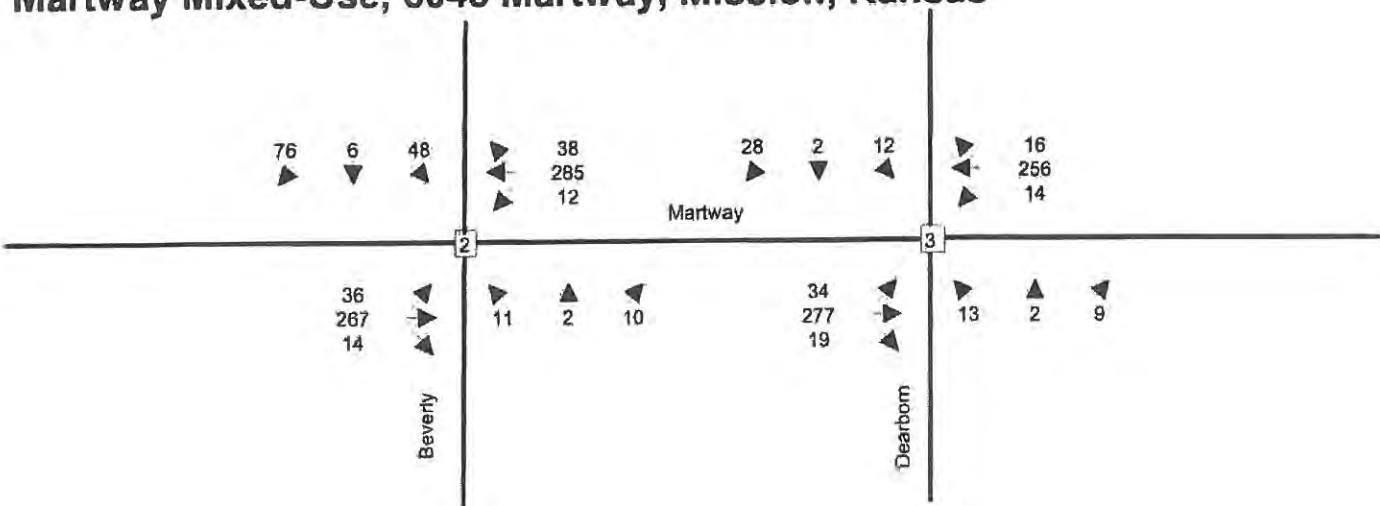
# PM Peak Hour Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



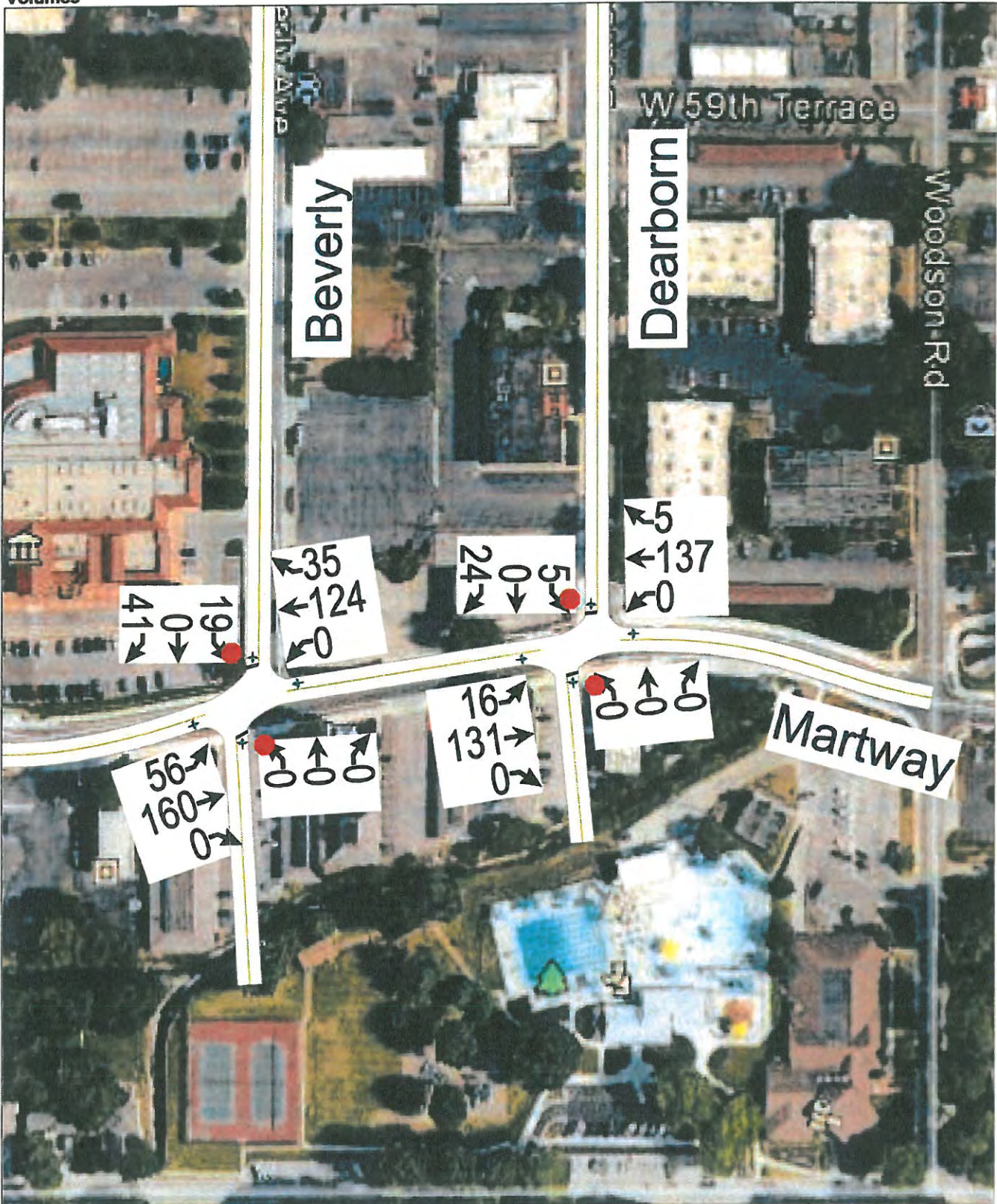
# PM Peak Hour Existing Plus Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas





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





HCM 2010 TWSC  
2: Martway & Beverly

8/21/2017

**Intersection**

Int Delay, s/veh 2.4

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

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

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

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

**Intersection**

Int Delay, s/veh 1.2

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

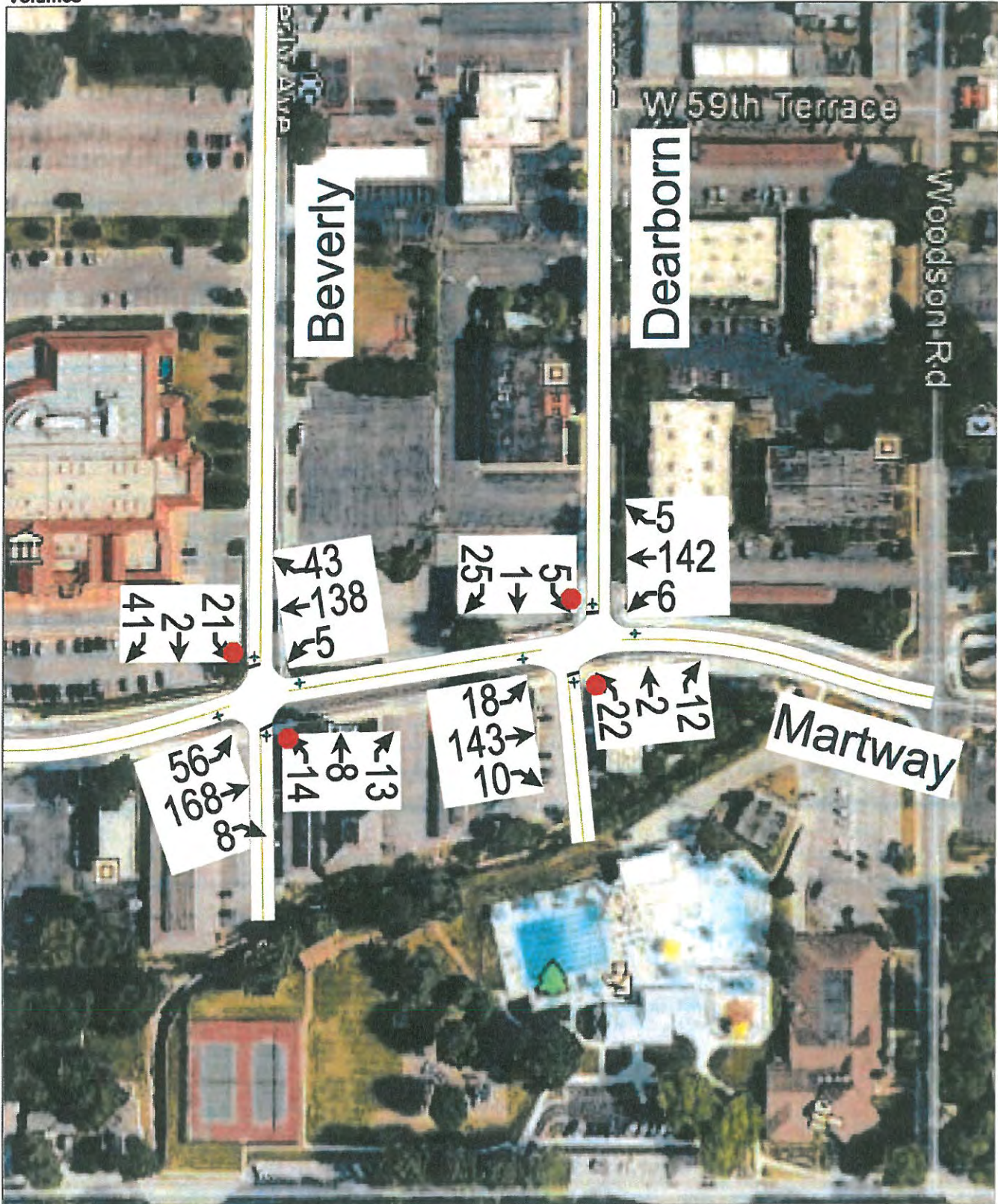
Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	154	0	0	142	0	0	342	331	142	329	329	152
Stage 1	-	-	-	-	-	-	177	177	-	152	152	-
Stage 2	-	-	-	-	-	-	165	154	-	177	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52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

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

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



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





HCM 2010 TWSC  
2: Martway & Beverly

8/21/2017

**Intersection**

Int Delay, s/veh 3.2

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

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

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

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

**Intersection**

Int Delay, s/veh 2.3

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

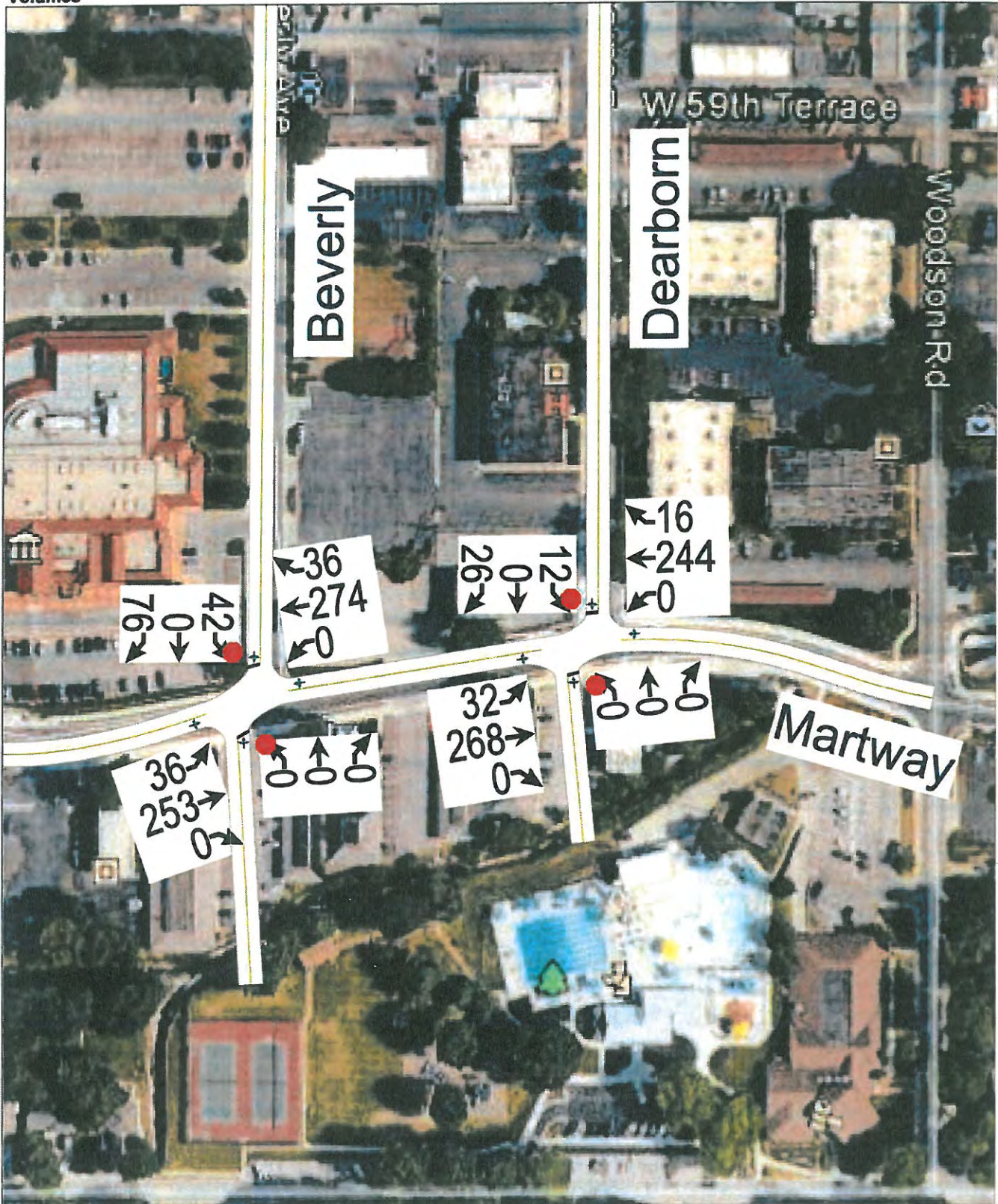
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	166	0	0	384	373	161	378	375	157
Stage 1	-	-	-	-	-	-	200	200	-	170	170	-
Stage 2	-	-	-	-	-	-	184	173	-	208	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52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

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

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



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





HCM 2010 TWSC  
2: Martway & Beverly

8/21/2017

**Intersection**

Int Delay, s/veh 2.7

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

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

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

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

HCM 2010 TWSC  
3: Martway & Dearborn

8/21/2017

**Intersection**

Int Delay, s/veh 1.1

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

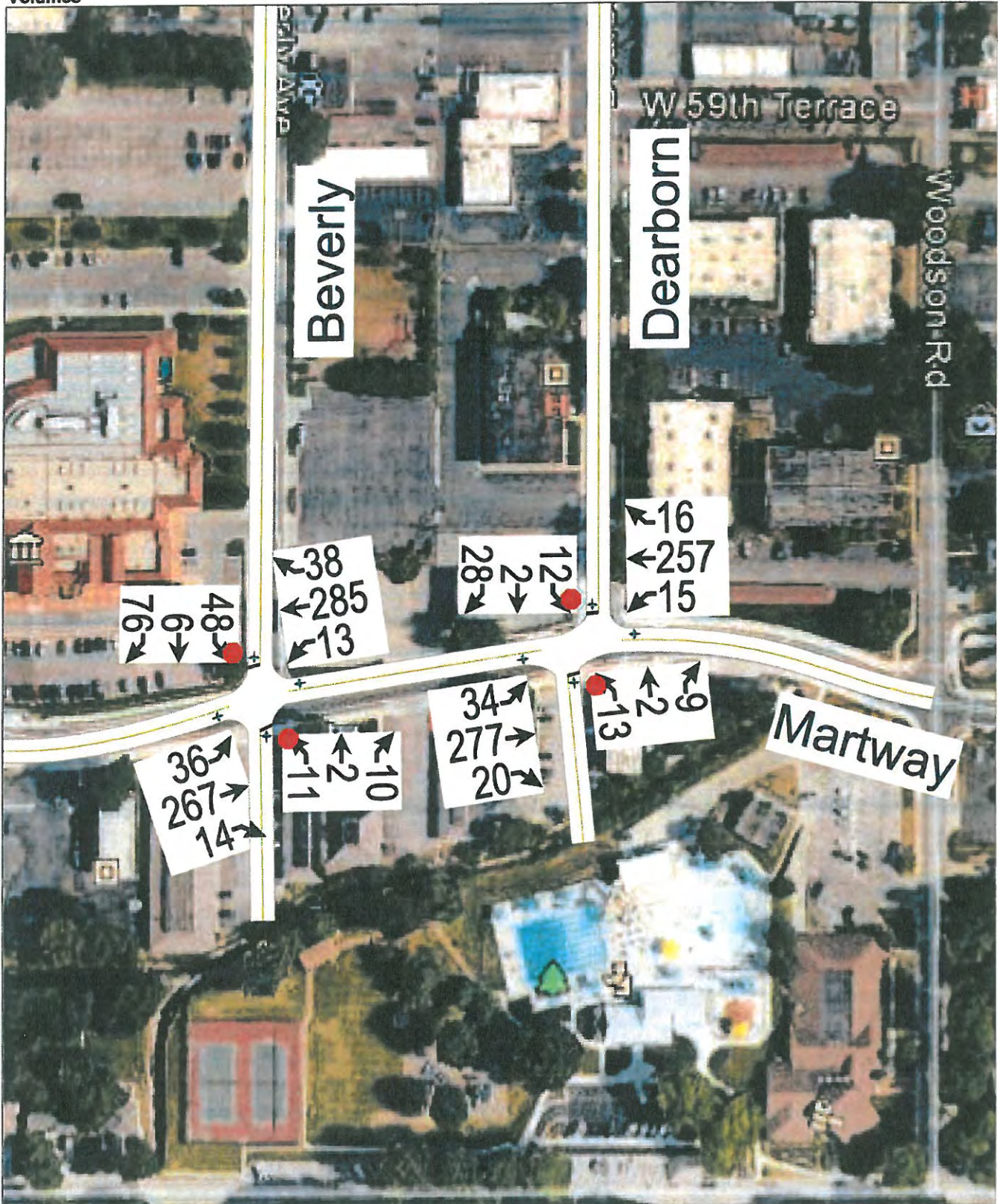
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	291	0	0	649	644	291	635	635	274
Stage 1	-	-	-	-	-	-	361	361	-	274	274	-
Stage 2	-	-	-	-	-	-	288	283	-	361	361	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52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

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

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



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





HCM 2010 TWSC  
2: Martway & Beverly

8/21/2017

**Intersection**

Int Delay, s/veh 3.5

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

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

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

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

HCM 2010 TWSC  
3: Martway & Dearborn

8/21/2017

**Intersection**

Int Delay, s/veh 1.8

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

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

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

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



Currently Under Consideration

Martway Mixed Use Project  
Preliminary Site Plan  
March 2018









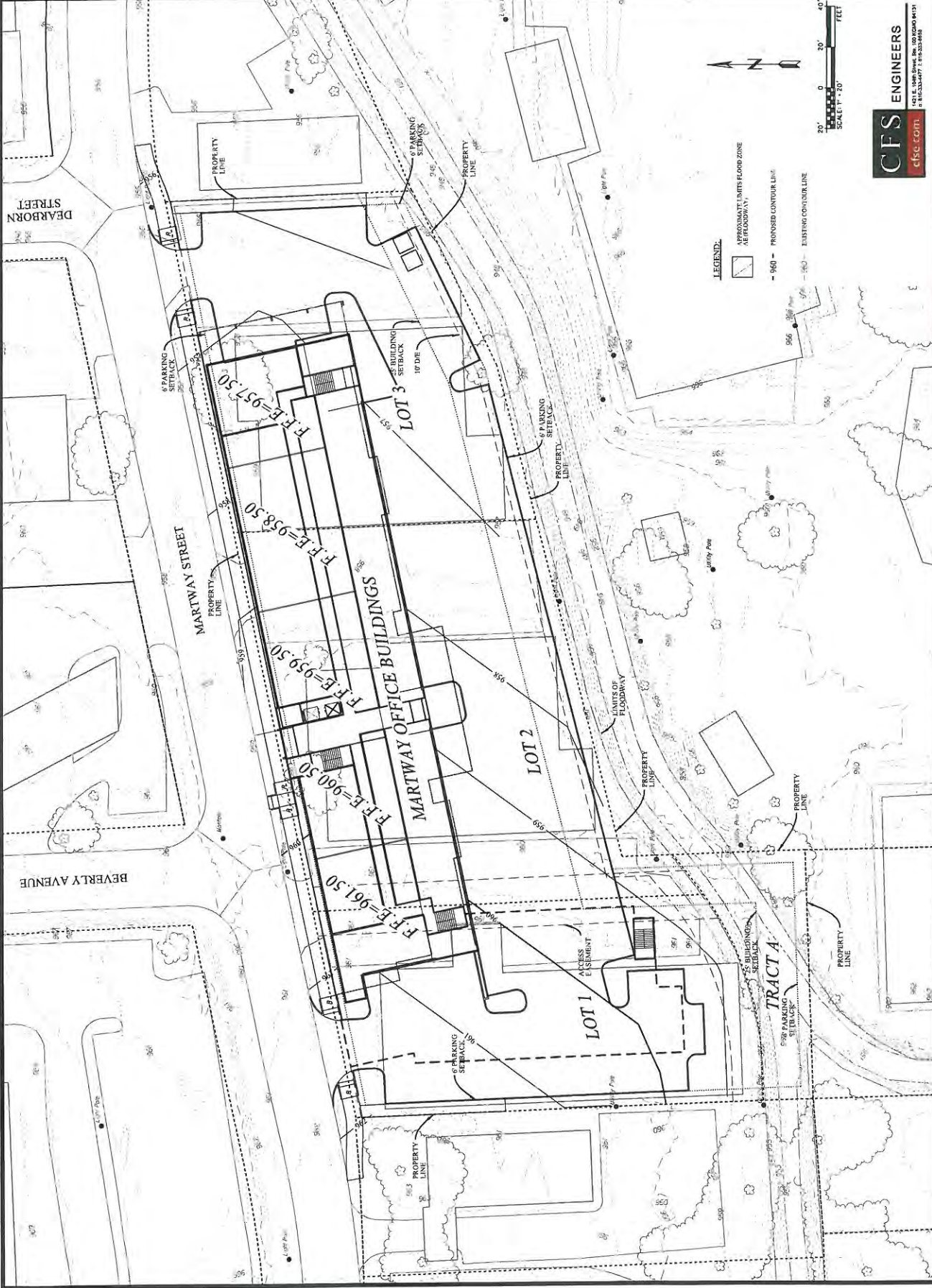


REV	DATE	DESCRIPTION
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2	07/11/21	FINAL PLAN SUBMITTAL
3	07/11/21	FINAL PLAN SUBMITTAL
4	07/11/21	FINAL PLAN SUBMITTAL
5	07/11/21	FINAL PLAN SUBMITTAL
6	07/11/21	FINAL PLAN SUBMITTAL
7	07/11/21	FINAL PLAN SUBMITTAL
8	07/11/21	FINAL PLAN SUBMITTAL
9	07/11/21	FINAL PLAN SUBMITTAL
10	07/11/21	FINAL PLAN SUBMITTAL

16.05 Martway

# C200

GRADING PLAN



- LEGEND:**
- APPROXIMATE LIMITS FLOOD ZONE (AREA FLOODWAY)
  - PROPOSED CONTOUR LINE
  - EXISTING CONTOUR LINE

**CFS ENGINEERS**  
 cfsce.com  
 1421 E. 10th Street, Ste. 100, Kansas City, MO 64105  
 P: 816.333.4477 | F: 816.333.4488



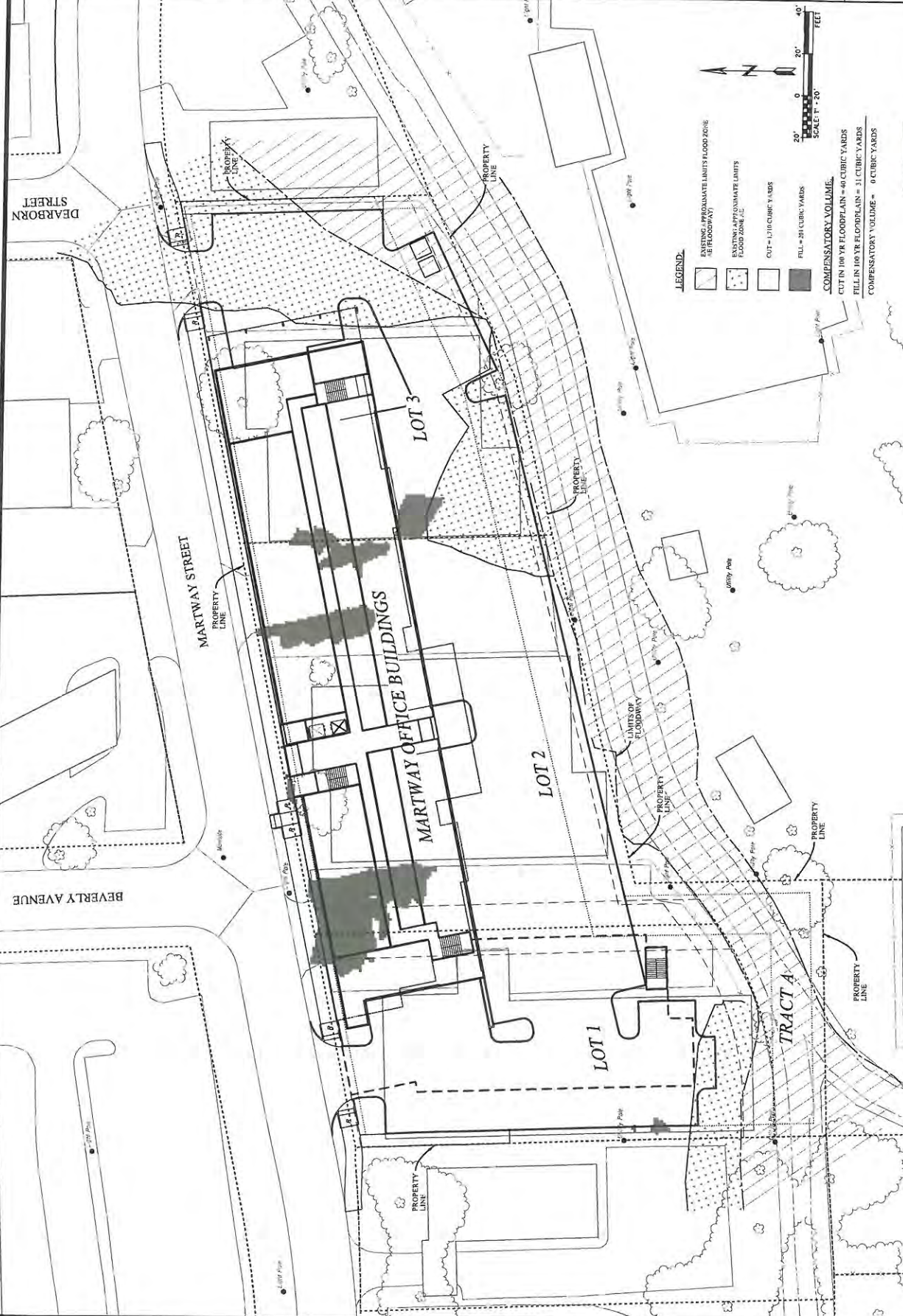


**Martway Mixed Use**

6009 - 6045 Martway  
 Mission, KS 64702

REV	DATE	DESCRIPTION
01	01/11/2017	PRELIMINARY SUBMITTAL
02	01/11/2017	FINAL SUBMITTAL
03	01/11/2017	REVISIONS FOR PERMITS
04	01/11/2017	FOR PERMITS SUBMITTAL
05	01/11/2017	FOR PERMITS SUBMITTAL
06	01/11/2017	FOR PERMITS SUBMITTAL
07	01/11/2017	FOR PERMITS SUBMITTAL
08	01/11/2017	FOR PERMITS SUBMITTAL
09	01/11/2017	FOR PERMITS SUBMITTAL
10	01/11/2017	FOR PERMITS SUBMITTAL
11	01/11/2017	FOR PERMITS SUBMITTAL
12	01/11/2017	FOR PERMITS SUBMITTAL
13	01/11/2017	FOR PERMITS SUBMITTAL
14	01/11/2017	FOR PERMITS SUBMITTAL
15	01/11/2017	FOR PERMITS SUBMITTAL
16	01/11/2017	FOR PERMITS SUBMITTAL
17	01/11/2017	FOR PERMITS SUBMITTAL
18	01/11/2017	FOR PERMITS SUBMITTAL
19	01/11/2017	FOR PERMITS SUBMITTAL
20	01/11/2017	FOR PERMITS SUBMITTAL

16.05 Pathway  
**C201**  
 CUT & FILL PLAN



**LEGEND:**

- EXISTING APPROXIMATE LIMITS FLOOD ZONE (SEE FLOODWAY)
- EXISTING APPROXIMATE LIMITS FLOOD ZONE, I.C.
- CUT = 1-10 CUBIC YARDS
- FILL = 20 CUBIC YARDS

**COMPENSATORY VOLUME:**  
 CUT IN 100 YR FLOODPLAIN = 40 CUBIC YARDS  
 FILL IN 100 YR FLOODPLAIN = 51 CUBIC YARDS  
 COMPENSATORY VOLUME = 0 CUBIC YARDS











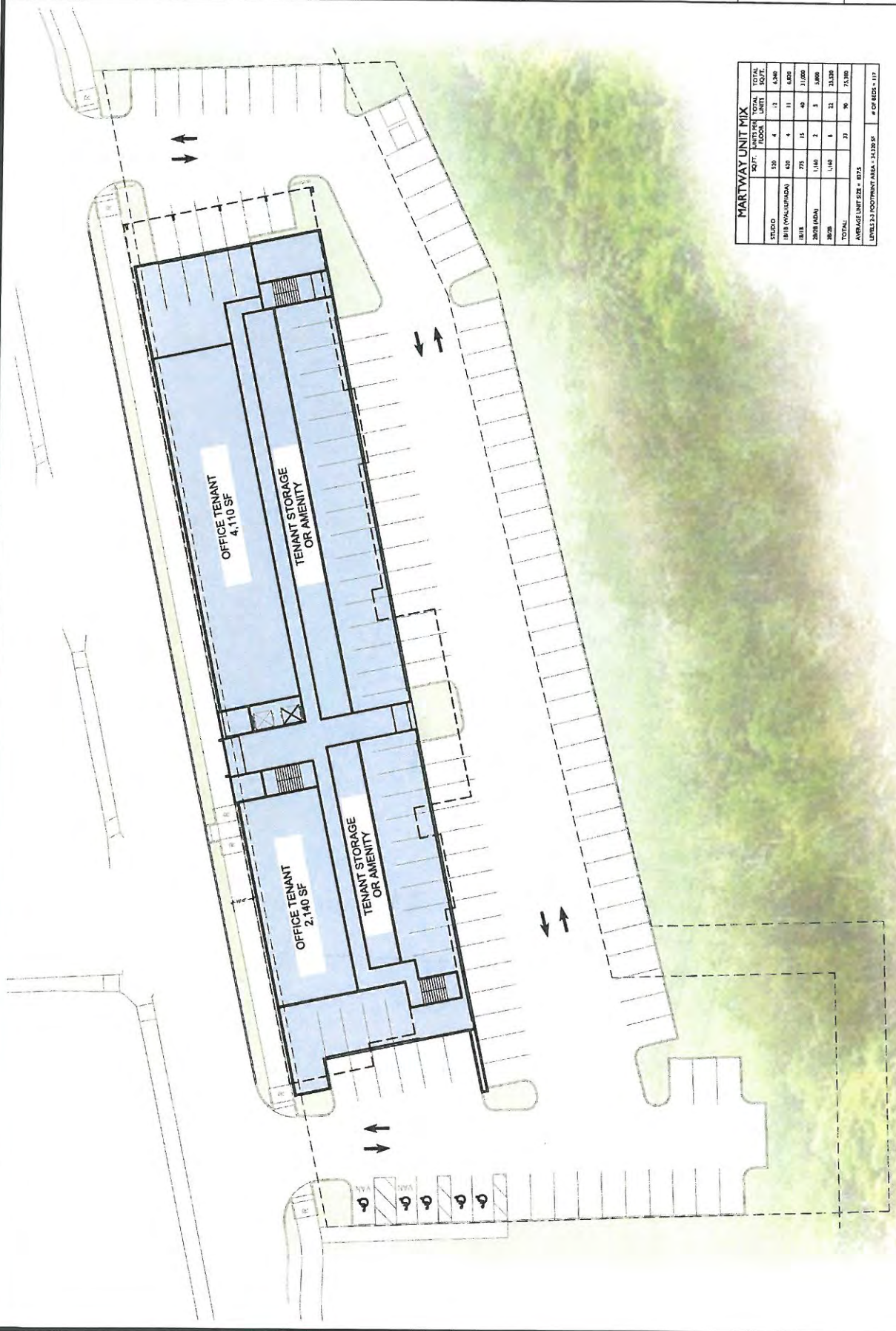






**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64202

**A100**  
 FLOOR PLAN



MARTWAY UNIT MIX			
UNIT TYPE	NO. OF UNITS	SQ. FT.	TOTAL SQ. FT.
STUDIO	4	172	628
1B1B (WALK-UP)	420	4	1,680
1B1A	775	15	11,550
2B2B (GAR)	1,140	2	2,280
2B2B	1,140	8	9,120
<b>TOTAL</b>	<b>2,121</b>	<b>37</b>	<b>24,858</b>

AVERAGE UNIT SIZE = 873  
 LEVELS 2,3 FOOTPRINT AREA = 34,320 SF  
 # OF BIDS = 117

01 | Typical Floor Plan - Ground Floor  
 Scale: 1/8" = 1'-0"  
 TRUE NORTH

DATE	DESCRIPTION	BY
07/15/2012	FINAL DRY PLAN SUBMITTAL	STJ
11/02/2017	REV. PER DRY PLAN SUBMITTAL	STJ
03/16/2018	REV. PER DRY PLAN SUBMITTAL	STJ





REV	DATE	DESCRIPTION
001	07.13.2017	PRELIMINARY PLAN SUBMITTAL
002	09.13.2017	FINAL PRELIMINARY PLAN SUBMITTAL
003	01.16.2018	FINAL PRELIMINARY PLAN SUBMITTAL

# A101

FLOOR PLAN



24 UNITS / FLOOR  
 RESIDENTIAL:  
 (13) 1 BR  
 (7) 2 BR  
 (4) STUDIO

MARTWAY UNIT MIX			
UNIT TYPE	SQFT	NUMBER OF UNITS	TOTAL SQFT
STUDIO	250	4	1,000
1 BR (1075 SQ FT)	1,075	13	11,975
2 BR (1250 SQ FT)	1,250	7	8,750
2 BR (1350 SQ FT)	1,350	4	5,400
<b>TOTAL</b>		<b>28</b>	<b>27,125</b>



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

AVERAGE UNIT SIZE = 973	# OF UNITS = 28
LEVEL 1 FOOTPRINT AREA = 24,125 SF	# OF BEDS = 117





REV	DATE	DESCRIPTION
01	02.13.2017	FINAL REV. PLAN SUBMITTAL
02	01.15.2017	FINAL REV. PLAN SUBMITTAL
03	11.06.2017	REV. MEET. REV. PLAN SUBMITTAL
04	01.16.2018	REV. MEET. REV. PLAN SUBMITTAL

**A102**  
 FLOOR PLAN



**MARTWAY UNIT MIX**

UNIT TYPE	SQ. FT.	UNITS PER FLOOR	TOTAL UNITS	TOTAL SQ. FT.
STUDIO	589	4	12	6,868
1 BR (785 SQ. FT.)	632	4	11	6,952
2 BR (1015 SQ. FT.)	775	15	40	31,000
3 BR (1215 SQ. FT.)	1,130	2	5	5,650
4 BR (1,445 SQ. FT.)	1,445	8	21	29,345
<b>TOTAL</b>		<b>33</b>	<b>90</b>	<b>79,815</b>

AVERAGE UNIT SIZE = 875  
 LEVEL 2-3 FOOTPRINT AREA = 74,335 SF  
 # OF UNITS = 117



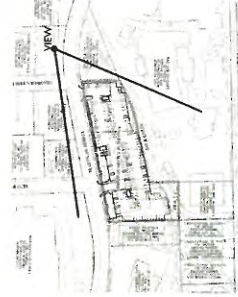








**02** Perspective View Looking Southwest  
 Scale: N.T.S.



**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64202

DATE	DESCRIPTION
07/12/2017	PRELIM PLAN SUBMITTAL
07/15/2017	FINAL PLAN SUBMITTAL
11/08/2017	REF. PLAN, CITY PLAN SUBMITTAL
03/16/2018	REF. PLAN, CITY PLAN SUBMITTAL
04/13/2018	CITY COUNCIL REVIEW

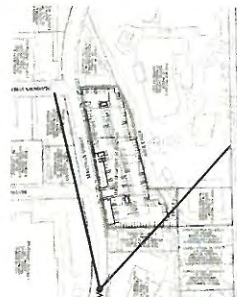
1685 Martway

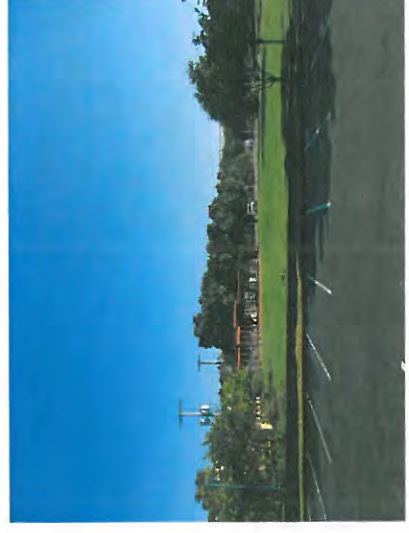
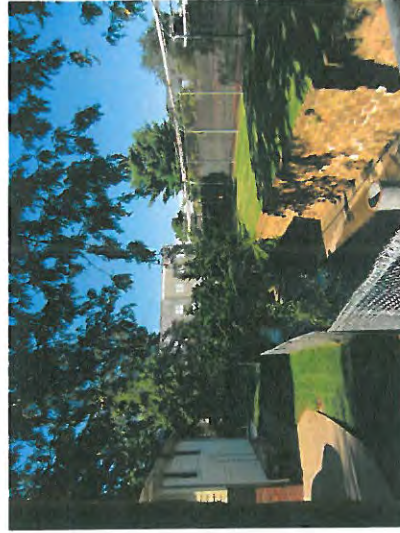
# A201

EXTERIOR RENDERINGS

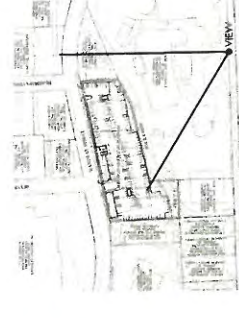


**01** Perspective View Looking Southeast  
 Scale: N.T.S.





**03** | View Looking North  
Scale: N.T.S.



**02** | View Looking Northwest  
Scale: N.T.S.



**01** | View Looking South  
Scale: N.T.S.

**clockwork**  
433 Delaware St. Ste. 102  
Kansas City MO 64105  
www.clockwork-ks.com



**Martway Mixed Use**  
6009 • 6045 Martway  
Mission, KS 64202

DATE	DESCRIPTION
04/12/2017	ISSUE FOR PERMIT
04/12/2017	ISSUE FOR PERMIT
11/06/2017	REV. PERMIT
01/11/2018	REV. PERMIT
04/12/2018	CITY COUNCIL REVIEW

16.65 Martway

# A202

EXTERIOR VIEWS



Martway Mixed Use Project  
Preliminary Site Plan  
December 2017























**Martway Mixed Use**  
 Mission, KS 64202

Area	Notes
427	16.05 Highway
428	16.05 Highway
429	16.05 Highway
430	16.05 Highway
431	16.05 Highway
432	16.05 Highway
433	16.05 Highway
434	16.05 Highway
435	16.05 Highway
436	16.05 Highway
437	16.05 Highway

**C203**

PROPOSED FLOOD PLAIN PLAN



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**LEGEND:**

- PROPOSED APPROXIMATE LIMITS FLOOD ZONE AS FLOODWAY (VI)
- PROPOSED APPROXIMATE LIMITS FLOOD ZONE (V)

Scale: 1" = 20' FEET





NO.	DESCRIPTION	DATE
001	PROJECT PLAN SUBMITTAL	07/12/17
002	REVISIONS	08/01/17
003	REVISED PLAN SUBMITTAL	11/16/17

1605 Martway

# A100

FLOOR PLAN



MARTWAY UNIT MIX			
TYPE SPECIFIED	SQ. FT.	UNIT COUNT	TOTAL SQ. FT.
1BR (BKN)	504	4	2016
1BR (BKN)	644	7	4108
1BR (BKN)	752	23	16296
2BR (BKN)	1008	3	3024
2BR (BKN)	1112	5	5560
2BR (BKN)	1194	2	2388
<b>TOTAL:</b>		<b>44</b>	<b>39692</b>

APPROX. UNIT COUNT: 44  
 TOTAL SQ. FOOTING AREA: 39,692 SF  
 # OF UNITS: 44

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

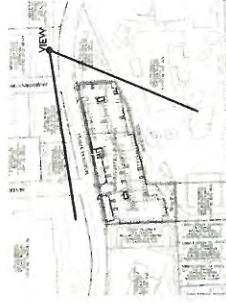








**02** | Perspective View Looking Southwest  
 Scale: N.T.S.



**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64702

REV	ISSUE	DATE
1	FINAL PDR, PLAN SUBMITTAL	09/12/2017
2	REV. PDR, PLAN SUBMITTAL	09/13/2017
3	REV. PDR, PLAN SUBMITTAL	11/01/2017

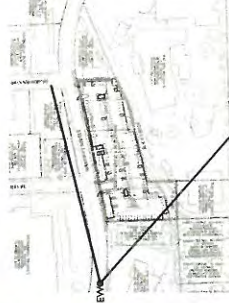
16.05 Martway

**A201**

EXTERIOR RENDERINGS



**01** | Perspective View Looking Southeast  
 Scale: N.T.S.







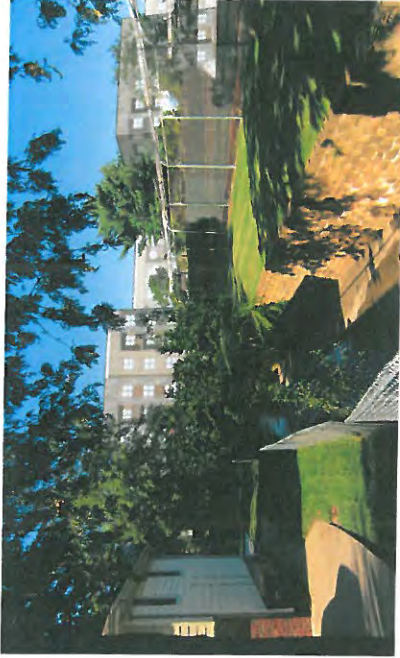
**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64202

REV	DATE	DESCRIPTION	BY
1	07/25/17	PRELIM CIVIL PLAN SUBMITTAL	DBW
2	09/13/17	FINAL PRELIM PLAN SUBMITTAL	DBW
3	11/13/17	REV. PRELIM CIVIL PLAN SUBMITTAL	DBW

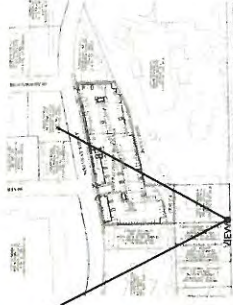
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**A202**

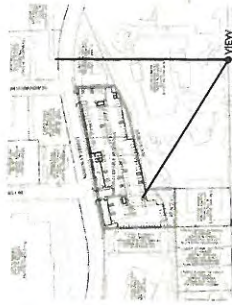
EXTERIOR VIEWS



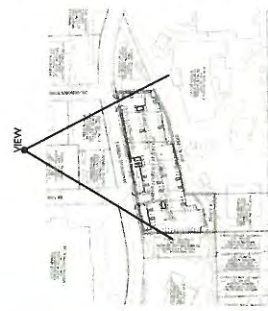
**03** | View Looking North  
 Scale: N.T.S.



**02** | View Looking Northwest  
 Scale: N.T.S.



**01** | View Looking South  
 Scale: N.T.S.



Martway Mixed Use Project  
Preliminary Site Plan  
September 2017









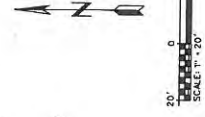
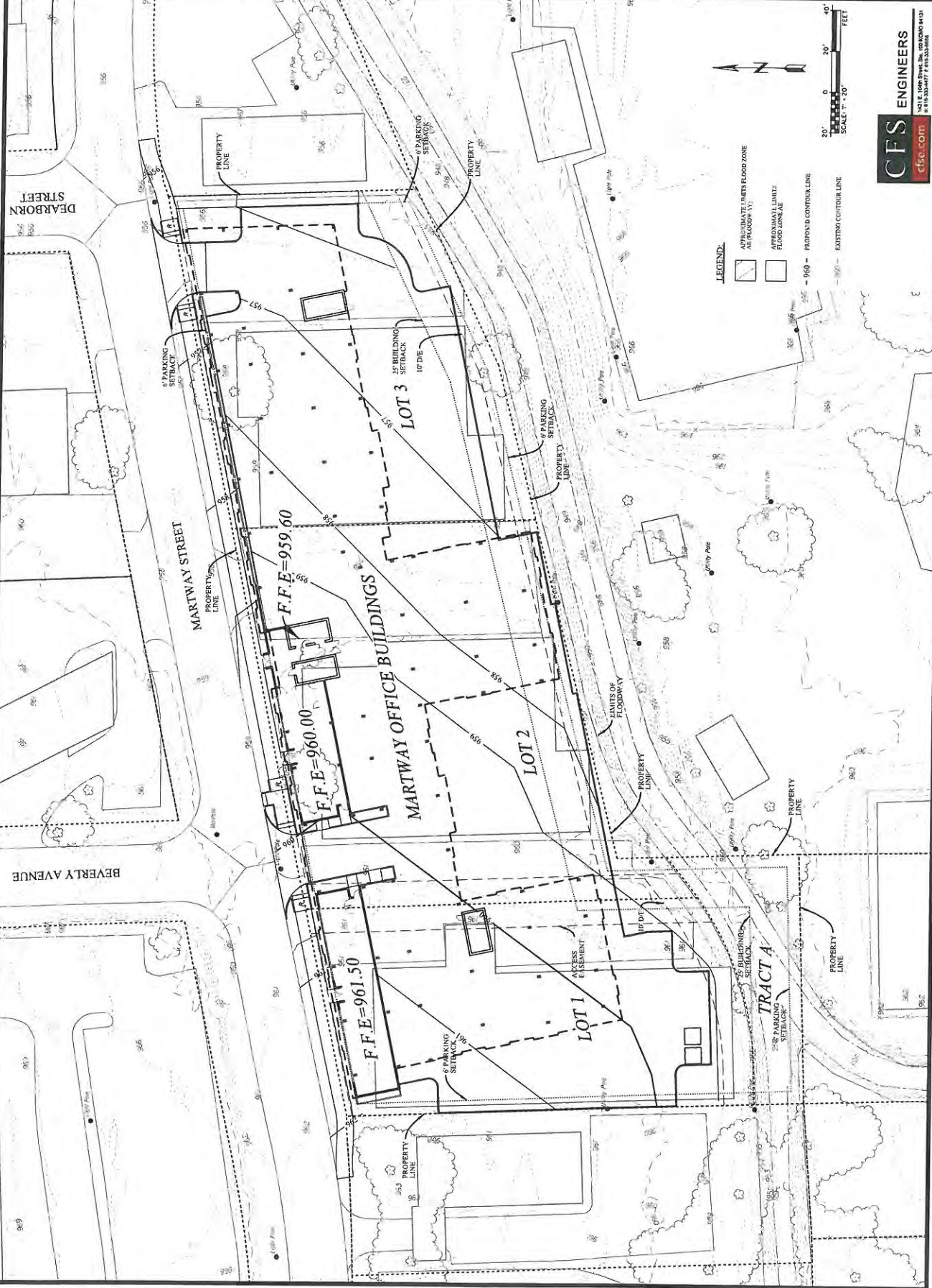




NO.	DATE	DESCRIPTION
001	08/20/2020	PRELIMINARY PLAN
002	08/20/2020	REVISED PLAN
003	08/20/2020	REVISED PLAN
004	08/20/2020	REVISED PLAN
005	08/20/2020	REVISED PLAN
006	08/20/2020	REVISED PLAN
007	08/20/2020	REVISED PLAN
008	08/20/2020	REVISED PLAN
009	08/20/2020	REVISED PLAN
010	08/20/2020	REVISED PLAN

# C200

GRADING PLAN



- LEGEND:**
- APPROXIMATE LIMITS FLOOD ZONE AT FLOODWAVE
  - APPROXIMATE LIMITS FLOOD ZONE AE
  - PROPOSED CONTOUR LINE
  - EXISTING CONTOUR LINE

**CFS ENGINEERS**  
 cfseng.com  
 1015 S. BROADWAY, SUITE 100, MOBILE, AL 36688  
 205.833.8888









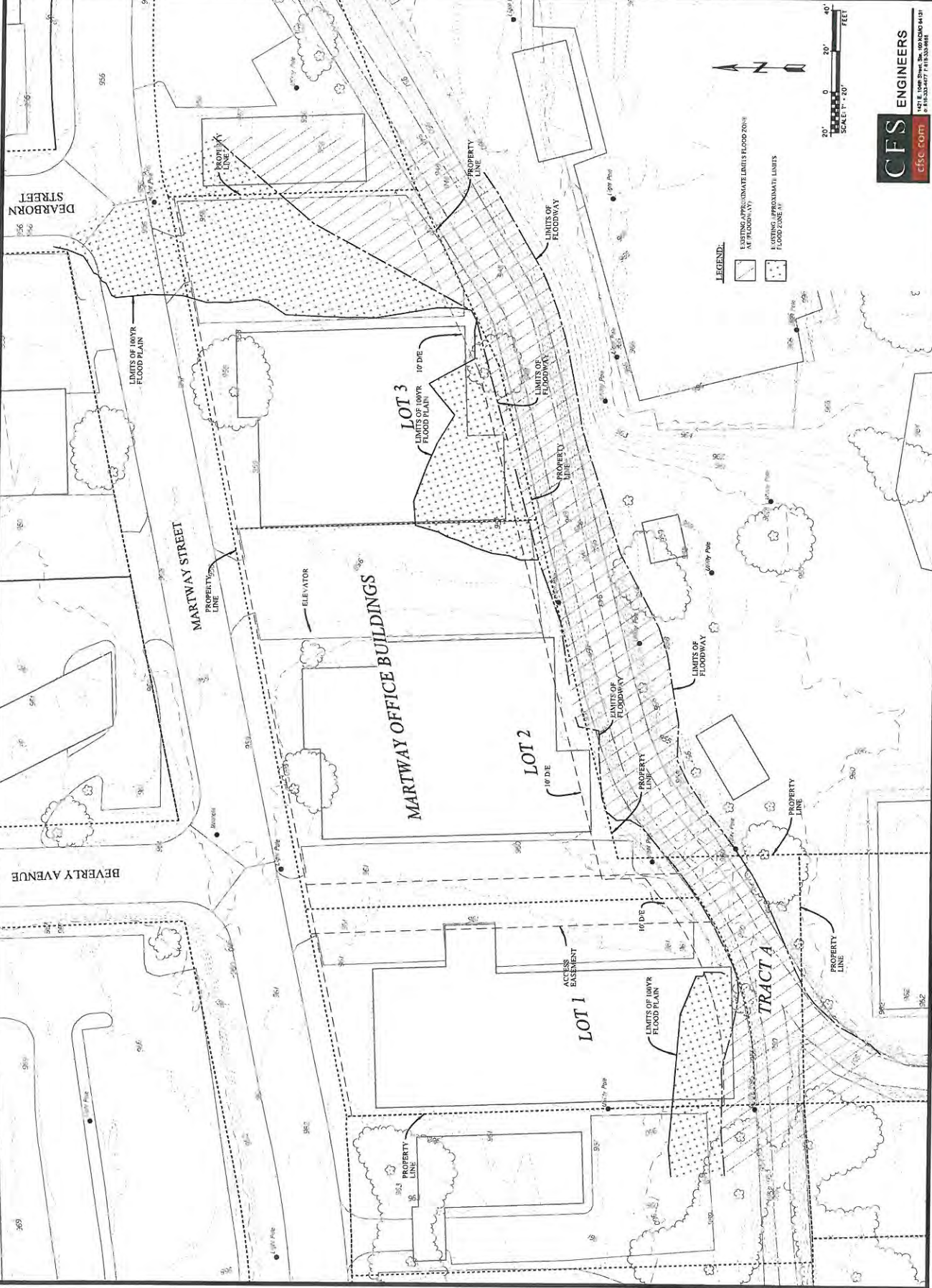
LUCAS W. WILLIAMS - ENGINEER  
 KS FE# 2082

Martway Mixed Use  
 6009 - 6045 Martway  
 Mission, KS 64202

NO.	DATE	REVISIONS
1	08/14/2018	PRELIMINARY
2	08/14/2018	REVISED
3	08/14/2018	REVISED
4	08/14/2018	REVISED
5	08/14/2018	REVISED
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46	08/14/2018	REVISED
47	08/14/2018	REVISED
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98	08/14/2018	REVISED
99	08/14/2018	REVISED
100	08/14/2018	REVISED

**C202**

EXISTING FLOOD PLAN PLAN



**LEGEND:**

- EXISTING APPROXIMATE LIMITS FLOOD ZONE AT FLOOD (N)
- EXISTING APPROXIMATE LIMITS FLOOD ZONE (F)

Scale: 1" = 20'  
 0 20' 40' FEET

**CFS ENGINEERS**  
 CFS ENGINEERS  
 1111 W. 14th St., Suite 100  
 Lawrence, KS 66044  
 Phone: 781-842-1111  
 Fax: 781-842-1112  
 Email: info@cfs-engineers.com

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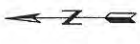
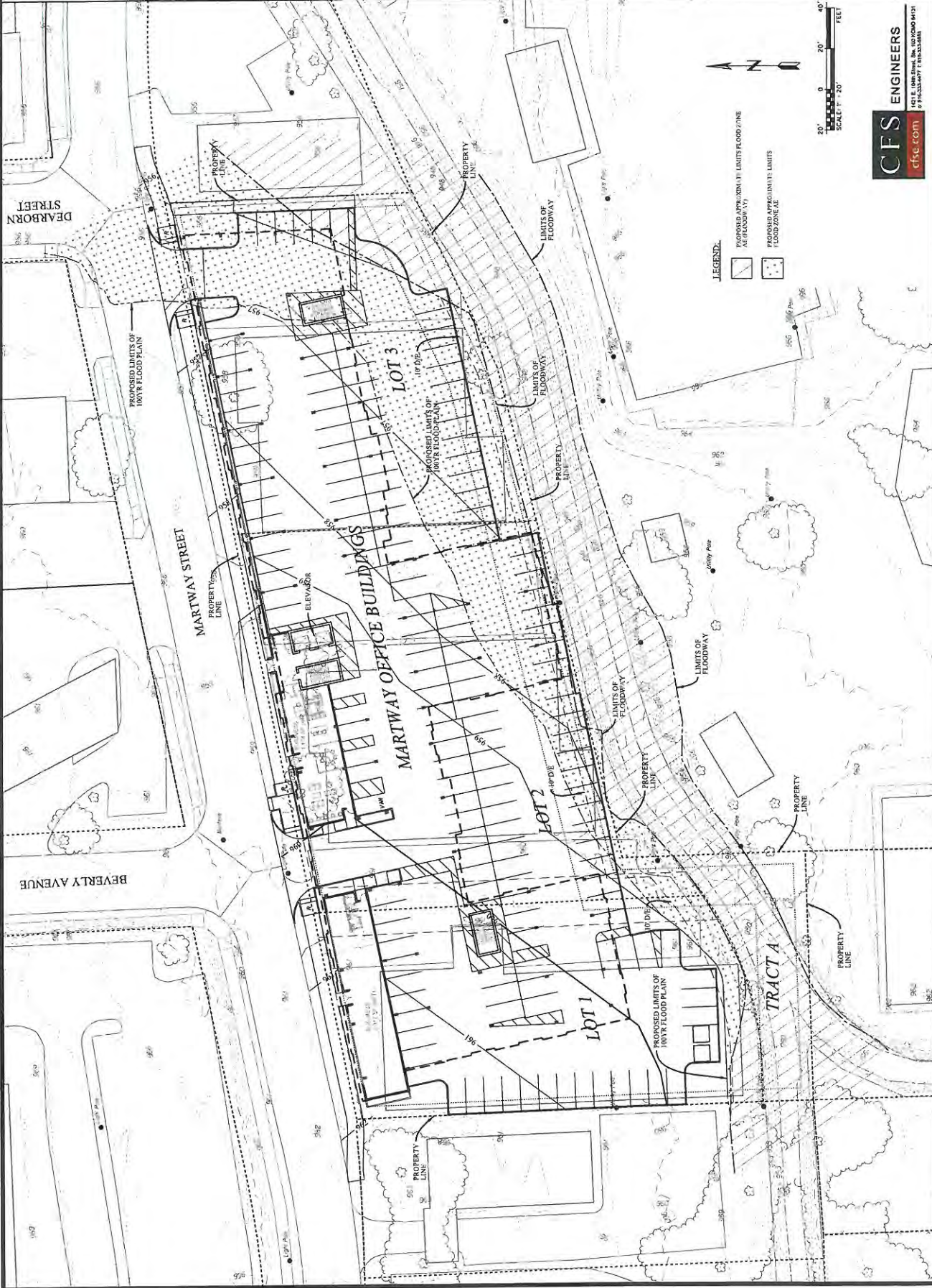


REV	DATE	DESCRIPTION
1	07/23/2017	PROPOSED FLOOD PLAIN
2	07/23/2017	PROPOSED FLOOD PLAIN

16.05 Martway

# C203

PROPOSED FLOOD PLAIN PLAN



**LEGEND:**  
 PROPOSED APPROXIMATE LIMITS FLOOD PLAIN (AE FLOOD ZONE AE)  
 PROPOSED APPROXIMATE LIMITS FLOOD ZONE AE

**CFS ENGINEERS**  
 cfe.com  
 1421 E. 64th Street, Ste. 100 Kansas City, MO 64113  
 P: 816.447.1100 F: 816.447.1100

File Path: D:\work\2016\C203\C203-PT-1-17-17.dwg







**clockwork**  
 423 Delaware S. Ste. 102  
 Kansas City, MO 64105  
 www.clockwork-ks.com



**Martway Mixed Use**  
 6009 - 6045 Martway  
 Mission, KS 64202

NO.	DATE	DESCRIPTION	BY
1	08/11/2017	ISSUED FOR PERMITS	MJK
2	08/11/2017	ISSUED FOR PERMITS	MJK
3	08/11/2017	ISSUED FOR PERMITS	MJK
4	08/11/2017	ISSUED FOR PERMITS	MJK
5	08/11/2017	ISSUED FOR PERMITS	MJK
6	08/11/2017	ISSUED FOR PERMITS	MJK
7	08/11/2017	ISSUED FOR PERMITS	MJK
8	08/11/2017	ISSUED FOR PERMITS	MJK
9	08/11/2017	ISSUED FOR PERMITS	MJK
10	08/11/2017	ISSUED FOR PERMITS	MJK

16.05 Martway

# A100

FLOOR PLAN



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

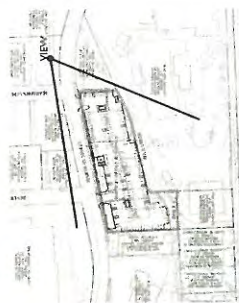




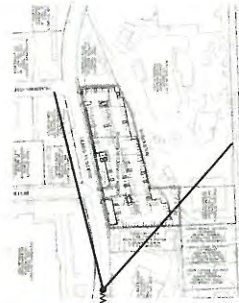




02 | Perspective View Looking Southwest  
Scale: N.T.S.



01 | Perspective View Looking Southeast  
Scale: N.T.S.



**clockwork**  
433 Delaware St. Ste 102  
Kansas City, MO 64105  
www.clockworkid.com



**Martway Mixed Use**  
6009 - 6045 Martway  
Mission, KS 64202

DATE	06/11/2017
DESCRIPTION	PRELIMINARY PLAN SUBMITTAL
DATE	07/13/2017
DESCRIPTION	REVISION PLAN SUBMITTAL
DATE	
DESCRIPTION	
DATE	
DESCRIPTION	
DATE	
DESCRIPTION	

16.05 Martway  
**A201**  
EXTERIOR RENDERINGS



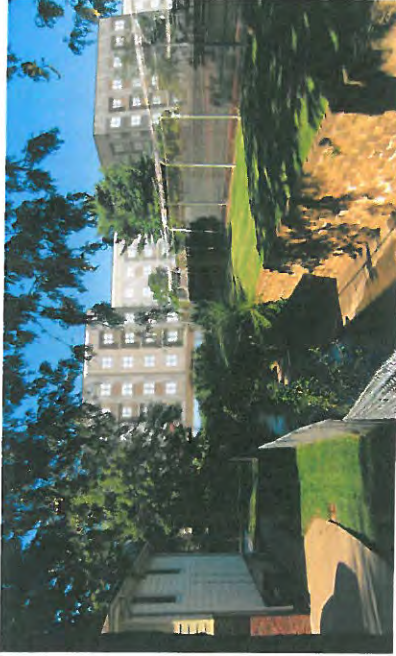


DATE	DESCRIPTION
01/15/17	PRELIMINARY PLAN SUBMITTAL
02/15/17	SECOND PRELIMINARY PLAN SUBMITTAL
03/15/17	
04/15/17	
05/15/17	
06/15/17	
07/15/17	
08/15/17	
09/15/17	
10/15/17	
11/15/17	
12/15/17	

16.05 Martway

# A202

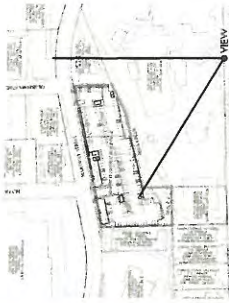
EXTERIOR VIEWS



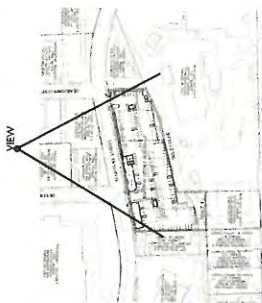
**03** | View Looking North  
 Scale: N.T.S.

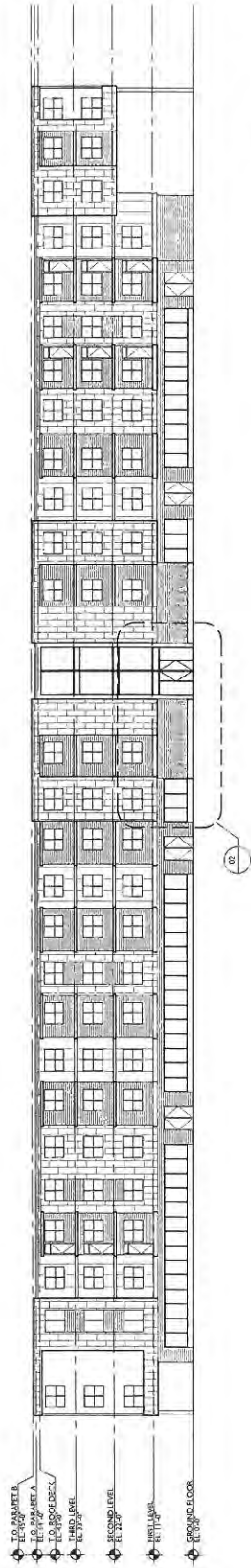


**02** | View Looking Northwest  
 Scale: N.T.S.

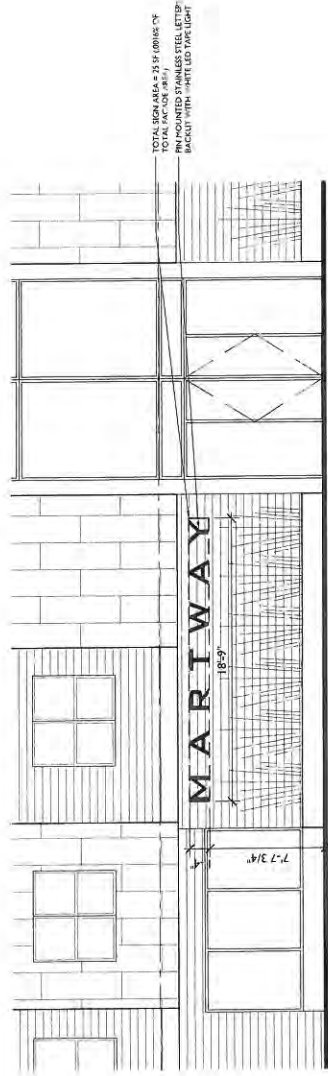


**01** | View Looking South  
 Scale: N.T.S.





02 | Enlarged Signage Elevation  
Scale: 1/8" = 1'-0"



- SIGNAGE GENERAL NOTES:**
1. SIGNAGE TO COMPLY WITH MISSION 1.1 DESIGN GUIDELINES AND SIGNAGE CRITERIA. SIGNAGE WILL BE REVIEWED BY THE BOARD OF PLANNING AND DESIGN AND SECTION 103.00 SITE SIGN CRITERIA.
  2. SIGNAGE SHALL BE MADE OF PIN-POINTED STAINLESS STEEL LETTERING ON A WHITE LED BACKLIT PANEL. THE SIGNAGE SHALL BE MOUNTED TO THE FACADE WITH AN ANCHORING SYSTEM. THE SIGNAGE SHALL BE LESS THAN OR EQUAL TO 10% TOTAL FACADE AREA.



## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

The Mission City Council met in regular session at Mission City Hall on Wednesday, February 21, 2018. The meeting was called to order by Mayor Appletoft. The following councilmembers were present: Ken Davis, Sollie Flora, Kristin Inman, Debbie Kring, Pat Quinn, Arcie Rothrock, Nick Schlossmacher, and Hillary Thomas.

### **REVISED AGENDA**

Mayor Appletoft stated that the agenda has been revised to reflect the need for an executive session.

**Moved by Davis, seconded by Kring** to approve the revised agenda as printed. There was no discussion on this item. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

### **SPECIAL PRESENTATIONS**

There were no special presentations.

### **CONSENT AGENDA**

**Moved by Kring, seconded by Quinn** to approve the Consent Agenda, items 3a through 3f.

- 3a. Minutes of the January 17, 2018 City Council Meeting
- 3b. Surplus Property Resolution
- 3c. Replacement of Police Vehicle
- 3d. Contract for Arborist Consultant
- 3e. Purchase of MFAC Lounge Chairs
- 3f. 2018-2019 Nuisance Abatement Contractor

Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

### **PUBLIC COMMENTS**

There were no public comments.

**ACTION ITEMS**  
**PLANNING COMMISSION**

**Martway Mixed Use Development Preliminary Site Plan, 6005-6045 Martway**

Mayor Appletoft stated that Ms. Sitzman will provide an overview of this project, Christian Arnold, developer, will make a presentation of the proposed project, and there will then be an opportunity for comments from the public.

Ms. Sitzman stated that the proposed site of the Martway Mixed-Use Apartments currently has three small office buildings on it with approximately 34,000 sq. ft. total on a 1.8 acre lot. These buildings are from the 1960's. The site was platted into three lots and Christian Arnold recently purchased the property. Mr. Arnold is proposing a 4-story building containing apartments and retail space. The lowest level will be parking with a small amount of retail/office and three stories of apartments above. This property is in the Downtown District and the building would be a concrete podium with parking on the ground floor since it would be in the floodplain. The upper floors would contain 117 apartments (approximately 116,000 sq. ft.). Two public hearings have been held on this project and the Planning Commission recently recommended approval with a variety of conditions. She noted that this is a preliminary site plan and that there will be additional engineering review and additional comments from staff as they move closer to a final plan. This proposed site plan was recommended for approval by the Planning Commission with conditions 1-10 as presented and additional staff conditions.

Mr. Arnold presented a powerpoint presentation of his proposed project, which included:

- Changing neighborhoods that reflect growth in households and housing preferences from 2010-2040. Only 10% of people live in neighborhoods where they are able to walk to work or shops. Infill development will help meet this need, and increased density will help support businesses.
- Critical mass - enough residents and visitors are needed to support retail and services. This project brings increased density, although less than the Mission Trails apartment project.
- A recent poll by the Shawnee Mission Post showed that there was "great support" for this project, even when it was proposed at a greater height. Since that time, one full floor has been eliminated. He stated that he has been working with staff since June 2016 on this project.
- The project would be on a unique site and the current code allows for deviations. This project would be close to Andersen Park and the outdoor pool, Rock Creek



## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

Trail, and the Community Center. Due to the location near residential to the south, he is proposing a "Class A" building.

- The site is in the floodplain and there is currently a TIF in place. The building would be raised elevation to stay out of the floodplain and allow fire department access. He stated that the southwest corner of the building would be 76 ft. from the property line of the nearest residential property. This is more than is required and he feels this is a good buffer. He expressed his desire to work with residents in the area.
- There is a grade change at this location and with the 25-30 ft. change in elevation, he feels this minimizes the height impact of the building.
- Specific information on the project was presented: First floor office space with 166 parking spaces provided (161 required) and upper floors residential, one and two bedroom apartments.
- The elevations of the project were described with an overall height of 54-56 ft. He stated that the recently approved Mission Trails apartment project is higher than this. He also presented information on composite views looking various directions, and the complimentary scale of this proposed project with that of Mission Square and Mission Trails. He stated that the scale from 61st street would only be slightly taller than the homes along that street.
- Information on other projects by Clockwork Development were also presented and he noted that this project would be similar in nature and quality. He again stressed that this project will have a "Class A building and residents."

Mayor Appletoft opened the floor to public comments.

Aaron Wingert, Mission resident (61st Street), stated that he has lived in his home for 28 years and that it was his grandparents home so he has a great connection to the neighborhood. He supports the right to develop apartments, but is not excited and can not support this project as as proposed. His concerns include the effect apartments in general will have on residential property values in the area (discussed specific data indicating it could be lowered by up to 13.8% - nationwide average), Mission's rental percentage which he does not want to see increase, and the proposed variances/deviations, particularly height and setbacks. He feels this building would tower over the park, is a departure from City ordinances, uses the park and Rock Creek for a setback, and should allow for the access of emergency vehicles by conventional means. He also expressed his concerns with the elimination of trees ("insult to injury") and the density variance allowing for additional apartments, including "micro apartments," that he feels will deteriorate in 10-15 years. The developer chose to purchase this property and he does not feel it is government's role to take a sympathetic

## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

position to his inability to build within the current code. He feels this is granting a privilege for profitability. He is concerned with what could be built on the current Barn Players site if this project moves forward. He asked that Council remand this proposed preliminary site plan back to the Planning Commission.

Mary Ann Martens, Mission resident (61st Street), stated that she has lived in the neighborhood since 1993. Growth and sustainability are very important, but she is concerned with the number of rental units in the City. She discussed the current number of rental units and those that will be added with the Gateway and Mission Trails projects. She feels this will result in a ratio of 60/40 percent of rental v. owned. She questioned how much density is too much, and asked if business owners are asking for additional apartments for their employees. Ms. Martens expressed her concerns with the deviation regarding setbacks, and feels more consideration should be given to current residents. This proposed apartment building would be built next to Mission's "most used park" with no screening. Rock creek is a "drainage ditch" that quickly fills in a rain event and this project should meet the requirements for greenspace due to increased chances of flooding. She wants the project to adhere to current codes regarding density, height, greenspace, and parking for residents and guests.

Sarah Fogel, Mission resident (61st Street), stated that she is new to Mission and lives east of Woodson, but will also be affected by this development. She feels this area is a "sweet spot" in Johnson County, a "millenials dream," and stated that they love their quiet street, visits to the park and pool. She feels this proposed project is a grandiose plan for a small lot that will change the city-scape. She also expressed her concerns for increased traffic in the area. She encouraged responsible development and feels this project will devastate a highly desirable area.

Jennifer Coleman-Richardson, Mission resident (61st Street), stated that her back yard backs up to the proposed project. She discussed her family's decision to move to their current home and noted that if apartments would have already been built there, they would not have considered the house. She stated that apartments are "great," but these will "hulk over her backyard." She also expressed her concern with a path from the park to the apartments stating that she does not want the playground to become the apartment playground. She feels this project will adversely affect property values and that many people in the area want it to stay the same as it is currently.

Dan Aldrich, Mission resident (61st Street), thanked all for coming to express their opinions this evening. He stated that Council has been provided a copy of their petition in opposition to this development, which includes signatures from 100% of households



## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

on 61st Street, Lamar to Outlook. He discussed the relationship between residents and Council and feels approval of this project would damage the relationship between residents and Council and Planning Commission. He discussed the code and the "business mentality" in residential areas. Setbacks are in place for a reason and he feels there are opportunities for this project to work in a different way or at another location. He would like for Council to consider looking at options to make this site greenspace. He expressed his concerns with protecting the park, potential overflow parking, setbacks, and the height of the building. He feels the increased noise, light pollution, and density of the project next to a park and homes is not a good use. He asked Council to not set a precedent by approving this project.

Vicky Aldrich, Mission resident (61st Street), stated that they have lived in their home for 27 years and she wanted to clarify previous comments regarding the survey. She stated that only the facts were presented when asking for signatures on the petition, that they could have obtained more signature but chose not to, and that 100% of the households between Woodson and Lamar signed the petition. She supports the City "staying within our codes."

Mary Horvatin, Leawood resident and Mission business owner, stated that she owns Yoga Fix on Johnson Drive and has previously lived in a home with a similar situation. At that location, an AMC theater and Target were built, which she stated was a "nightmare" and there was a great deal of light pollution. She feels the project should be scaled back. Businesses want more business and she described Mission as unique with a small geography and great community feel. She would hate to see this lost. She also expressed her concerns with "micro apartments." She stated that she is impartial, and asked that Council not reject the project outright but, rather, work with the developer.

Brad Gregory, Mission resident (61st Street), stated that he lives across the street from the pool and that others "have said it all." He does not feel people are opposed to development, but wants it done according to our codes. Our codes are in place to protect residents from this type of development and he is "outraged" with the Planning Commission as he does not feel these are just "deviations," but are adding two times the number of people as allowed by code. We should respect the developers of the city and our history, and he expressed his fears about the height precedent being set. He stated that the developer knew what he was buying when he bought the site.

William Wilson, Mission resident (61st Street), stated that he has recently completed some renovations to his property, and is now concerned that if this project is approved

## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

he will be looking at a parking lot and trash containers. He feels the building is too tall and is concerned with the potential for trash in the creek, light pollution, and increased traffic. He feels the property owner knew what he was buying and the residents should not have to “pay for that in the long run.”

Kevin Fullerton, Mission resident and business owner, appeared on behalf of the Mission Business Partnership that is in favor of this development. He stated that the City needs to grow, and because we can't grow out, we need to grow up and increase density. He discussed millennials desire for apartments and the benefits to helping build a vibrant downtown. They feel this project is good for Mission as a whole, and will help to add to the business community and add taxpayers to the City. With regard to the requested deviations, Mr. Fullerton stated that this is a planned district and it is meant to have deviations. These areas need flexibility and this project will bring additional value to a site in the floodplain. If the developer is willing to develop, then we should be supportive. If we want this project moved, then he questioned where that would be. He stated that he hopes Council will consider approving this project.

There being no further comments, Mayor Appletoft closed the public comments for this item.

**Moved by Davis, seconded by Rothrock** to remand Case #17-08 to the Planning Commission for the reconsideration of the height, density, and setback deviations within the Code. Councilmember Davis asked for clarification on the greenspace along Rock Creek between Beverly and Woodson that is included in the Comprehensive Plan. Ms. Sitzman stated that there were a variety of studies done leading to the Comprehensive Plan. One potential solution was leaving the creek in its natural state and adding greenspace to allow for flooding. This study was used when developing the Comprehensive Plan for this medium density area. It was not parcel specific and some parcels were considered for medium density use, not greenspace. Over the years, Council looked at other engineering studies, including not daylighting the creek. She stated that the Comprehensive Plan is somewhat out of date, which is not uncommon. Councilmember Davis also asked for clarification on the area of the tracts included in calculations for density. Ms. Sitzman stated that she believes an error was made in the land area included, but these calculations were recalculated with the additional small area included and there is very little different in the results. This new calculation does not change what the Planning Commission considered.

Councilmember Flora asked for additional information on additional open spaces and where these would be. Ms. Sitzman stated that there would be buffer strips, but not



## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

useable greenspace. She noted that the code states where “reasonably possible” and that in a planned district you look at where these could be in the plan if appropriate space allows.

Councilmember Davis asked Mr. Arnold for clarification of the Planning Commission minutes describing the elevation of the project. Mr. Arnold described the clearance required for fire access, and noted that he worked with Fire Marshal Todd Kerkhoff of Consolidated Fire District #2. Discussion continued on whether the increased elevation of the parking structure was required for fire truck access or to accommodate the 9 ft. office building ceiling and the required duct work/electrical for the building. Mr Arnold stated that the increase began with the floodplain issues, but grew as the project developed. Councilmember Davis also discussed the rear access to the Mission Trails project, and whether a turn-around area for this project would eliminate the need for setback. He stated that Mr. Arnold’s height argument seems to be contingent on fire access requirements, but if there was a setback, there would be room for a fire lane behind the building. Mayor Appletoft stated that fire codes are not driving the design of this building.

Councilmember Davis asked Mr. Arnold if following the public comments at this meeting whether he would prefer to withdraw his application or have this remanded back to the Planning Commission.

Mr. Arnold provided the following clarifications to previous comments and questions:

- He feels there is opposition to apartments in general and discussed the stigma with rental. He noted that many residents are renters by choice, including millennials and seniors. Many residents want to stay in their community, but without yardwork.
- Homes are not always the best investment, which results in more renters by choice.
- This project will be a “class A project” with higher rental rates.
- If he were to reduce the density of the project, there would not be parking on the first level, and the project would have lower rents.
- The cost of the podium is \$2.8 million and the unit cost has increased from \$16,000 to \$21,000 to cover the cost of this.
- An alternate to the current project would be a “walk-up” apartment complex that would not be suitable for many seniors as it would not include elevators.

## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

- This project does not include “micro apartments,” which are usually considered to be around 300 sq. ft. (allowed in Mission). The proposed project does have studio apartments at approximately 500 sq. ft.
- The setbacks on the project are exceeded on one side of the project by three times (76 ft.) which is closest to a home. He stated that he thought this was a good plan to work with the neighbors. By extending the setback on the side closest to the home he pushed the other side closer to the creek. He stated that he could move the building 50 ft. closer to the residential lot.
- This project adds 20 trees in back, and there are two large ones in front.
- This project will not work if it is two stories of apartments on top of parking. He wanted to elevate the quality of the structure by using steele rather than wood frame construction. He stated that he could come back with a three story, ground level project with lower density and no elevator, but that is not what he wants to do.

Councilmember Quinn thanked all who attended the meeting and noted the “spirit of the community.” He discussed the original planners of the City and stated that if great variances are needed, the code should first be changed. He applauded Mr. Fullerton’s remarks on behalf of the businesses, and understands the desire for growth and density, but feels this project at this location requires too many variances and should be sent back to the Planning Commission.

Councilmember Flora stated that she supports sending this project back to the Planning Commission. She does not necessarily think the deviations need to be removed, but she would like to have the Planning Commission “take another look” and would like greater evidence presented.

Councilmember Kring asked if pervious v. impervious parking lot surface has been considered for the project. Mr. Arnold stated that it has not as pervious surface makes the most sense on exposed lots. Most of the rain water will fall on the roof of this project. Councilmember Kring also stated that she supports the residents and their opinions, and questioned the possibility of this project being built at another location in the city.

Mr. Arnold stated that Mission is a great community and he felt that his substantial investment would be well received. He understands the residents concerns with the height of the building and appreciates their suggestion of the project being built elsewhere and this site becoming greenspace, but someone would need to purchase this property from him. He has been working on this project for the past 18 months.



## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

Councilmember Schlossmacher referenced the motion on the table and stated that he is not as concerned with density. He does have concerns with the height of the building and the setbacks.

**Moved by Schlossmacher, seconded by Flora** to amend the original motion to remove the density consideration from the remand of the Martway Mixed Use Development Project back to the Planning Commission for reconsideration. Councilmember Davis stated that he believes if the plan is modified (height, etc.) this will also modify the density issue. The question was called on the amendment to the original motion. Voting AYE: Schlossmacher. NAY: Davis, Flora, Inman, Kring, Quinn, Rothrock, Thomas. **Motion failed.**

Councilmember Davis stated that he feels the standard must be more stringent in residential boundary areas. Councilmember Flora again stated that she would just like for the Planning Commission to take a closer look at the proposed project and deviations. Councilmember Thomas thanked those attending this meeting, and stated that she drove the area as suggested by residents at the committee meeting. She does not believe enough evidence has been provided that this project will not adversely affect residential properties in the neighborhood.

**The question was called on the original motion.** Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Thomas. NAY: Schlossmacher. **Motion carried.**

### **Special Use Permit, 5655 Broadmoor Street**

Ms. Sitzman provided background information on the proposed special use permit for off-site surface parking at 5655 Broadmoor. The property was purchased in 2015 by Mission Towers for additional off-site parking. Due to zoning of the property, a special use permit is required for this use. A site plan has been submitted which includes sidewalk improvements and a new crosswalk, street trees and landscaping, and bollard lighting. They will also remove any nuisances currently on site, such as the basketball hoop. The privacy fence on the east side of the lot will remain. The Planning Commission recommends approval of the special use permit with the following conditions:

1. Limit the use of the property to the parking of vehicles to support the daily employee parking needs of 5700 Broadmoor Street.
2. Require that the on-site and off-site improvements as detailed in the submitted site plans be substantially completed no later than November 1, 2018.

## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

3. Require the platting of the property for the dedication of right-of-way be completed prior to the issuance of any permits for improvements.
4. The final location of the crosswalk and sidewalk is to be coordinated with City Staff.

Councilmember Quinn asked if there is a term limit for this special use permit. Ms. Sitzman stated that it will run with the use of the property, but there are ways to revoke it if necessary (i.e., November deadline for substantially completing project).

Councilmember Flora requested information on "change of conditions" and how this affects the special use permit. Ms. Sitzman stated that if conditions change and it is no longer an appropriate use, then the permit could be revoked. She provided the example of a donation center which over time was no longer a compatible use so City Council took action to revoke the special use permit.

**Moved by Kring, seconded by Quinn** to uphold the recommendation of the Planning Commission for approval of the Special Use Permit for 5655 Broadmoor Street with the conditions noted, and adopt an ordinance authorizing certain property within the City of Mission, Kansas to be used for or occupied by a special use. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

### **FINANCE & ADMINISTRATION COMMITTEE**

#### **Magazine / Holiday Adoption Program Coordination**

Councilmember Schlossmacher reported that Mission has several programs and projects that distinguish us from other cities not only in Johnson County, but throughout the metro area. These include the Mission Magazine and Holiday Adoption Programs. Suzie Gibbs was instrumental in the formation of both, and during her tenure as a City Councilmember, assumed the primary responsibility for their management, coordination, and promotion. Ms. Gibbs has expressed her willingness to continue to serve in a similar capacity, ensuring the City is able to maintain consistency and continuity for these programs, and to assist in their transition. A job description has been developed for this position, which will be compensated in the amount of \$250 per month to account for time, travel, and other expenses associated with program administration. This position will be considered an independent contractor.

**Moved by Schlossmacher, seconded by Davis** to approve a contract with Suzie Gibbs to manage, document, and prepare to transition the coordination of the Mission



## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

Magazine and the Holiday Adoption Programs. Councilmember Kring asked if there is a term on this contract with Ms. Gibbs. Mayor Appletoft stated that there is the ability for either party to terminate the contract with a 30-day notice. He also stated that there will be the expectation for an annual report on the programs and if the person in the position does not live up to expectations, the contract could be reconsidered at that time. Councilmember Flora stated that she would like to ensure the transition process is included as an expectation for this position as it is not specifically listed in the job description. Mayor Appletoft stated that it is not included in the job description as this will be used going forward for anyone with this position, but noted that the need to assist with transitioning the programs has been included in the Action Item for this item as well as the motion. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

### **COMMUNITY DEVELOPMENT COMMITTEE**

#### **2018 Farmers Market Schedule**

Councilmember Inman reported that last November, Council held a work session to review the market's performance for the 2017 season. Vendor and customer attendance in 2017 was similar to previous years, but lower than expectations established at the beginning of 2017. Growth of the market has been slower than anticipated due to a variety of reasons, including the availability of home delivery and local produce in grocery stores, competition with other Saturday markets and other weekend obligations, the availability of home delivery and CSA's, and a relatively lower number of vendors compared to other markets. Discussion at the November work session included the possibility of moving the market to Thursday evenings. This was again discussed at the January and February committee meetings, and the committee also expressed a desire to include more food trucks and possibly a beer garden at a Thursday evening market, 4:30-8:00 p.m. from June through September. Following formal approval of the new market schedule for 2018, staff will move ahead with recruitment of vendors and publicize the new market schedule.

**Moved by Inman, seconded by Kring** to approve the schedule for the 2018 Mission Farm and Flower Market for Thursdays, June through September, from 4:30 - 8:00 p.m. Councilmember Thomas stated that she wants the market to succeed, but expressed her concerns with the lack of secured vendors. She enjoys the Saturday market and hopes that there may be some impromptu events at the market site on Saturdays in the future. Councilmember Schlossmacher stated that he also enjoys the Saturday market, but understands the concerns with continuing on this day. He does not want the market

## MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

to fold and feels moving the market to Thursdays is “worth a shot.” Adjustments to the schedule can be made next year if necessary. Councilmember Davis stated that he too will miss the Saturday market, but noted that some residents he has spoken with are very excited about Thursday, and noted that a local artist has already approached staff about participating. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

### **NEW BUSINESS**

#### **Selection of Council Vice President**

Mayor Appletoft stated that with recent changes to the Governing Body, there are several positions that need to be filled. These include Council Vice President, and committee vice chair positions.

**Councilmember Davis nominated Councilmember Quinn** to serve as Council Vice President. Councilmember Quinn currently serves as Council President so the motion was withdrawn.

**Councilmember Kring nominated Councilmember Inman** to serve as Council Vice President with a term expiring April 2019. Councilmember Thomas seconded the nomination.

**Councilmember Quinn nominated Councilmember Kring** to serve as Council Vice President with a term expiring April 2019. Councilmember Rothrock seconded the nomination. Councilmember Kring declined the nomination. **Councilmember Quinn withdrew his motion with the consent of Councilmember Rothrock.**

The question was called on the nomination of Councilmember Inman to serve as Council Vice President with a term expiring April 2019. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

#### **Selection of Finance & Administration Committee Vice Chairperson**

**Councilmember Schlossmacher nominated Councilmember Davis** for the position of Finance & Administration Committee Vice Chairperson with a term expiring May 2018. Councilmember Quinn seconded the nomination. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**



MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

**Selection of Community Development Committee Vice Chairperson**

**Councilmember Inman nominated Councilmember Flora** for the position of Community Development Committee Vice Chairperson with a term expiring May 2018. Councilmember Schlossmacher seconded the nomination. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

**COMMENTS FROM THE CITY COUNCIL**

Councilmember Quinn announced that there will be a Ward I meeting on March 1 at 7:00 p.m. at the Community Center. All were invited to attend.

Councilmember Thomas thanked Mr. Belger and the Public Works staff for their efforts in clearing roads after the recent snow/ice events.

**MAYOR'S REPORT**

**Appointments**

**City Treasurer**

Mayor Appletoft stated that Don Chamblin recently retired after serving as Treasurer for many years. He put before Council the appointment of Debbie Long as City Treasurer.

**Moved by Davis, seconded by Kring** to uphold the appointment of Debbie Long as City Treasurer. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

**Planning Commission**

Mayor Appletoft put before Council the appointment of Pete Christiansen, Ward IV, to the Planning Commission with a term on December 31, 2019.

**Moved by Davis, seconded by Thomas** to uphold the appointment of Pete Christiansen to the Planning Commission with a term expiring December 31, 2019. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018

**Parks, Recreation & Tree Commission**

Mayor Appletoft put before Council the appointment of Amy Burkes, Ward IV to the Parks, Recreation & Tree Commission with a term expiring December 31, 2019.

**Moved by Davis, seconded by Rothrock** to uphold the appointment of Amy Burkes to the Parks, Recreation & Tree Commission with a term expiring December 31, 2019. Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

**CITY ADMINISTRATOR'S REPORT**

Ms. Smith stated that there are no meetings scheduled for next Wednesday evening, and encourage all those wanting to attend the upcoming KOMA/KORA training session presented by the District Attorney's Office to RSVP to Ms. Sumrall.

**EXECUTIVE SESSION**

**Moved by Quinn, seconded by Kring** to adjourn to executive session to discuss current litigation pursuant to the exception for consultation with an attorney on matters deemed privileged, K.S.A. 75-4319(b)(2). Also attending will be City Administrator Laura Smith and City Attorney David Martin. The open meeting will resume in Council Chambers at 9:15 p.m. (15 minutes). Voting AYE: Davis, Flora, Inman, Kring, Quinn, Rothrock, Schlossmacher, Thomas. **Motion carried.**

Council adjourned to executive session at 9:02 p.m.

Council reconvened in Council Chambers at 9:17 p.m.

**ADJOURNMENT**

**Moved by Quinn, seconded by Kring** to adjourn the meeting at 9:18 p.m. All present voted AYE. **Motion carried.**

Respectfully submitted by Martha Sumrall, City Clerk.

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Ronald E. Appletoft, Mayor



**MINUTES OF THE MISSION CITY COUNCIL MEETING, FEBRUARY 21, 2018**

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Martha M. Sumrall, City Clerk

<b>City of Mission</b>	Item Number:	6a..
<b>ACTION ITEM SUMMARY</b>	Date:	March 22, 2018
<b>Administration</b>	From:	Brian Scott

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

**RE:** Approval of A Proposal for a New Citywide Telephone System

**RECOMMENDATION:** Approval of an agreement with SerivceMark Telecom for the design, installation, and five-year maintenance of an NEC telephone system for the City of Mission in an amount not to exceed \$42,000.

**DETAILS:** The City of Mission currently utilizes an Avaya IP 400 phone system that was purchased from AT&T in 2004. The system itself (the PBX) is physically located in the furnace room of the City Hall/Police Department building, which is the demarcation point where the phone service comes into the building and where the phone line punch-down blocks are located. Though a common practice at the time it was installed, the location is no longer the most conducive for a critical technology component such as a phone system. In addition, the system operates on an older version of software that has not been updated for several years. The same is true for the voicemail server. The handsets, themselves, have presented problems for users such as sticky keys and audio issues with the receiver. The current phone system has exceeded its useful life.

Last year the City upgraded its telephone service with AT&T from a PRI circuit to an SIP circuit. This service upgrade resulted in a dedicated fiber-optic line being brought into the building and taken directly to the data closet in the police department. The upgrade also provided an opportunity for the City to consider a more robust phone system that will meet current and future needs. There was no additional cost for the service upgrade.

This past fall, a request for proposals (RFP) was developed for a voice over internet protocol (VoIP) phone system for all City facilities (please see attached). The RFP sought proposals for phone systems that would not only provide the more traditional features one expects such as call transferring, conference calls, and voicemail, but also new features such as twining (the ability to extend an office phone to a mobile device), voicemail to email, attendant features via the computer, and remote administration.

The RFP also stressed the importance for the selected vendor to work closely with the City's current network support provider - Johnson County Department of Technology and Innovation (DTI) - to ensure operational ability across the City's existing network. The RFP also placed emphasis on the City's desire to have an ongoing relationship with the selected vendor to insure timely upgrades and routine maintenance.

The RFP was issued in January and four proposals were received by the deadline. The proposals ranged in cost from \$38,350 to \$90,800 depending on the system proposed.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	01-00-001-00
Available Budget:	\$226,000 Overall - \$55,000 for Phones.



<b>City of Mission</b>	Item Number:	6a..
<b>ACTION ITEM SUMMARY</b>	Date:	March 22, 2018
<b>Administration</b>	From:	Brian Scott

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

A more detailed breakdown of the proposed costs and scoring of the proposals is attached.

Each proposal was reviewed by an internal team consisting of Police Captain Kevin Self, Assistant City Administrator Brian Scott, and Larry Swartz, a telephone consultant that the City utilized to assist in the process. Three firms - Towner Communications, Allegiant Technology, and ServiceMark Telecom - were selected from the review process for follow-up discussions and interviews regarding their proposals.

ServiceMark Telecom was the unanimous decision of the reviewers at the completion of the process. ServiceMark is proposing a NEC phone system for the City of Mission. NEC has been in the telecommunications industry since the late 1880s. The system provides all of the features that were identified in the RFP. The proposal itself was very well written and focused on those areas that are of particular importance to the City, training and ongoing support (maintenance and upgrades). The follow-up discussion with ServiceMark was equally impressive with their team spending a good deal of time explaining the process for design, implementation, documentation, and training on the system. The phone consultant, Mr. Swartz, was familiar with the NEC phone system and its reliability. References were also checked and all were very favorable of ServiceMark and the NEC system. The system was the least expensive of the five proposed (\$38,350). In further discussion with ServiceMark, we asked for a quote for a redundant system that could be placed at the community center for purposes of failover. This was an additional cost of \$3,500.

Staff is recommending that the City enter into an agreement with ServiceMark Telecom for the design, installation, and five year maintenance of a NEC phone system in an amount not to exceed \$42,000.

The replacement of the phone system is one project in a larger, encompassing technology upgrade for the City, other projects include a new security camera system, and upgrades to our structured cabling, both of which are on this agenda for the Committee's consideration. Funds for these projects were initially budgeted in 2016 and then again in 2017 in the amount of \$226,000. However, staff turnover, time limitations, scope of the projects, and proper planning have resulted in staff taking a more deliberate, thoughtful approach to these projects. The move from the PRI circuit to a SIP circuit was the first step toward making an upgrade. Last year it was decided that replacement of the City's servers was needed, yet another step in the overall upgrade, so time was spent getting that project completed. Consequently, proposals for these projects were not solicited until the beginning of this fiscal year. Funds for the

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	01-00-001-00
Available Budget:	\$226,000 Overall - \$55,000 for Phones.

<b>City of Mission</b>	Item Number:	6a..
<b>ACTION ITEM SUMMARY</b>	Date:	March 22, 2018
<b>Administration</b>	From:	Brian Scott

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

technology upgrades are being carried in the General Fund balance. Of the total amount allocated for the technology upgrades (\$226,000), \$55,000 was earmarked for replacement of the phone system. This project will come in under that budget amount.

Once the Agreement has been approved, staff will begin working with ServiceMark to plan out the project; in particular how calls are received and handled, after-hour and holiday messaging, location of phones and users, etc. Phones and equipment will be ordered in May. Programming of the phones and server will be in June and actual installation will occur in June/July. The project will have to be coordinated with cabling project (discussed in another agenda item) and AT&T, the City's phone service provider, which may take some time.

**CFAA CONSIDERATIONS/IMPACTS:** Telephones are a critical instrument for communicating effectively with residents and visitors of Mission. The proposed new phone system will allow staff to better communicate with residents of all ages and to provide greater access to the staff, programs and services the City provides for its residents.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	01-00-001-00
Available Budget:	\$226,000 Overall - \$55,000 for Phones.



Responses for VoIP / Unified Communication System  
 City of Mission  
 Feb-18

	Allegiant Avaya		ServiceMark NEC		BHS Telecom Avaya/Mitel		Townner Mitel	
	Average Score	Comments	Average Score	Comments	Average Score	Comments	Average Score	Comments
Understanding of RFP	4	Did not understand that current phones are IP	4.5		3.5	Don't think they understood that the current phones were IP. Talked about parallel.	4.5	I believe they understood what we were trying to accomplish.
Experience and Ability	4.5	Two cities and three school districts. Interesting they did not mention OP or Olathe.	5	2 City governments, 3 school districts and a multi-location bank.	3.5	They do not appear to have very good depth. The owner is also project manager.	3	The staff appears to be somewhat limited. They have only one project manager and one lead technician.
References	4.5	The hours provided for this effort (76) seem short. Seems to be a good support approach.	3.5		3.5	One City and 4 schools and others. Bi-weekly meetings instead of weekly. Good post cut support. It appears that they plan to train all users. 5-year maintenance.	4	All references were government and multi-location.
Project Approach	4	The Network Assessment does not provide for any actual traffic handling assessment, just look at what is there. Proposed solution does not provide for failover/redundancy. Recommended does, but it is not proposed. They did not recognize that the current phones were IP as stated in the RFP.	5	5 year parts warranty. Labor billed T&M.	4		2.5	The implementation process could have been more precise. It basically says that they will coordinate with the City after selection.
Response to Vender Questionnaire	2.5		4.5		2	No mobility Smartphone app included, just twinning. No real transition plan included. Minimal responses.	4	Some of the answers were not adequate
Functionality Checklist	4.5		4	No AD or eFax.	4.5		4	
Pricing	4	Total Costs: \$44,298.32	5	Total Costs: \$38,347.81	3	3 for Avaya, 1 for Mitel Total Costs (Avaya): \$49,996.92 Total Costs (Mitel): \$90,800.92	2	Next to highest bid Total Costs: \$66,866.18
<b>Total</b>	<b>28</b>		<b>31.5</b>		<b>24</b>		<b>24</b>	

	Allegiant		Service Mark		BHS Telecom		Townner	
	Avaya	NEC	Avaya	Mitel	Avaya	Mitel	Avaya	Mitel
Equipment	19,785.63	23,341.06	18,657.10	29,614.35	18,657.10	27,230.60		
Materials/Incidentals	-	576.25	-	-	-	-	-	-
Labor	12,084.00	11,133.00	15,645.00	35,000.00	15,645.00	15,500.00		
Training	760.00	1,117.50	1,500.00	1,500.00	1,500.00	-		
Licenses	8,833.69	2,020.00	9,392.02	22,671.02	9,392.02	21,070.70		
Maintenance	2,835.00	-	802.80	2,015.55	802.80	1,564.88		
Other	-	160.00	4,000.00	-	4,000.00	1,500.00		
<b>Total</b>	<b>44,298.32</b>	<b>38,347.81</b>	<b>49,996.92</b>	<b>90,800.92</b>	<b>49,996.92</b>	<b>66,866.18</b>		

48,643.32 Total with extended agreement  
 2,954.23 Reduant Option  
 51,637.55

38,347.81 Total with extended agreement  
 3,466.74 Reduant Chassis  
 41,816.55 Total Cost for Phone System

71,016.18 Total with extended agreement

Lakewood Business  
Park  
4243 N.E. Port Drive  
Lee's Summit, MO  
64064-1742

**ServiceMark Communications, Inc.**  
**Business Telephone Systems Division**  
**Equipment Purchase & Installation Agreement**

**(816)**  
**478-2000**  
(FAX) 795-2492

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ between  
ServiceMark Communications, Inc. hereinafter referred to as "ServiceMark" and \_\_\_\_\_  
City of Mission Kansas hereinafter referred to as "Customer."

**1. EQUIPMENT AND SERVICES**

- A. Customer agrees to purchase and ServiceMark agrees to install/deliver at the premises of the Customer located at 6090 Woodson  
Mission, KS 66202 communications equipment as described in the Schedule of Equipment  
and Service bearing the Quote Number(s) 10059-174657 and dated 2-22-18 which is attached to and made a part hereof.
- B. Furthermore, ServiceMark agrees that such equipment installed and services performed will be in accordance with their proposal submitted to the Customer on February 23, 2018 in response to a Request for Proposals for a VoIP Telephone / Unified Communications System issued by the Customer on January 17, 2018. (See Addendum C). Any material changes to this proposal will be reduced to writing and become a part of this Agreement with the signed approval of both parties.
- C. Customer shall obtain any licenses or permits which may be required for the installation of the equipment provided herein.
- C. Customer represents and warrants that Customer is the owner of the premises or, if not, that the owner agrees and consents to the installation of the equipment on the premises. Customer shall indemnify and hold ServiceMark harmless from any losses or damages, including attorney fees, resulting from breach of such representation and warranty.
- D. It is agreed and understood by the parties that ServiceMark may use its own employees or the services and independent contractors for installation or service. However, ServiceMark shall not assign or subcontract this Agreement, or the work as defined herein, without the prior written authorization of the Customer.
- E. This Agreement ~~is not subject to cancellation by Customer except by written agreement signed by an authorized officer of ServiceMark.~~ may be canceled at any time by either party with 30 days prior written notice. Any cancellation after commencement of work by ServiceMark, including any surveys, design, engineering, drafting, or placing of equipment orders, will have a Cancellation Charge equal to actual time and materials used at ServiceMark's then prevailing rates for equipment & labor, plus a twelve percent (12%) surcharge with said surcharge not to exceed ten percent (10%) of the purchase price herein. Further, a restocking charge of twenty percent (20%) of the retail price of equipment delivered shall apply.
- F. Customer agrees to allow ServiceMark employees, agents, and contractors reasonable access to Customer's premises to complete timely equipment installation.
- G. Customer agrees to provide necessary clearances, conduits, and ducts for wire, cable, or conductors and building plans, blueprints, or drawings that accurately represent the locations where the equipment and necessary wiring are to be installed.
- H. ServiceMark shall not be responsible for any delays in the installation completion or delivery of equipment caused by strike, lockout, or other labor difficulty, war, riot, supplier disputes, fire, flood, lightning, acts of God, or any other reason beyond the control of ServiceMark. Should any such event occur, the completion time or installation or delivery of equipment shall be extended to allow ServiceMark adequate time to perform under the terms of this Agreement.

**2. PAYMENT**

Customer agrees to pay ServiceMark as set forth below:

- A. \_\_\_\_\_ for the equipment & installation. (Sales tax is not included, but will be added to the final invoice, or customer may submit tax exempt documentation.)
1. \$38,347.81  
\$9,586.00 (25%) as a down payment upon the signing of this Agreement.
2. \$9,586.00 (25%) payable upon delivery of the equipment to ServiceMark.
3. 19,175.81 balance payable upon the completion of the installation.
4. Lease Agreement: Not Applicable.

**For projects of more than thirty (30) days, ServiceMark reserves the right to require reasonable progress payments proportionate to the work completed.**

B. Changed Orders will be submitted and approved in writing. Cost for additional material and/or labor will be in accordance with costs as outlined Addendum C of this agreement.

**3. LIMITED EQUIPMENT WARRANTY**

See addendum (A) which is attached to and made a part hereof.

**4. LIMITATION OF LIABILITY**

SERVICEMARK'S LIABILITY UNDER THIS AGREEMENT, IF ANY, SHALL BE LIMITED TO THE COST OF PERFORMING ITS OBLIGATIONS HEREUNDER BUT IN NO EVENT SHALL LIABILITY EXCEED THE CONTRACT AMOUNT PRINTED IN SECTION 2.A. ABOVE. FURTHERMORE, IN NO EVENT SHALL SERVICEMARK BE LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL OR EXEMPLARY DAMAGES, INCLUDING, BUT NOT LIMITED TO, LOSS OF PROFITS, DOWN TIME, OR OTHER DAMAGES.



5. **INDEMNITY**

By Each Party. Each party (each, an "Indemnitor") hereby agrees to indemnify and save harmless the other party and its officers, employees and agents (each an "Indemnitee"), from and against all actual (but not consequential) damages, losses and judgments against such Indemnitee by persons other than Indemnitor or Indemnitor's officers, employees or agents, arising out of a material breach of this Agreement by Indemnitor.

By Customer. Customer further agrees to indemnify and save harmless ServiceMark and its officers, employees and agents (each, an "Indemnitee"), from and against all losses, claims, and lawsuits against such Indemnitee by persons other than Customer, alleged to be caused by or arising out of, the improper operation of the equipment.

6.

A. Furthermore, Consultant shall maintain insurance coverage in the following amounts:

<u>Type of Insurance</u>	<u>Limit/Per Occurrence</u>	<u>Limit/Aggregate</u>
General Liability		
• Bodily Injury	\$1,000,000	\$2,000,000
• Property Damage	\$1,000,000	\$2,000,000
• Contractual Insurance	\$1,000,000	\$2,000,000
Professional Liability	\$3,000,000	\$3,000,000
Automobile Liability		
• Bodily Injury	\$1,000,000	\$1,000,000
• Property Damage	\$1,000,000	\$1,000,000
Worker's Compensation		
• Employee Claims		Statutory for Kansas
• Employer's Liability		\$1,000,000 per accident \$1,000,000 disease – policy limit \$1,000,000 disease – each employee

Workers' Compensation policies should include a "Waiver of Subrogation" in favor of City. All insurance carriers should carry a minimum rating of A- X (rated by A.M. Best).

A. Vehicles, equipment and property used by Consultant shall be the property of Consultant and insured as such. City shall not be responsible for any damage that may occur to such items.

6. **TITLE TO EQUIPMENT AND RISK OF LOSS**

- A. Unless otherwise provided by a separate Lease Agreement referred to in Section 2 above, all rights to ownership to the equipment and materials installed, and deposits of money shall remain with ServiceMark until final payment is received and a transfer of title is issued to customer.
- B. Until transfer of title to the equipment is issued, Customer shall assume the risk of loss to the equipment beginning with delivery to customer's premises. Customer agrees to carry insurance sufficient to cover such loss.

7. **TAXES AND TELEPHONE COMPANY CHARGES**

- A. Customer is responsible for any sales tax, or use tax required by Federal, State, County, Local or other governing bodies. City of Mission will provide a Project Exemption Certificate as issued by the Kansas Department of Revenue providing for sales tax exemption on equipment, products, and labor.
- B. Customer shall be responsible for any charges for services or equipment provided or required by the local telephone company.

8. **DEFAULT**

In the event that Customer defaults in the performance of any of the terms and conditions of this Agreement, including the failure to make any payment s agreed herein, in which case the balance of the moneys become immediately due and payable together with interest at the maximum legally allowable rate. ~~Customer shall also pay attorney and/or collection fees incurred in collecting Customer's account.~~

9. **WAIVER OF BREACH**

No delay or omission to exercise any right, power or remedy accruing to ServiceMark upon breach or default by Customer under this Agreement shall impair any such right, power or remedy of ServiceMark, or shall be construed as a waiver of any such breach or default. All waivers must be in writing and signed by an officer of ServiceMark. Further, in the event any of the provisions hereof shall, for any reason, be held void or unenforceable, the remaining provisions shall remain in full force and effect and shall control.

10. **DISPUTE RESOLUTION & GOVERNING LAW**

In the event of a dispute between ServiceMark and Customer relating to or arising out of this Agreement, the parties agree that the exclusive location for jurisdiction and venue for the resolution of such disputes shall be in either the State or Federal Court located in Jackson County, Missouri. Further, the parties agree that this Agreement shall be governed by and interpreted under the laws of the State of ~~Missouri~~ Kansas.

11. **NOTICES**

A. Any notices pertaining to this Agreement shall be mailed to the following parties:

Customer:  
Laura Smith, City Administrator  
City of Mission  
6090 Woodson  
Mission, Kansas 66202

Service Mark:  
Bruce Gibbs, President  
ServiceMark Telecom  
4243 NE Port Drive  
Lee's Summit, Missouri 64064

B. All notices or other communications required or permitted under this Agreement shall be served in writing and shall be deemed to have been duly given if delivered personally or by registered or certified mail, return receipt requested, postage prepaid, to the address set above, or at such other addresses as made from time to time be furnished by the party to the other by notice provided as set forth herein. Any such notice shall be deemed given when mailed, if mailed as provided herein or upon if delivered personally.

**12 ENTIRE AGREEMENT**

ServiceMark and Customer agree and understand that this agreement, (including the attachments referred to herein) is the entire Agreement and replaces all other prior understandings or agreements related to the equipment and services provided for herein. This agreement may not be changed, modified, or varied except in writing and signed by an office of ServiceMark. This Agreement becomes effective on the dated accepted by ServiceMark Telecom, LLC at it's Home Office.

**CUSTOMER ACCEPTANCE**

I HAVE READ AND UNDERSTAND THIS AGREEMENT IN ITS ENTIRETY INCLUDING THE TERMS AND CONDITIONS ON PAGE 2, AND ALL ADDENDUMS AND SCHEDULES REFERRED TO HEREIN, AND HEREBY ACCEPT THIS AGREEMENT AND AUTHORIZE SERVICEMARK TO INSTALL THE COMMUNICATIONS SYSTEM IN ACCORDANCE WITH THIS AGREEMENT.

SERVICEMARK COMMUNICATIONS, INC.

Order written by: Bruce Gibbs

CUSTOMER

City of Mission Kansas  
(PRINT COMPANY NAME)

Approved for ServiceMark Communications, Inc.

DATE: \_\_\_\_\_

Accepted for Customer

DATE: \_\_\_\_\_

By: \_\_\_\_\_

by: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_



**ADDENDUM A**  
**ServiceMark Communications, Inc.**  
**One Year Limited Warranty & General Maintenance Agreement**

Customer: City of Mission Kansas

- A. Subject to the conditions in this one year limited warranty and general maintenance agreement, ServiceMark warrants that the telephone equipment purchased by Customer will be free from defects in material and workmanship for a period of one (1) year from the date of completion of the installation of the equipment. If, during this warranty period, any of the equipment or parts are defective or malfunction, they will be repaired or replaced at ServiceMark's sole option, free of charge. **This limited warranty will not apply if the equipment defect or malfunction was caused by damage (other than damage resulting from a defect or malfunction) which occurred while the equipment was in Customer's possession, or occurred because the system was altered, abused, misused, or tampered with, or was otherwise operated or used contrary to the operating instructions.** If ServiceMark reasonably demonstrates there was no defect covered by this limited equipment warranty, the equipment will be repaired or replaced at Customer's cost and ServiceMark's regular service charges will apply. The warranty does not include software upgrades, programming changes, or moving, adding, or changing equipment. The warranty does not include damage due to abuse, electrical surges, acts of God, or existing equipment including wiring or jacks installed by others.
- B. Any work performed on the equipment by parties other than ServiceMark authorized employees or agents during the warranty period without express written consent from ServiceMark shall deem the warranty null and void and Customer agrees to pay ServiceMark's then prevailing service charges for any work on the equipment.
- C. WITH THE EXCEPTION OF THE FOREGOING LIMITED WARRANTIES SERVICEMARK MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, THAT THE EQUIPMENT OR SERVICES SUPPLIED WILL IN ALL CASES PROVIDE THE SERVICE FOR WHICH IT IS INTENDED. IN NO EVENT, WILL SERVICEMARK BE RESPONSIBLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES OF ANY NATURE WHATSOEVER. ANY WARRANTIES OTHER THAN THOSE SET FORTH HEREIN ON EQUIPMENT PURCHASED BY CUSTOMER ARE MADE SOLELY BY THE MANUFACTURER(S), OR THIRD PARTY WARRANTY PROVIDER.

**CUSTOMER ACCEPTANCE**

SERVICEMARK COMMUNICATIONS, INC.

CUSTOMER

Order written by: Bruce Gibbs

\_\_\_\_\_  
(AUTHORIZED SIGNATURE)

**Addendum B**

ServiceMark Telecom's Proposal to the City of Mission's Request for  
Proposals for a VoIP Telephone / Unified Communications System Issued  
January 17, 2018.



## Addendum C

### Response to 4.4.5: Project Approach Quote 10059-174657 Prepared For City of Mission Kansas 02-22-18

**NEC America SV9100E IP Communication Server** complete with (1) 19" 6-Blade Chassis with Power Supply equipped for:

Qty	Description of equipment in Chassis
6	<b>Universal Blade Slots</b> <ul style="list-style-type: none"> <li>• (1) Slot is in use for this configuration. Therefore, there are (5) vacant slots available for future expansion.</li> <li>• Additional blade slots are available by adding an additional SV9100 chassis.</li> </ul>
1	<b>CCPU Main Processor Blade.</b> Contains: <ul style="list-style-type: none"> <li>• USB connector for updating system software, storing system databases, licensing</li> <li>• Gigabit Ethernet connector which provides web based programming and other computer/telephony applications</li> <li>• 8-conductor mod jack for relay contacts for music source/external paging</li> <li>• DIM connector for diagnostics</li> <li>• Sub-mini audio input/output jacks for music inputs and or external paging output</li> <li>• Sony CR2032 battery</li> </ul>
114	<b>SV9100E Resource Licenses</b> <ul style="list-style-type: none"> <li>• Trunks, telephone stations, mobile extension users, and other items that terminate to the telephone system require resource licenses.</li> <li>• There are (10) resource licenses allocated to support (10) mobile extension users.</li> <li>• The proposed SV9100E CPU can be expanded to 1296 Resource Licenses</li> </ul>
24	<b>SIP Trunks</b> <ul style="list-style-type: none"> <li>• Provides the ability to interface with IP Trunks with Direct Inward Dialing (DID).</li> <li>• System configuration includes software to accommodate (24) talk Channels</li> </ul>
80	<b>Dterm Software Licenses</b> <ul style="list-style-type: none"> <li>• One required for each NEC telephone (endpoints)</li> </ul>
1	<b>Unified Communications Server Blade</b> <ul style="list-style-type: none"> <li>• Required for Unified Communications Desktop Applications proposed for attendant positions. UC can be added for additional users easily and economically.</li> </ul>
1	<b>NEC America InMail Voice Mail System with Automated Attendant</b> complete with: <ul style="list-style-type: none"> <li>• (16) Ports. Provides (16) of the following functions concurrently:               <ul style="list-style-type: none"> <li>○ Callers listening to an automated attendant greeting</li> <li>○ Callers leaving a voice mail message</li> <li>○ Users listening to a voice mail message through a phone device</li> </ul> </li> <li>• (125) Hours of Voice Storage</li> <li>• (80) Subscriber Mailboxes equipped with voice mail to email</li> </ul>
1	<b>Eaton UPS 1500 Uninterrupted Power Supply</b> <ul style="list-style-type: none"> <li>• Provides protection to phone system from power surges and provides uninterrupted power to the telephone system in the event of a power failure.</li> </ul>

**Telephone instruments and User licenses are as follows:**

Qty	Description
80	<p><b>Standard User License(s)</b></p> <ul style="list-style-type: none"> <li>• IP Client license – Supports 3<sup>rd</sup> Party SIP Endpoint or NEC MLT SIP Endpoint</li> <li>• Voicemail to Email</li> <li>• Mobile Extension license: In addition to this mobile extension software license, an SV9100 Resource License must be allocated for each mobile extension user.</li> </ul>
4	<p><b>Attendant Positions:</b>  <b>NEC Dterm 820 Series VoIP Self-Labeling Display Telephones equipped with:</b></p> <ul style="list-style-type: none"> <li>• Liquid Crystal Display</li> <li>• “Duplex” Hands-free Speakerphone</li> <li>• (8) Self-Labeling Programmable Function Keys (Can be expanded to 32 functions)</li> <li>• (8) Fixed Feature Keys</li> <li>• 4 Soft Keys that are interactive with Liquid Crystal Display</li> <li>• (1) Navigator Key</li> <li>• Built in 10/100/1000 network support</li> <li>• Includes back lit dial pad, built-in wall mount, headset jack, and adjustable legs.</li> </ul> <p><b>Premium User Unified Communications Application which includes:</b></p> <ul style="list-style-type: none"> <li>• Choice to deploy as a Desktop Client or Web Client</li> <li>• The appearance of “Virtual Cubicles” of extensions/employees</li> <li>• Video calls within the web client</li> <li>• Create/view multiple BLF tabs (or create buddy lists)</li> <li>• Park orbit monitoring/park valet</li> <li>• Ability to change other user’s presence status</li> <li>• Ability to send messages to a user’s phone</li> </ul>
64	<p><b>Standard Phones -NEC Dterm 820 Series VoIP Self Labeling Display Telephones</b> equipped with:</p> <ul style="list-style-type: none"> <li>• Liquid Crystal Display</li> <li>• “Duplex” Hands-free Speakerphone</li> <li>• (8) Self-Labeling Programmable Function Keys (Can be expanded to 32 functions)</li> <li>• (8) Fixed Feature Keys</li> <li>• 4 Soft Keys that are interactive with Liquid Crystal Display</li> <li>• (1) Navigator Key</li> <li>• Built in 10/100/1000 network</li> <li>• Includes back lit dial pad, built-in wall mount, headset jack, and adjustable legs.</li> </ul>
5	<p><b>Courtesy Phones -NEC Dterm 820 Series VoIP Display Telephones</b> equipped with:</p> <ul style="list-style-type: none"> <li>• 3-Line Liquid Crystal Display</li> <li>• “Half -Duplex” Hands-free Speakerphone</li> <li>• (6) Programmable Function Keys</li> <li>• (8) Fixed Feature Keys</li> <li>• 4 Soft Keys that are interactive with Liquid Crystal Display</li> <li>• (1) Navigator Key</li> </ul>
2	<p><b>Cordless phones: Multiline Client Application license</b></p> <ul style="list-style-type: none"> <li>• Anywhere, Anytime access to NEC Desktop telephone Function through Android and Apple mobile device</li> <li>• Operates internally on WI-FI network or outside the network on a reliable VPN connection</li> <li>• Supports BlueTooth and wired headsets on mobile devices</li> </ul> <p><b>Tablet or smart phone device is not included</b></p>
5	<p><b>Polycom IP 5000</b> Conference room phones</p>



**Included will be complete programming, installation, training, one year general maintenance agreement, 5 year manufacturer's parts warranty on the NEC SV9100 IP Communications Server and desk phones, and 5 years of NEC Software Assurance. Planning, implementation, and ongoing support will be as follows:**

- Planning meetings to determine programming and installation requirements
- Documentation of programming and hardware requirements on an "Installation Worksheet"
- Assemble, program, and test the system in ServiceMark's technical center
- Installation of all equipment as outlined in this proposal at customer's premise to existing cables and jacks, or cables and jacks provided by others or provided by ServiceMark on a separate and additional proposal
- Comprehensive customer training including customized training guides. Customized training guides will include:
  - Up to two end user training sessions
    - Customized telephone and voice mail training guides will be prepared for all ender users
  - System administrator training session which will include the following customized documentation:
    - Web Pro Training Guide
    - System Administrator Packet which includes documentation of each automated greeting and step by step instructions to change each greeting
- One year general maintenance agreement
- Five year manufacturer's parts warranty on the NEC SV9100 IP Communications Server and desk phones. NEC headsets, cordless telephones, software, and non NEC equipment is warranted as stated on the one year limited warranty and general maintenance agreement.
- Five years of NEC Software Assurance
  - NEC Software Assurance ensures that you have access to the most current software and all the latest features. New feature enhancements are constantly being developed to address the ever-changing demands of the marketplace. Software Assurance includes bug fixes, service packs, enhancements, and new software releases. Throughout the year, NEC will notify ServiceMark when new releases are available. In addition to keeping your software current, you will have access, through ServiceMark, to NEC Support Services and other technical resources and NEC technical experts.
  - ServiceMark will install new software updates as needed. We suggest that software is updated at least annually. During the software upgrade ServiceMark will also perform a system check-up which will include inspecting fan motors within chassis and cabinets, inspect and test uninterrupted power supplies, check software error logs, and complete a back-up of system programming. ServiceMark's prevailing labor rate (currently \$65 premise visit charge and \$32.50 billed in 15 minute increments) will apply and be billed after software updates and preventative maintenance checkups are performed.

**Sale Price After NEC Promotions/Discounts**

**\$38,347.81**

**Assumptions and Exclusions, & Additional Notes**

- Proposal does not include sales tax.
- Proposal includes NEC Promotions which expire on 5-31-18.
- Proposal is dependent upon a LAN infrastructure that supports Power over Ethernet (PoE), and Quality of Service (QoS). PoE/QoS data switches are not included in this proposal.
- MLC Client software that run on smart phones or tablets are included in this proposal. The physical tablets or smart phone devices are not included in this proposal. For a successful deployment of the MLC clients, the wireless network at City of Mission Kansas needs to have the ability to have seamless wireless handoff and good coverage throughout the office. This type of network is not included in this proposal.
- If MLC Clients are deployed outside of the LAN of City of Mission Kansas they will operate across the public internet and or 4G networks. Servicemark cannot guarantee the voice quality of this type of connection. We recommend the MLC Client use a VPN tunnel from the device to the LAN of City of Mission Kansas. This can be accomplished with an SSL VPN client that works with The City's firewall. The firewall at City of Mission Kansas needs to have SIP ALG turned off. ServiceMark will work with City of Mission Kansas to configure and deploy the MLC Clients.
- Proposal does not include additional wiring. Proposal includes installation to existing cables and jacks, or cables and jacks provided by others or provided by ServiceMark on an additional proposal.
  - This proposal assumes that the telephone system common equipment unit is located at the same location as the telephone company D-Marc and does not include a D-Marc extension. If the D-Marc needs to be extended, additional charges for labor and material will be required.
- Data rack, patch panels, or patch cables that run from Patch panel to switch are not included in this proposal.
- 10ft Patch cords that run from jack on wall to IP phone are included in this proposal
- Labor is included to deploy Unified Communications (UC) client software on (4) receptionist workstations. Although this proposal includes 80 standard user licenses, deployment of Unified Communications using a standard user is not included and not recommended. If the City of Mission Kansas would like to deploy Unified Communications for all staff a one time "Advanced User" upgrade license is required for each additional user. Cost for Advanced User License is \$28.37 which reflects the NEC Promotions/Discounts that are valid until 5-31-18. (Labor is not included.)
- Sale price shown above does not include a redundant chassis at a second location. Options for a redundant chassis are shown on the following page.
- As stated in this proposal, the proposed telephones include (8) programmable keys. Optional software to provide 16 or 32 programmable functions are shown on the following page.
- Proposal does not include a Session Border Controller (SBC) for SIP trunks, which should be provided by Carrier.



### Optional Redundant SV9100 Chassis/CPU/Power Supply

Qty	Description of Equipment/Software/Work	Unit Cost	Subtotal
1	Additional cost of 5 years of Software Assurance associated with the redundant chassis "Netlinked" to the host chassis.	\$300.00	\$300.00
1	SV9100 Netlink Package which includes: <ul style="list-style-type: none"> <li>• Redundant 19" SV9100 Chassis</li> <li>• Redundant Power Supply</li> <li>• Redundant CPU</li> </ul>	1386.68	1,386.68
24	SV9100 Resource License	6.02	144.48
24	SV9100 SIP Trunk Licenses	36.17	868.08
1	Labor required to: <ul style="list-style-type: none"> <li>• Install redundant chassis</li> <li>• "Netlink" redundant chassis to host site</li> <li>• Connect redundant SIP trunks to the redundant chassis.</li> </ul>	769.50	769.50
<b>Total</b>			<b>\$3,468.74</b>

#### Assumptions and Exclusions, & Additional Notes

- Price shown in the chart above includes NEC Promotional discounts and credits which expire on 5-31-18 and are valid if options are included on the original package purchased from NEC.
- Configuration shown above includes (24) redundant SIP trunks. Customer may choose to install fewer redundant SIP trunks which will reduce the number of SV9100 Resource Licenses and SV9100 SIP Trunks licenses which will result in a lower cost per the unit costs shown above.
- Proposal does not include a Session Border Controller (SBC) for SIP trunks, which should be provided by Carrier.

### Optional Software to Provide Additional Programmable Functions

Qty	Description of Equipment/Software/Work	Unit Cost	Subtotal
	DT820 Ext. LK 16 <ul style="list-style-type: none"> <li>• Equips the 8 programmable keys with the ability to "shift" to a second level of programmable functions, which provides a total of (16) programmable functions.</li> </ul>	\$19.50	
	DT820 Ext. LK 32 <ul style="list-style-type: none"> <li>• Equips the 8 programmable keys with the ability to "shift" to four levels of programmable functions, which provides a total of (32) programmable functions.</li> </ul>	46.81	
<b>Total</b>			

#### Assumptions and Exclusions, & Additional Notes

- Price shown in the chart above includes NEC Promotional discounts and credits which expire on 5-31-18 and are valid if options are included on the original package purchased from NEC.

### Options to Deploy Unified Communications for Additional Users

Qty	Description of Equipment/Software/Work	Unit Cost	Subtotal
	NEC SV9100 Unified Communications Premium User Upgrade (usually deployed for attendant positions or system administrators) Note: (4) Premium User Upgrades are included in the base proposal submitted for the sale price of \$38,347.81.	114.54	
	NEC SV9100 Unified Communications Advanced User Upgrade. (Required for users that will use Unified Communications)	28.37	
	Install Unified Communications Application on user's computer and provide one year warranty/support.	80.00	
	<b>Total</b>		

**Assumptions and Exclusions, & Additional Notes**

- Price shown in the chart above includes NEC Promotional discounts and credits which expire on 5-31-18 and are valid if options are included on the original package purchased from NEC.

Initial \_\_\_\_\_





## ServiceMark Telecom

### Table of Contents City of Mission Kansas 2-23-18

CONFIDENTIALITY NOTICE: The contents of this proposal book contains confidential and proprietary information including planning and implementation processes that are unique to ServiceMark. The information is intended only for the use by the individual or entity named above. Any disclosure, copying, or distribution of the contents of this proposal without written permission from ServiceMark Communications, Inc. is strictly prohibited.

Tab	Description
1	Cover Letter (Response to 4.4.1)
2	ServiceMark Telecom's Experience and Qualifications (Response to 4.4.2)
3	Project Team Organization (Response to 4.4.3)
4	References (Response to 4.4.4)
5	Project Approach (Response to 4.4.5)
6	Appendix D—Response to Vendor Questionnaire (Response to 4.4.6)
7	Appendix E—Response to Functionality Checklist (Response to 4.4.7)
8	Appendix F—Response to Pricing Matrix
9	Appendix G—Acknowledgement of Addenda
10	Brochures, Specifications, Description Sheets <ul style="list-style-type: none"><li>• NEC SV9100 Communications Server "Data Sheet"</li><li>• NEC DT820 IP Desktop Telephones Brochure<ul style="list-style-type: none"><li>○ Reflects the proposed VoIP phones with programmable keys that don't require a paper label.</li></ul></li><li>• NEC Multiline Client (MLC) Mobile Brochure<ul style="list-style-type: none"><li>○ Full featured telephone extension that works as an application on mobile devices</li></ul></li><li>• Univerge SV9100 Unified Communications (UC) Brochure</li><li>• NEC Meeting Center (Conference Bridge) Brochure/Specifications</li><li>• Polycom SoundStation IP 5000 IP Conference Phone</li></ul>
11	NEC Technical Certifications of ServiceMark Technicians



## ServiceMark Telecom

February 23, 2018

Brian Scott, Assistant City Administrator/Finance Director  
City of Mission Kansas  
6090 Woodson Street  
Mission, KS 66202

Dear Mr. Scott,

Thank you! We appreciate the opportunity, and appreciate the format of this RFP, as it challenges us to present our company and qualifications effectively within the confines of page limits.

The contact person for all communication pertaining to this proposal will be Bruce Gibbs, President of ServiceMark Telecom, 4243 NE Port Drive, Lee's Summit, MO 64064. Phone number: 816-875-1880. Email address: [bgibbs@servicemark.net](mailto:bgibbs@servicemark.net).

This RFP has been prepared in a way that the scope of services and overall ability and qualifications to successfully fulfill the scope of services is easily understood by ServiceMark. If there are points that may require additional conversation they have been noted on our response.

Project management and training were heavily emphasized in the RFP. Hopefully, our response to the Vendor Questionnaire which includes descriptions of processes, documents, and training videos provides an adequate response to give brief insight to project management and training processes that are very unique to ServiceMark. We ask that you please review the sample of three training videos included in the electronic flash drives included with each proposal book. Our recently produced training video series will complement the in-person training that we will provide that is consistent with the RFP requirements. ServiceMark's training video series which includes the majority of the in-person training will provide the most effective way for current, as well as future City employees to learn and utilize the capabilities of the new telephone system that are relevant to their job duties.

Hopefully the following story will also provide more insight to our qualifications related to project management and training. A few years ago, Wayne Jones from NEC nominated ServiceMark for an NEC Leadership Award that is awarded to only 10 NEC Associates, selected from NEC Associates throughout Canada, the United States, Mexico, and Central and South America. Wayne Jones called me and stated that he had been with NEC for 25 years, and that no company plans and prepares like ServiceMark (referring to how we plan, prepare, and provide training for our customers). Wayne then shared the news that ServiceMark won the NEC Leadership Award. Being recognized by NEC as one of the few select NEC Associates to ever receive the leadership award was a great honor. Wayne's comment which spoke directly to how ServiceMark plans, prepares, provides project management, and training for our customers meant even more than the leadership award, because it spoke directly to what our company has strived to achieve since our company was founded over 23 years ago.

In addition to The City's careful consideration to our response to this RFP, we sincerely hope that our response is adequate for The City to select ServiceMark as a finalist to make an in-person presentation. The documents described in our response to this RFP that demonstrate ServiceMark's project management and training processes are best understood by reviewing during an in-person meeting case studies of documents of projects of similar size and scope. We hope by our response that we have earned the opportunity to have an in-person meeting with the City.

After carefully reviewing and responding to this RFP, ServiceMark feels that we meet the qualifications for The City to award a contract to ServiceMark. Any minor points of non-compliance have been clearly noted. We hope to meet you and your team tasked with evaluating these RFPs soon!

Sincerely,

Bruce Gibbs, President  
ServiceMark Telecom





## ServiceMark Telecom

### ServiceMark Telecom's Experience and Qualifications

ServiceMark Telecom was founded in 1995 by Larry Stewart, who was an example of generosity locally and nationally. Larry Stewart was influenced in a positive way by the culture of Kansas City, a giving, charitable community that on average gives 50% more per household to charity than the national average. For years Larry Stewart was Kansas City's Secret Santa, giving \$100 bills to people in need at Christmastime. Larry Stewart nurtured a culture within ServiceMark of giving back to our community, providing a great place to work, and to give generously of our time and efforts in serving our customers.

### ServiceMark's NEC Certifications, Awards, and Relationship with NEC

ServiceMark has been an NEC Dealer/Associate since 1995. Throughout our company's history, there were times we considered other manufacturers to evaluate "what's out there" outside the NEC world. In practice we have been loyal to NEC for over 23 years, and contractually we have been an Exclusive NEC Associate for many years. We have no interest in selling, servicing, and supporting many brands. We are committed to be the best at installing and servicing the NEC brand, as opposed to spreading ourselves too thin by attempting to service multiple brands. Please note the depth of NEC technical certifications by our technical staff which are provided under Tab 11 in this proposal book. In addition to these technical certifications, ServiceMark has been recognized by NEC in the following ways:

- Recognized as the number one NEC telephone system provider in the Kansas City region.
- ServiceMark is the only "Double Diamond" NEC Associate in Greater Kansas City, which is a result of total annual sales, and ServiceMark's commitment to ongoing technical training and certifications as documented under Tab 11.
- Recently ServiceMark Telecom received an International NEC Sales, Marketing and Leadership Award! The awards were created by NEC to recognize outstanding performance in several categories (Community Service, Marketing Innovation and Effectiveness, and Increase in NEC Market Share). ServiceMark was one of 10 winners named annually out of an international group of NEC dealers covering the United States, Canada, and Latin America.

ServiceMark's founder Larry Stewart embraced change, and he created a culture at ServiceMark to embrace change that was relevant to our customers, and relevant to ServiceMark's core business. At ServiceMark, we are not advocates of technology for technology sake. We embrace technology that is relevant, that can be deployed in a meaningful way for our customers. In 2003, it became evident that the Telecom and Computers/Information Technology would no longer be separate, and that these two worlds would converge. In 2003, Larry had a fear of ServiceMark being left behind, and there was a sense of urgency that ServiceMark employ people with IT backgrounds to prepare for the convergence of what is known as computer/telephony today. This led ServiceMark to hire Ryan Maxwell and Pat Stone well over 10 years ago. Pat and Ryan came to ServiceMark with extensive IT backgrounds, and both are employed with ServiceMark today. This led to ServiceMark employing additional people with computer backgrounds, and to cross train our entire technical staff regarding what is relevant to the convergence of the NEC brand of telephone systems to computers and data networks.



A short list of core competencies (above and beyond the lengthy list of NEC certifications already mentioned) include an understanding, and ability to deploy the following:

- Data switches including the configuration of Quality of Service and VLANS
- Firewalls
- Routers
- Wireless Access Points
- Wireless bridges that connect multiple buildings when we can achieve line of site
- MPLS Networks for multi-location customers
- Determine when we don't need MPLS networks for multi-location customers and still achieve remarkable reliability at a lower price point per month

November 2017, Bruce Gibbs, president of ServiceMark Telecom was one of two NEC Associates asked to make a presentation at NEC's Corporate Headquarters in Dallas, to 16 visitors from Japan about how we have dealt with changes in technology in the United States in recent years. It was an honor to be selected, and it also speaks volumes about the relationship and partnership between ServiceMark Telecom, a local company that primarily serves Greater Kansas City, to NEC, a global company that has been in business for over 100 years, with revenues that exceed \$30 billion. A partial list of discussion topics that Bruce presented to the visitors from Japan, which illustrates ServiceMark's culture of embracing change is as follows:

- Embracing the newest NEC SV9100 platform, right out of the starting gate when it was first introduced toward the end of 2014.
- Deploying Unified Communications (a desktop application) on a regular basis, for business of all sizes, and seeing UC as a game changer, especially for businesses spread out in multiple buildings. UC makes people feel like they are under the same roof, as if they are working in closer proximity to one another.
- Becoming certified on NEC Univerge 3C, an enterprise level platform. ServiceMark's largest customer has 70+ locations. Univerge 3C is a single, Unified Communications platform that is in the process of being deployed to this customer's 70+ locations.
- Embracing NEC Univerge Blue Cloud where it fits. (As I stated during the pre-submittal meeting, we agree that the phone system for the City of Mission, KS clearly belongs in the customer's premises, not in the cloud.) During my presentation in NEC's corporate office, I reported that we continue to make a strong case for most of our customers to invest in an on premises phone system, as opposed to a cloud solution. I then turned to NEC's top management, and said we're going to be selling NEC phone systems for a long time. Keep making them!

The strength of ServiceMark and our ability to serve the City of Mission KS well, is only as strong as NEC, and our relationship with NEC. Recently Bruce Gibbs, president of ServiceMark Telecom was interviewed by NEC, and the interview was broadcasted nationally. Bruce recalled during the interview an example of how ServiceMark and NEC worked together to overcome a problem. Bruce made a strong endorsement of NEC by saying "NEC has now become one of my most admired companies, based on personal experiences, as well as a fair amount of study of admirable corporations that I've done over the years." To view a video presentation of this story on line, please visit our website and follow the following path:

- Go to ServiceMark's website at [www.servicemark.net](http://www.servicemark.net)
- At the top of ServiceMark's home page, click ABOUT.
- Click NEC A MOST ADMIRABLE COMPANY.





## ServiceMark Telecom

### Response to 4.4.3: Project Team Organization

In response to section 4.4.3 regarding the project team and organization, this response will describe the key members of the project team, their roles, and a brief explanation to understand the flow of project management and implementation.

Bruce Gibbs, President of ServiceMark Telecom

- As stated in our cover letter, Bruce will be the contact person for all communication pertaining to the RFP.

Preparation of the RFP has also been team effort, and it is our hope that ServiceMark will have an opportunity to meet with The City's selection committee. During this in person meeting, The City's selection committee will have the opportunity to meet a portion of the project team which will likely include the following people:

- Bruce Gibbs, President
- Shelby Doumitt, Project Manager
- Ryan Maxwell, Sales Engineer
- Jenny Schroeder, Trainer (who is also the presenter in ServiceMark's new end user training video series)

If ServiceMark Telecom is the vendor of choice, Shelby Doumitt is introduced into the project as follows:

- Bruce Gibbs will complete a "Transition to Project Management" document. The purpose of the form is to communicate to the project team what has been communicated with the customer, above and beyond what's written in the RFP.
- Shelby Doumitt will review the RFP, and the "Transition to Project Management" document.
- Bruce Gibbs will introduce Shelby to the project via an In-Person Meeting or a GoTo Meeting. Ryan Maxwell will likely be a part of this introductory meeting.

Shelby Doumitt will be responsible for the completion of an "Installation Worksheet" and "Extension List" as described in our response to section 4.4.6-Vendor Questionnaire. These documents will be completed with the input of The City of Mission KS via a series of In-Person and GoTo meetings. The Installation Worksheet becomes a work in progress and is Shelby's "research paper like she wrote in college". Key stakeholders with The City will become very familiar with this document. The purposes of this Installation Worksheet document are as follows:

- The Installation Worksheet becomes the blueprint of the project.
- Shelby and The City have an in depth understanding of expectations, including programming, call routing, key programming, and scripting of automated attendant/voice mail prompts, along with other details which can be shared later.

- The document enables ServiceMark's technical team to clearly understand the expectations, and enable the system to be assembled, programmed, and tested in ServiceMark's facility.
- The document enables Jenny Schroder to prepare customized end-user training guides, and a system administrator packet that is consistent with the Installation Worksheet Document.

Marty Granaman will be responsible for assembling, programming, and testing the telephone system in ServiceMark's facility. Marty will also be responsible for managing and directing technicians in the installation of the system at The City's facilities.

Jenny Schroeder will be responsible for training which will include the following:

- Customizing end-user and system administrator training guides that are consistent with the Installation Worksheet
- Conducting end user training
- Conducting system administrator training
- Providing direction to The City regarding which videos are relevant to which employees based on their job duties as they relate the use of the telephone system.

Ryan Maxwell will be responsible to work in cooperation with Johnson County DTI to ensure that the current network design will be able to support voice. As stated in the RFP that "the City believes that its network is voice ready". We are confident that collaboration between Ryan Maxwell, others at ServiceMark, Johnson County DTI, and The City can take place to ensure that all stakeholders in the project are confident that the current data network is voice ready.

The physical installation will be completed by a team of ServiceMark NEC certified technicians.





## ServiceMark Telecom

### Response to 4.4.4: References

#### Blue Ridge Bank

- Date of Initial Installation: May, 2013
- Scope of Services:
  - Installed NEC SV8100 Telephone System to (10) Blue Ridge Bank Locations.
  - Connectivity between branch locations utilizes an MPLS network through Windstream.
  - Deployed Call Center complete with Unified Communications/PC Attendant Applications for Call Center Agents
  - Telephones include both digital and VoIP phones.
- Initial purchase price: \$87,745.09
- Contact: Jeff Scassellati. 816-554-6090.

#### Osage City School District

- Date of Initial Installation: June, 2017
- Scope of Services:
  - Installed NEC SV9100 Telephone System throughout the entire school district.
  - Installed approximately (113) NEC VoIP telephones that are self-labeling and do not require paper labels (as proposed for the City of Mission KS)
  - Connectivity of some buildings includes wireless bridges.
- Initial purchase price: \$47,849.96
- Contact: Andy Lohmeyer. 785-528-3175

#### Cass County Courthouse

- Date of Initial Installation: January, 2015
- Scope of Services:
  - Installed NEC SV9100 Telephone System equipped with approximately 33 VoIP phones for the Cass County Courthouse
- Initial purchase price: \$20,040.52
- Contact: Mark Wise. 816-803-0314.

#### City of Sugar Creek

- Date of Initial Installation: February, 2016
- Scope of Services:
  - Installed SV9100 Telephone System that serves (3) primary city buildings that are connected via private fiber.
  - Approximately (48) telephones are VoIP phones.
- Initial purchase price: \$26,965.43
- Contact: Marilyn Evans. 816-252-4400.

#### Blue Springs School District

- Date of Initial Installation: 2014
- Scope of Services:
  - Installed approximately (26) NEC SV8100 Chassis in (26) buildings that are networked via VoIP technology, and share common SIP trunks.
  - Configuration includes local survivability for each building.
  - Approximately 95% of telephones are VoIP phones.
- Initial purchase price: Exceeded \$600,000.00
- Contact: Kirk Sampson. 816-874-3204.





## ServiceMark Telecom

**Response to 4.4.5: Project Approach  
Quote 10059-174657 Prepared For  
City of Mission Kansas  
02-22-18**

**NEC America SV9100E IP Communication Server complete with (1) 19" 6-Blade Chassis with Power Supply equipped for:**

<b>Qty</b>	<b>Description of equipment in Chassis</b>
6	<b>Universal Blade Slots</b> <ul style="list-style-type: none"><li>(1) Slot is in use for this configuration. Therefore, there are (5) vacant slots available for future expansion.</li><li>Additional blade slots are available by adding an additional SV9100 chassis.</li></ul>
1	<b>CCPU Main Processor Blade.</b> Contains: <ul style="list-style-type: none"><li>USB connector for updating system software, storing system databases, licensing</li><li>Gigabit Ethernet connector which provides web based programming and other computer/telephony applications</li><li>8-conductor mod jack for relay contacts for music source/external paging</li><li>DIM connector for diagnostics</li><li>Sub-mini audio input/output jacks for music inputs and or external paging output</li><li>Sony CR2032 battery</li></ul>
114	<b>SV9100E Resource Licenses</b> <ul style="list-style-type: none"><li>Trunks, telephone stations, mobile extension users, and other items that terminate to the telephone system require resource licenses.</li><li>There are (10) resource licenses allocated to support (10) mobile extension users.</li><li>The proposed SV9100E CPU can be expanded to 1296 Resource Licenses</li></ul>
24	<b>SIP Trunks</b> <ul style="list-style-type: none"><li>Provides the ability to interface with IP Trunks with Direct Inward Dialing (DID).</li><li>System configuration includes software to accommodate (24) talk Channels</li></ul>
80	<b>Dterm Software Licenses</b> <ul style="list-style-type: none"><li>One required for each NEC telephone (endpoints)</li></ul>
1	<b>Unified Communications Server Blade</b> <ul style="list-style-type: none"><li>Required for Unified Communications Desktop Applications proposed for attendant positions. UC can be added for additional users easily and economically.</li></ul>
1	<b>NEC America InMail Voice Mail System with Automated Attendant</b> complete with: <ul style="list-style-type: none"><li>(16) Ports. Provides (16) of the following functions concurrently:<ul style="list-style-type: none"><li>Callers listening to an automated attendant greeting</li><li>Callers leaving a voice mail message</li><li>Users listening to a voice mail message through a phone device</li></ul></li><li>(125) Hours of Voice Storage</li><li>(80) Subscriber Mailboxes equipped with voice mail to email</li></ul>
1	<b>Eaton UPS 1500 Uninterrupted Power Supply</b> <ul style="list-style-type: none"><li>Provides protection to phone system from power surges and provides uninterrupted power to the telephone system in the event of a power failure.</li></ul>

**Sale Price After NEC Promotions/Discounts**

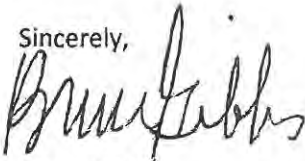
**\$38,347.81**

**Assumptions and Exclusions, & Additional Notes**

- Proposal does not include sales tax.
- Proposal includes NEC Promotions which expire on 5-31-18.
- Proposal is dependent upon a LAN infrastructure that supports Power over Ethernet (PoE), and Quality of Service (QoS). PoE/QoS data switches are not included in this proposal.
- MLC Client software that run on smart phones or tablets are included in this proposal. The physical tablets or smart phone devices are not included in this proposal. For a successful deployment of the MLC clients, the wireless network at City of Mission Kansas needs to have the ability to have seamless wireless handoff and good coverage throughout the office. This type of network is not included in this proposal.
- If MLC Clients are deployed outside of the LAN of City of Mission Kansas they will operate across the public internet and or 4G networks. Servicemark cannot guarantee the voice quality of this type of connection. We recommend the MLC Client use a VPN tunnel from the device to the LAN of City of Mission Kansas. This can be accomplished with an SSL VPN client that works with The City's firewall. The firewall at City of Mission Kansas needs to have SIP ALG turned off. ServiceMark will work with City of Mission Kansas to configure and deploy the MLC Clients.
- Proposal does not include additional wiring. Proposal includes installation to existing cables and jacks, or cables and jacks provided by others or provided by ServiceMark on an additional proposal.
  - This proposal assumes that the telephone system common equipment unit is located at the same location as the telephone company D-Marc and does not include a D-Marc extension. If the D-Marc needs to be extended, additional charges for labor and material will be required.
- Data rack, patch panels, or patch cables that run from Patch panel to switch are not included in this proposal.
- 10ft Patch cords that run from jack on wall to IP phone are included in this proposal
- Labor is included to deploy Unified Communications (UC) client software on (4) receptionist workstations. Although this proposal includes 80 standard user licenses, deployment of Unified Communications using a standard user is not included and not recommended. If the City of Mission Kansas would like to deploy Unified Communications for all staff a one time "Advanced User" upgrade license is required for each additional user. Cost for Advanced User License is \$28.37 which reflects the NEC Promotions/Discounts that are valid until 5-31-18. (Labor is not included.)

Thank you. We appreciate your careful consideration of ServiceMark as your communications company. We sincerely hope we may serve you and have the opportunity to **outperform the promise.**

Sincerely,



Bruce Gibbs  
ServiceMark Telecom



## Appendix D – Vendor Questionnaire

Answers to each of the following questions should be included in the Respondent proposal in the format as presented. Questions not answered may constitute an incomplete proposal and subject to rejection. In addition to written proposals, the City may interview one or multiple vendors prior to entering into negotiations with a vendor to perform the work.

ServiceMark's response is written in green.

### **PURPOSE OF THE RFP**

**Single Point of Responsibility / Accountability:** The City's expectation is to have a single point of contact (i.e. a single point of authority and a single point contracting entity for this project). This is of a critical nature for this RFP; a contract will NOT be awarded to a vendor who does not have this single point of accountability. Indicate your understanding and compliance with this requirement.

#### **ServiceMark's Response:**

- We understand and will comply with this requirement.
  - ServiceMark Telecom will be the single point contracting entity for this project.
  - Shelby Doumitt (ServiceMark employee) will be assigned as the project manager for this project.
  - Key members of the implementation team, whom all are employees of ServiceMark) are as follows:
    - Shelby Doumitt, Project Manager
    - Marty Granaman, Manager of Technical Services
    - Ryan Maxwell, Sales Engineer, Certified Technician
    - Jenny Schroeder, Trainer, Certified Technician
    - Steve Braby, Certified Senior Technician
    - Pat Stone, Network Administrator/CTI Specialist/Certified Technician

### **GENERAL VoIP PHONE SYSTEM REQUIREMENTS**

**Uniform Communication System:** Indicate that the proposed system is a single, uniform communication system providing telephone, voicemail, and unified messaging for all of the City's primary facilities.

#### **ServiceMark's Response:**

- Comply. The proposed NEC SV9100E Communications Server is a single, uniform communications system providing telephone, voicemail, and unified messages for all of the City's primary facilities.

**Expansion Capability:** Indicate the extent to which the proposed system can be expanded to meet the future needs of the City.

**ServiceMark's Response:**

- The expansion capacity of the proposed NEC SV9100E is as follows:
  - Total port capacity: 1296. Stations/Extensions, and Trunks utilize ports.
    - The system has a capacity 896 Stations/Extensions which includes NEC IP Stations, Third Party SIP Extensions, Digital Extensions, or Analog Extensions.
      - All 896 stations/extensions may include NEC IP Stations or Third Party SIP Extensions..
      - Up to 368 extensions may include digital stations and/or analog extensions.
    - The system has a capacity of 400 SIP Trunks.

**GENERAL FEATURES OF A VOIP PHONE SYSTEM**

**General Features of VoIP Phone System:** Indicate the proposed system's ability to provide the features that the City is seeking in a system by completing Appendix E – Functionality Checklist.

**System Configuration:** Indicate if the user self-configuration and Administrator configuration are accessible from throughout the City's network, including both inside and outside the Police Department firewall.

**ServiceMark's Response:**

- Comply.
- The SV9100E provides a Web User interface for full administration with administrative permissions and end user access for each extension to configure their personal extension. This can easily be accessed from the internal LAN network of the City's network. For External access we recommend a VPN connection to provide secure access to the phone system and the City's internal network. The interface is Web based so it's possible to gain access remotely to the web interface via port forwarding on the City's firewall, but security discussions need to take place before we recommend this type of access.



**E911:** Indicate whether the system can be programmed to provide E911 location information to the Public Service Answering Point (PSAP) with data no less specific than identifying the correct building; comply with any additional state and federal requirements for E911 location specificity.

**ServiceMark's Response:**

- Comply.
- The NEC SV9100 IP communication server supports E911. When an extension dials 911 the system can notify pre-defined extensions. That notification provides an audible alert and displays the extension number and name of person that dialed 911.
- Communication Analyst application with ESN license can provide a more enhanced 911 notifications system. If 911 is dialed the same alerts above apply, but software can also send out notifications via email.
  - When an extension dials 911 the PSAP will receive the caller ID of the extension. The caller ID is matched to a building address that would be pre-defined with the carrier during project planning.

**Fax and Analog Devices:** The City has a number of multifunction devices that are used for analog fax. The City is also considering other changes to fax handling, including private fax inboxes for certain sensitive users, such as Human Resources personnel. Indicate how the system will interact with existing fax devices. Indicate if the system, as proposed, provides any additional fax features. Indicate how the vendor may help address these needs in the future.

**ServiceMark's Response:**

- Three options can be considered for analog fax connections:
  - Option 1: Analog fax numbers are DID's that ring to SIP trunks, which interface with the NEC SV9100E telephone system, and fax machines interface with telephone system analog extensions.
    - This option could be considered and tested at the host site. However, there is concern of the reliability of fax transmissions when converting VoIP technology via SIP trunks to analog extensions.
    - This option should not be considered at remote sites.
  - Option 2: Recommend that analog devices interface with "VoIP/Analog" lines. In other words, the carrier is responsible for the conversion of VoIP to analog over T1 circuit(s) or a fiber connection.
    - With this option, fax machines would not interface with the proposed telephone system.
  - Option 3: Have the phone carrier provide an "analog copper line from the street".
- Regarding private fax inboxes for certain sensitive users:
  - During the mandatory pre-submittal meeting on January 29, 2018, it was mentioned that approximately 5 users may utilize fax to inboxes. Therefore, we recommend either efax or Ring Central to accommodate these users.
- Whether fax transmissions are facilitated through the proposed telephone system, or are separate from the telephone system, ServiceMark agrees to document the plan for fax devices on ServiceMark's "Installation Worksheet" document (which is the name of the project planning document) and assist the customer with implementation.

**Mobility:** The City desires for the new system to offer a high level of mobility features to management and mobile staff. These features may also be extended to the City's patrol officers. Indicate what features the proposed system provides to support mobile users (e.g. twinning, smartphone applications, etc.)? Indicate additional costs, if any, that the City would incur per user.

**ServiceMark's Response:**

- "NEC Mobile Extension" (or "Twinning" as commonly described in the industry)
  - Capabilities:
    - Desk phone and mobile phone ring simultaneously.
    - If call is answered from the mobile phone, user can transfer the caller to another extension.
    - If call is not answered, caller can be answered by the user's voice mail that resides in the NEC SV9100 telephone system.
    - Outbound calls can be placed from a mobile phone and display The City's phone number.
  - Requirements and Cost:
    - Mobile extension requires a "resource license" which utilizes a station port of the telephone system at a onetime cost of \$7.00.
- MLC Client
  - Capabilities:
    - Full featured application that resides on a smart phone or tablet.
    - Duplicates the button functionality of a VoIP Desk phone.
  - Requirements
    - MLC Clients can run on IOS and Android smart phones or tablets. For a successful deployment of the MLC clients inside the City's network the Wireless network needs to have the ability to have seamless wireless handoff and good coverage throughout the city.
    - If MLC Clients are deployed outside of the City's internal network, MLC Clients will be operating across the public internet and or 4G networks. Servicemark cannot guarantee the voice quality of this type of connection. The MLC Client can connect via NAT firewall, but we recommend a VPN tunnel from the device to the LAN for security reasons. This can be accomplished with SSL VPN client that works with your firewall. Depending on the amount of remote MLC clients needed a session boarder controller to terminate the SIP softphone MLC connections is worth considering. An SBC (Session Boarder Controller) provides better security for remote SIP connections than port forwarding on a firewall.
  - Cost
    - MLC softphone license = \$52.40 (Requires standard user license and Resource license)
      - Standard user license = \$44.28
      - Resource license = \$7.00
    - Total cost per MLC Softphone extension = \$103.68



## NETWORK ASSESSMENT

**Network Assessment:** Indicate that the respondent understands that the Network Assessment is required and will comply. Describe the methodology that is being proposed for conducting a full network assessment.

### ServiceMark's Response:

- As stated in Section 3.1 of this RFP, ServiceMark will agree to work with the Johnson County Department of Technology and Innovation (DTI) to assess the current network and make recommendations to ensure that the current network is voice ready.
- Please review our response to section 4.4.2 regarding ServiceMark's Experience and Qualifications to gain further insight regarding our ability and expertise related to designing, deploying, and supporting VoIP.
- Please consider our references, which all required a close working relationship with an outside IT Department or vendor.

### Network Assessment

The City of Mission understands, and expects, that the Respondent will need to conduct a full network assessment to determine the viability of integrating and installing the new voice system onto the existing data network. The needs and expectations of a converged network do place different requirements on the network in terms of quality of service, packet prioritization, cable quality, termination specifications, etc. In addition, the City is in the process of securing an IP based video surveillance system, which will operate across the network as well. Although the City believes that its network is "voice ready," the Respondent must perform a full network assessment to verify such and determine, if any, network updates or quality mitigation process that must be achieved in order to support the new converged voice/data system. Respondent will provide all results of the assessments including necessary network maps, specification thresholds, specific problem areas, and the recommended solution and cost for each.

**System Design and Installation:** The Vendor must provide a complete system design showing the integration of the voice network into the data network. Further, the Respondent must provide a methodology for assuring voice quality through the system. Indicate the Respondent's understanding and compliance with this requirement.

**ServiceMark's Response:**

- ServiceMark understands and will comply with this requirement.

**Work in Conjunction with Johnson County DTI:** The successful Respondent will need to work in cooperation with the City's network administrator Johnson County DTI. Indicate the Respondent's understanding and compliance with this requirement.

**ServiceMark's Response:**

- ServiceMark understands and will comply with this requirement.

## **TECHNICAL REQUIREMENTS**

**System Design:** Indicate the process that will be undertaken to complete the system design to integrate voice into the data network.

**ServiceMark's Response:**

- Discussions with Johnson County DTI need to take place to determine current network design and discuss if changes are needed to support voice. We recommend that all voice traffic resides on a voice VLAN with the highest priority over all other traffic. Access between the voice VLAN and data VLAN is required to support Unified Communications deployment. We will discuss with Johnson County DTI how best to accomplish this goal. We would prefer and request a layer 3 switch to provide the routing between the VLAN's.

**Voice Quality Assurance:** Indicate the methodology that will be deployed to ensure voice quality through the system.

**ServiceMark's Response:**

- We require the voice be on a voice VLAN throughout the City's network. The voice VLAN will have priority over other data traffic on the network. We also can prioritize packets based on DSCP and IP precedence tagging. Discussions with Johnson County DTI will need to take place to determine configuration.



**Equipment Specifications:** Indicate what equipment, if any, that the City will need to provide and/or upgrade to meet the specifications of the system. Indicate the possible cost of such equipment. Understood that this may not be finalized until Respondent is selected and contract awarded.

**ServiceMark's Response:**

- Switches:
  - All network equipment will need to support Gigabit networking, VLAN, Quality of Service (QoS), and Power over Ethernet (POE). Some of the switches should provide layer 3 routing.
- Router/Firewall
  - Depending on remote workers final configuration, updates to the current router/firewall may be required.

**CABLING REQUIREMENTS**

**Cabling:** Indicate the respondent's understanding that it will need to work with the selected cable vendor (if not the respondent) to ensure that appropriate cable is installed and meets the specifications of the system design.

**ServiceMark's Response:**

- ServiceMark understands and will comply with this requirement.

**Cable Testing:** Indicate the respondent's understanding that it may have to test and verify that the proposed system will function within all required parameters on the City Hall/Police Department existing cable, if the City decides not to upgrade the cable at this time.

**ServiceMark's Response:**

- ServiceMark understands and will comply with this requirement.

**REDUNDANCY/FAILOVER**

Indicate that the Respondent will warrant that, in the event of a power outage, the installed combination of Respondent and City equipment will provide at least two-hours of uninterrupted phone operation time, except at the Mission Family Aquatic Center. Identify any additional equipment that may be necessary for the City to provide in order to guarantee the minimum two hour time.

**ServiceMark's Response:**

- The proposed NEC SV9100 IP Communications Server as configured for this RFP requires a 1500 Watt UPS to comply with the minimum two-hour time as requested. A 1500 Watt UPS is included in our proposal.

## DOCUMENTATION

Indicate documentation will be provided at the completion of project. In particular, provide the type and number of documents (i.e. manuals, training material, diagrams, etc.) that will be provided.

### ServiceMark's Response:

- ServiceMark's planning, implementation and training processes has been recognized by NEC as one of the best nationwide and is best illustrated by the following documents which are customized especially for The City of Mission KS.
  - Installation Worksheet
    - This document is the "blueprint" of the project and provides the installation and programming details. The document is written in a manner that is understood by key stakeholders with The City, ServiceMark's technical team that will program and install the system, and by ServiceMark's team responsible for creating customized end user and system administrator documentation. This document will include (but is not necessarily limited) to the following:
      - Technical Pages which include system software version, IP addresses, Subnet Mask, Default Gateway, UC Server information, and SIP Trunk information.
      - Key Questions related to the phone system, voice mail, and Unified Communications
      - Notable items including summary statements related to call flow, and other unique aspects of the project.
      - CO Line/Trunk Configuration from Carrier, along with special instructions to be passed on to the carrier
      - Detailed pages related to automated attendant greetings, and call routing.
      - Key sheets that outline how programmable keys are to be programmed.
  - Extension List
    - This excel spreadsheet includes (but is not necessarily limited) to the following:
      - User's Name
      - Name as it should appear in the telephone display
      - Building location
      - Extension Number
      - Extension Type
      - DID Number
      - Voice Mailbox information, and user's email address for voice mail to email.
      - Cell phone number for mobile extension users (or user's that wish to "twin" their extension)
      - Details related to Unified Communications.
      - Special notes related to each extension.
  - Printed End User Training Guides Customized Especially for The City of Mission KS
    - Training Guides for desk phones, and if applicable Web Unified Communications
    - Voice Mail Instructions
    - If applicable, an abbreviated basics training guide for employees who are not phone intensive in their job duties.



- A one page guide for Mobile Extension Users (or users who wish to “twin” their extension.
  - Extension lists which generally include first and last name, building, extension number, and Direct Dial number
- System Administrator Packet customized especially for The City of Mission, KS
  - Includes documentation of all auto attendant greetings and some mailbox greetings, including scripting, how to re-record or change recordings, and how to turn on/off override greetings for holidays, inclement weather, or special circumstances.
  - Includes WebPro Instructions with easy to follow instructions and screen shots of what the user should expect to see on a computer screen
  - Unified Communications System Administration
- End User Training Videos!
  - ServiceMark Trainer Jenny Halterman and ServiceMark’s website development team has recently produced a series of over 20 training videos. The training videos duplicate approximately 80% of how ServiceMark conducts in person end user training, and demonstrates a commitment to training that has been a work in progress for over 23 years. In person training has been, and will always be a challenge for two key reasons. First, it’s difficult to get ALL employees to the training. Second, no matter how good the training documentation, and no matter how informative and entertaining the trainer, employees simply cannot retain an abundance of information presented during a session that can easily last at least an hour and a half. ServiceMark’s training videos provide the best opportunity for current as well as future employees to be effectively trained on the items that pertain to them related to the telephone system.
  - Please note that the RFP in electronic format includes a sampling of 3 training videos which are as follows:
    - **Welcome:** This video introduces the end user to the trainer and gives them an idea of what they will be learning. We also like to take a moment and thank each customer for the opportunity to be their phone vendor.
    - **Holding, Parking, Transferring Calls:** This video will give you an exciting look into the heart of some of our training videos. We approach the topic of how to hold, park and transfer calls. While this may be easy for some this can feel intimidating to others. With a video like this one we hope to give the end user confidence to see how simple tasks like this can be on the SV9100 Phone System.
    - **Unified Communications (UC) Suite Training:** This video is designed to give you an in-depth overview of the Unified Communications Suite. Unified Communications is a computer application that allows you to handle calls from your computer with the click of a button. You can click to answer calls, transfer calls, or even make calls with this wonderful application. Unified Communications is designed to make call handling even easier for the End User. The entire video series addresses the following topics:

## PROJECT MANAGEMENT

Indicate that the responder will provide a project manager for the duration of the project. Provide the name and brief description of the experience and qualifications that proposed project manager has.

### ServiceMark's Response:

- ServiceMark will provide a project manager for the duration of the project.
- Shelby Doumitt will be assigned as the project manager. Shelby has been employed with ServiceMark for over 7 years. As mentioned in our response under DOCUMENTATION, ServiceMark's planning, implementation and training processes has been recognized by NEC as one of the best nationwide, and Shelby is the leader of this process.

## TRANSITION PLAN

Installation schedule and cutover: All of the City's buildings are active facilities throughout the week, including after typical business hours. Disruptions to telephone services and data networks directly impact the City's operations. While the City anticipates that some disruptions will be unavoidable, particularly as a result of recabling, these should be kept to a minimum. Please describe your proposed installation schedule, and the steps that will be taken to reduce phone and data disruptions. Vendors that will commit staff to after-hours work are highly preferred.

### ServiceMark's Response:

- Minimizing disruptions are a result in large part of effective project planning. I can't emphasize effectively in this brief written statement the great work led by Shelby Doumitt, and the great documentation already described under the section documentation, which has been recognized by so many at NEC as one of the best, if not the best planning process in the country. Our hope is that our response allows us to earn the opportunity for The City to meet our team, and view "Case Studies" of similar sized projects.
- Effective project planning allows us to build, program, and test the telephone system in ServiceMark's facility prior to delivery and installation.
- The logistics of installing and testing the system on the customer's data network, activating key telephones before going live, and the logistics of moving SIP trunks from the current Avaya system to the new NEC SV9100 system will be discussed and documented on the "Installation Worksheet" for key stakeholders to view, edit, and approve prior to implementation.
- ServiceMark will commit staff to go live, and complete work as needed during after hours.



## TRAINING

Indicate your comprehensive training plan for training the City's employees on the use of the new system.

### ServiceMark's Response:

- ServiceMark's comprehensive training plan starts with overall project planning documented on the "Installation Worksheet" as described in our response to the DOCUMENTATION section. The Installation Worksheet outlines call flow, programmable keys, automated attendant greetings, which employees will deploy mobile extension (twinning), and which employees will utilize Unified Communications, and all of these variables determine how end user and system administrator training guides will be customized especially for The City. Customized training guides will be provided as described in more detail under the following bullet points in our response to the DOCUMENTATION section:
  - Printed End User Training Guides Customized Especially for The City of Mission KS
  - System Administrator Packet customized especially for The City of Mission KS
- End User Training Videos!
  - I don't know of any vendor throughout the entire country that has demonstrated such a commitment to training. The training video series was produced as a result of thousands of end user training sessions for over 23 years! Please refer to our response to the DOCUMENTATION section of this RFP for a description of the entire training video series.
  - Please view the sampling of 3 training videos provided in electronic format as follows:
    - **Welcome:** This video introduces the end user to the trainer and gives them an idea of what they will be learning. We also like to take a moment and thank each customer for the opportunity to be their phone vendor.
    - **Holding, Parking, Transferring Calls:** This video will give you an exciting look into the heart of some of our training videos. We approach the topic of how to hold, park and transfer calls. While this may be easy for some this can feel intimidating to others. With a video like this one we hope to give the end user confidence to see how simple tasks like this can be on the SV9100 Phone System.
    - **Unified Communications (UC) Suite Training:** This video is designed to give you an in-depth overview of the Unified Communications Suite. Unified Communications is a computer application that allows you to handle calls from your computer with the click of a button. You can click to answer calls, transfer calls, or even make calls with this wonderful application. Unified Communications is designed to make call handling even easier for the End User. The entire video series addresses the following topics:

Will the respondent be able to provide training for employees as outlined in the Section 3.11. of the Scope of Services?

### ServiceMark's Response:

- ServiceMark will provide training as outlined in Section 3.11.

Can the respondent provide a “train the trainer” solution?

**ServiceMark’s Response:**

- Yes.
  - ServiceMark’s customized training documents make it easy to guide a “train the trainer” approach. Trainers employed by The City simply need to follow carefully crafted customized training documents.
  - Training videos will provide the most effective training long after the initial system installation. Trainers employed by The City can simply assign workers to view the training videos that are applicable to their job duties.

Indicate the type of training material and operational handbooks that will be provided to each employee at each of the City’s primary facilities.

**ServiceMark’s Response:**

- Please refer to the documentation section of this RFP under the following bullet points:
  - Printed End User Training Guides Customized Especially for The City of Mission KS
  - System Administrator Packet customized especially for The City of Mission KS
  - End User Training Videos.

Indicate the method that the City will use to obtain additional manuals or operational handbooks.

**ServiceMark’s Response:**

- All training materials are provided to The City Electronically.
- The City has access to the Training Video Series via portal access as a part of the one year general maintenance agreement, and as a part of subscribing to Software Assurance after the first year.

**SITE RESTORATION**

**Clean-up:** At the completion of the project the Respondent will remove all waste, excess materials, rubbish debris, tool and equipment resulting from or used in the services identified in this document. In addition, all old phone handsets and phone equipment should be removed from each of the facilities at no cost to the City. Indicate Respondent’s understanding and compliance with this requirement.

**Discount:** Indicate whether there is a residual value in the City’s existing phone system that may be applied to the cost of the new system.

**ServiceMark’s Response:**

- ServiceMark understands and will comply with this requirement.



## SITE SECURITY

The City's primary data room is located within the Police Department. KBI requirements stipulate that the Police Department be locked-down at all times, and that those within the police department have a badge indicating that they are authorized to be in the area. Such authorization will require background check and fingerprinting of Respondent's employees that are working in this area. Indicate Respondent's understanding and compliance with this requirement.

### ServiceMark's Response:

- ServiceMark understands and will comply with this requirement.

## ADMINISTRATION / SECURITY

Remote Administration: Indicate that the proposed solution will provide remote for administration of the system by the City's administrator.

Administration of Security Levels: Indicate that the proposed solution will have security set features built in that allow the City's administrator to remotely administer security levels of users. It should fully integrate with the City's Active Directory and should allow the administrator to control class of service and class of restriction.

Passwords: Indicate that all system level passwords will be provided to the City at that the system has been installed and tested.

### ServiceMark's Response:

- The NEC SV9100 system does not integrate with the Active Directory. The SV9100 provides a easy to use web based user administrator console that allow you to program the end users phone (including class of service), voicemail, and UC settings all from one location.
- The City's Administrator can access the administration of the phone system while remote via VPN tunnel to Mission City Network. They admin system interface is web based so it's possible to gain access from remotely to web interface via port forwarding on the City's firewall, but security discussions need to take place before we recommend this type of access.
- ServiceMark will provide the City with all system level usernames and passwords.

## WARRANTY AND MAINTENANCE SUPPORT

Warranty: Indicate the period that the warranty is for, what specifically is included in the warranty, and whether these items are provided by the Respondent or the Manufacturer.

### ServiceMark's Response:

- Warranty and Maintenance Support provided by the manufacturer (NEC) that is included in the purchase price of \$38,347.81.
  - Five-year NEC manufacturer's parts warranty on the NEC SV9100 IP Communications Server and desk phones.
  - Five years of NEC Software Assurance
    - NEC Software Assurance ensures that you have access to the most current software and all the latest features. New feature enhancements are constantly being developed to address the ever-changing demands of the marketplace. Software Assurance includes bug fixes, service packs, enhancements, and new software releases. Throughout the year, NEC will notify ServiceMark when new releases are available. In addition to keeping your software current, you will have access, through ServiceMark, to NEC Support Services and other technical resources and NEC technical experts.
- Warranty and maintenance support provided by the respondent (ServiceMark Telecom) that is included in the purchase price of \$38,347.81 will include a One Year General Maintenance agreement which includes parts and labor.
  - In summary, the General Maintenance Agreement warrants that the telephone equipment purchased by Customer will be free from defects in material and workmanship for a period of one (1) year from the date of completion of the installation of the equipment. If, during this warranty period, any of the equipment or parts are defective or malfunction, they will be repaired or replaced at ServiceMark's sole option, free of charge. If ServiceMark reasonably demonstrates there was no defect covered by this limited equipment warranty, the equipment will be repaired or replaced at Customer's cost and ServiceMark's regular service charges will apply. The warranty does not include programming changes, or moving, adding, or changing equipment. The warranty does not include damage due to abuse, electrical surges, acts of God, or existing equipment including wiring or jacks installed by others.



Ongoing licensing cost: Indicate what the annual ongoing licensing cost will be for the product, and whether it will include access to manufacturer's software and firmware updates, excluding any support by the installing Respondent? Indicate how the City will be notified of software updates, and how these will be installed.

**ServiceMark's Response:**

- There is no annual ongoing licensing cost.
- As stated above, this proposal includes a 5 year hardware warranty, and 5 years of NEC software assurance at no additional cost. Further details about NEC software assurance is stated above.
- The NEC hardware warranty, and NEC Software Assurance excludes support from ServiceMark Telecom.
  - ServiceMark will install new software updates as needed. ServiceMark will notify The City when it's time to update software. We suggest that software is updated at least annually. During the software upgrade ServiceMark will also perform a system check-up which will include inspecting fan motors within chassis and cabinets, inspect and test uninterrupted power supplies, check software error logs, and complete a back-up of system programming. ServiceMark's prevailing labor rate (currently \$65 premise visit charge and \$32.50 billed in 15 minute increments) will apply and be billed after software updates and preventative maintenance checkups are performed.

Ongoing service: Describe the scope of services and benefits provided with any maintenance agreement provided by the Respondent, including: response time commitment, any specific plan of preventative maintenance, and any preferential rates available as a result of entering the agreement.

**ServiceMark's Response:**

- Starting with year 2, The City may renew the general maintenance agreement at a cost of \$1,781.72 per year, which in summary, includes the following:
  - The maintenance agreement will include parts and labor required to maintain the telephone system related to defects, malfunctions, and workmanship for a period of one year.
  - In addition, the maintenance agreement will include pro-actively providing a preventative maintenance visit and an upgrade to the latest software at least once per year, or as needed.
  - The general maintenance agreement does not include the costs associated with moves, additions, or changes to the equipment.

### Appendix E – Functionality Checklist

The following checklist will be utilized in evaluating proposed systems and solutions. Respondents will need to complete this checklist and include it with their proposals.

Feature	Support Yes / No	Comments / Limitations
<b>Telephone System Features</b>		
Delivered with the capacity to service at least 125% of initial number of stations installed	Yes	<p>The expansion capacity of the proposed NEC SV9100E is as follows:</p> <ul style="list-style-type: none"> <li>• Total port capacity: 1296. Stations/Extensions, and Trunks utilize ports. <ul style="list-style-type: none"> <li>○ The system has a capacity 896 Stations/Extensions which includes NEC IP Stations, Third Party SIP Extensions, Digital Extensions, or Analog Extensions. <ul style="list-style-type: none"> <li>▪ All 896 stations/extensions may include NEC IP Stations or Third Party SIP Extensions..</li> <li>▪ Up to 368 extensions may include digital stations and/or analog extensions.</li> </ul> </li> <li>○ The system has a capacity of 400 SIP Trunks.</li> </ul> </li> </ul>
Direct Inward Dial (DID)	Yes	
Extension Dialing Within Network	Yes	
Caller ID	Yes	
Call History	Yes	
Call Hold / Release	Yes	
Call Forwarding Internal	Yes	
Call Forwarding External	Yes	
Call Park / Swap	Yes	
Call Waiting	Yes	
Call Hold / Release	Yes	
Group Call Pick-up	Yes	
Call Transfer	Yes	
Make / Add / Drop Conference	Yes	
Call Recording on Demand	Yes	
Conference bridging for internal and external	Yes	
Share Extension on Multiple Phones	Yes	
Conference bridging for internal and external	Yes	
Hunt / Ring groups, including group ring and sequential ring (e.g. hunt / rotary)	Yes	
Touchtone auto attendant (voice processing / interactivity not required)	Yes	



Attendant and routing can change automatically by day of week (e.g. weekends), by time (e.g. after hours), and remotely for events (e.g. weather messages).	Yes	
Music On Hold	Yes	
911 direct outbound dialing	Yes	
911 outbound call notification to selected City staff by e-mail	Option	<ul style="list-style-type: none"> <li>• Email notification of outbound 911 calls requires Communications Analyst Call Accounting with ESN 911 Alerts. Total purchase price of this option is \$6,671.27. A physical server is also required and is not included in the purchase price. <ul style="list-style-type: none"> <li>○ When an extension dials 911 the PSAP will receive the caller ID of the extension. The caller ID is matched to a building address that would be pre-defined with the carrier during project planning.</li> </ul> </li> <li>• At no additional charge, the proposed NEC SV9100 IP communication server supports E911. When an extension dials 911 the system can notify pre-defined extensions. That notification provides an audible alert and displays the extension number and name of person that dialed 911.</li> <li>• <b>We hope to talk further about this item, and consider an acceptable solution for 911 outbound call notification to selected City staff that does not require the additional expensive of \$6,671.27.</b></li> </ul>
Station Message Detailed Recording (SMDR)	Yes	
Fax/eFax Management / Fax to email / Fax Server	No	Not included in the proposed SV9100. See response in Appendix D Vendor Questionnaire under fax and analog devices.
Enhanced Routing with Failover	Option	The proposed SV9100 can accommodate redundant chassis, CPUs, and Power Supplies. This redundancy can be installed at any of your locations, and these failover locations could be configured with redundant SIP trunks. Further conversation required to determine the exact configuration and cost.
Remote Maintenance/Administration	Yes	
Voicemail	Yes	
Voicemail Box Only (No Handset)	Yes	
Voicemail Caller ID	Yes	
Voicemail Time Stamp	Yes	
Voicemail to Text (E-Mail)	No	Proposal includes voice mail to email, and voice mail appears as a .wav file attachment. Proposal does not include voice mail converted to text.
E-Mail to Voicemail	Yes	Proposal includes voice mail to email. User's see the Caller ID in the email subject line, and click on a .wav file attachment to listen to their voice messages.
Voicemail Forwarding	Yes	
Voicemail Remote Access	Yes	
Handset Features		
Handset power supplied by Power over Ethernet (IEEE 802.3af / at)	Yes	

Handset includes a pass-through gigabit interface <i>(i.e. PC and handset share one Cat6 drop for connectivity)</i>	Yes	
Alphanumeric Display	Yes	
All customizable feature buttons are "self-labeling" <i>(ex. digital display)</i>	Yes	
Call Volume	Yes	
Mute Function	Yes	
Caller ID visible initially and after subsequent transfers	Yes	
Voice Mail Light Indicator	Yes	
Do Not Disturb / Make Busy	Yes	
Agent Availability Status	Option	Agent availability status typically refers to call/contact center agents, and the RFP doesn't address call center functionality. Therefore, I don't think agent availability status is applicable. The SV9100 has the ability to add contact center functionality that would provide agent availability status.
Extension Monitoring	Yes	
Full duplex speakerphone and group paging through speakerphone (intercom)	Yes	
Dynamic directory accessible through handset	Yes	
Speed Dial Capability	Yes	
Call history <i>(inbound / outbound)</i> accessible through handset	Yes	
Find me / Follow me	Yes	
Presence <i>(i.e. busy, away, do not disturb)</i>	Yes	Presence is tied to Unified Communications, and Unified Communications is included for the (4) attendant positions. Unified Communications can easily and economically be added to other users for a one-time cost per user of \$28.37 for a UC Advanced User Upgrade, plus the cost of installation. Unified Communications not only supports presence, but also provides an abundance of other capabilities such as chat that makes workers feel like they are under the same roof, as if they are working in closer proximity to one another. Let's explore UC further.
Basic model courtesy phone available	Yes	
PC attendant console for transferring calls available	Yes	
Sidecar / additional 24 button module available	Yes	8 Button or 60 Button Side Cars Available.
Wired and wireless headsets available	Yes	
Wireless handsets <i>(e.g. DECT)</i> available	Yes	





## Appendix F – Pricing Matrix

The following pricing matrix will be utilized in evaluating proposed system and solutions. Respondents will need to complete this pricing matrix (or reproduce it) and include with their proposals. Pricing is for all equipment and services, including servers, switches, telephones, cabling, labor, training, maintenance, etc. All prices on equipment, materials, and labor must be itemized as shown. The pricing must also reflect the cost of shipping and handling or any other cost for implementation. Additionally, the City reserves the right to purchase all or some of the proposed solution.

**Equipment** (Indicate all hardware including telephones, servers, switches, and software. Provide specification / description sheets for any key pieces of hardware proposed, including all control units, expansion cards, servers, and each type of IP phone.)

Note that Brochures, Specifications, and Description Sheets are included under Tab 10 of this proposal.

Item	Description	Quantity	Unit Price	Total
E-1	NEC SV9100E 12 Phone Package	1	3,828.44	3,828.44
E-2	NEC SV9100 SIP Trunk Software License	24	36.17	868.18
E-3	NEC Rack Mount Kit for SV9100 2U Chassis	1	30.14	30.14
E-4	NEC SV9100 Unified Communications Premium User Upgrade (proposed for attendant positions)	4	114.54	458.17
E-5	NEC GCD-IN Server Blade (For Unified Communications)	1	1507.26	1507.26
E-6	NEC SV9100 Resource Software License	88	6.02	529.80
E-7	NEC SV9100 Standard User Software License	64	36.17	2315.16
E-8	NEC SV9100 MLC Mobile Software License	2	42.80	85.60
E-9	NEC ITY-8LDX-1(BK)TEL NEC Dterm 820 Series VoIP Self Labeling Display Phone	12	0.00	0.00
E-10	NEC ITY-8LDX-1(BK)TEL NEC Standard Phones: NEC Dterm 820 Series VoIP Self Labeling Display Phone	56	156.76	8,778.30
E-11	NEC ITY-6D-1(BK)TEL Courtesy Phones: NEC Dterm 820 Series VoIP Display Telephones	5	126.60	633.01
E-12	NEC DT820 Gigabit Ethernet Software License	68	24.12	1639.90
E-13	Polycom IP 5000 Conference Room Speakerphone	5	384.75	1923.75
E-14	Eaton 5SC1500 Uninterrupted Power Supply	1	493.35	493.35
E-15	OHP-8000 Information On Hold Unit	1	250.00	250.00
			<b>Total</b>	<b>23,341.06</b>



**Materials and Incidentals** (Indicate cables, cable harnesses, etc.)

Item	Description	Quantity	Unit Price	Total
I-1	Misc. Materials	1	147.25	147.25
I-2	10' RJ45 Cat 6 Patch Cords	78	5.50	429.00
			<b>Total</b>	576.25

**Labor**

Item	Description	# of Hours	Hourly Rate	Total
L-1	Assemble, Program, & Install SV9100	6.75	114.00	769.50
L-2	Program & Install Voice Mail and Related Automated Attendant Greetings	6	114.00	684.00
L-3	Program, Install Telephone to Existing Cable/Data Network. Provide one year Parts & Labor Warranty	80	86.00	6,880.00
L-4	Install Unified Communications Server Blade and Related UC Server Software Application	3.75	114.00	427.50
L-5	Install UC Attendant Client and provide one year warranty	4	80.00	320.00
L-6	Work with IT Team to ensure Network is ready to deploy the SV9100 IP Communications Platform	5	114	570.00
L-7	Labor to deploy MLC Softphone devices on 4 smart phones	4	114.00	456.00
L-8	Additional overtime charges to cutover system after hours.	18	57.00	1026.00
			<b>Total</b>	11,133.00

**Training** (Indicate any training that will be at no additional charge.)

Item	Description	# of Hours	Hourly Rate	Total
T-1	System Administrator Training	4	114	456.00
T-2	End User Training	7	94.50	661.50
			<b>Total</b>	1,117.50

**Licenses** (Provide cost for any licenses required. If discounts are available for multi-year support agreements, please provide this information regarding the length of term and net discount percentage)

Item	Description	Discount	Length of Term	Total
LC-1	5 Years NEC Software Assurance		5 Years	\$2,020.00
			<b>Total</b>	\$2,020.00

**Maintenance** (Provide annual maintenance costs. If discounts are available for multi-year support agreements, please provide this information regarding the length of term and net discount percentage.)

Item	Description	Discount	Length of Term	Total
M-1	5 Year Hardware Warranty on NEC Equipment. (Provided at no charge if 5 Years of NEC Software Assurance is included in the original purchase agreement.)		5 Years	0.00
			<b>Total</b>	<b>0.00</b>

**Other Costs** (Provide any other costs that were not identified above.)

Item	Description	Quantity	Unit Price	Total
O-1	Freight	1	160.00	160.00
			<b>Total</b>	<b>160.00</b>

### Summary of Pricing Matrix and Additional Comments:

Cost Category	Total
Equipment	\$23,341.06
Materials and Incidentals	576.25
Labor	11,133.00
Training	1,117.50
Licenses	2,020.00
Maintenance	0.00
Other Costs	160.00
<b>Total After NEC Promotions/Discounts</b>	<b>\$38,347.81</b>

**Additional Comments:**

- Prices shown include NEC Promotions and Discounts which apply to equipment and software purchased and included on the original purchase agreement. The NEC Promotions and Discounts are valid until 5-31-18.
- Labor rate of \$114 as shown in this proposal reflects the labor rate associated with the initial installation. ServiceMark's current labor rate for adds, moves, and changes, and service support after the initial installation is \$130.00 per hour.



<b>City of Mission</b>	Item Number:	6b.
<b>ACTION ITEM SUMMARY</b>	Date:	March 22, 2018
<b>Administration</b>	From:	Brian Scott

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

**RE:** Approval of Proposal for New Citywide Surveillance Camera System

**RECOMMENDATION:** Approve an agreement with Midwest Digital Systems for the development and installation of a TCP/IP based surveillance camera system for all city facilities in an amount not to exceed \$55,990.

**DETAILS:** The City's facilities see a great deal of activity from swimmers at the Mission Family Aquatic Center during the summer to various activities at the community center, to municipal court and various meetings at City Hall. Surveillance cameras have become an important component for the City's facilities in ensuring the safety of our residents and employees at these facilities. Surveillance cameras will not stop unwanted activity, per se, but they can serve as a deterrent, and more importantly, as a witness providing a recording of the event to be reviewed later and saved as possible evidence. Surveillance cameras can also record evidence that City employees were following proper protocol in a given situation, thus reducing potential legal exposure.

The City of Mission has multiple surveillance camera systems of various generations located throughout its facilities. Some of the camera systems no longer work, and others do not work efficiently. The systems are isolated to each facility and independent of one other making it difficult for others, such as those in the police department, to monitor the systems and pull video when needed. All of the systems currently utilize co-axial cable and record to VHS players.

Last fall, staff developed a request for proposals (RFP) for a transmission control protocol/internet protocol (TCP/IP) based surveillance camera system (please see attached). The requirement that the system be TCP/IP is important in that it provides the ability for a city-wide surveillance camera system to operate across the City's data network and can be accessed via the internet from any location. This allows for the City's police personnel to access the system from their desktop computers, or even the terminals in their vehicles, if need be. Department directors or managers can access the system from a remote (home) computer, or a smartphone, if they become aware of an issue at a city facility after hours that needs to be addressed immediately. The TCP/IP format allows for digital recording on a digital video recorder (DVR). Digital recordings can be compressed to provide for greater storage capacity and are easy to retrieve.

The cameras specified provide for greater clarity and resolution; will record video within preset configurations; and provide pan, tilt and zooming capabilities where needed - primarily outside and areas of large coverage such as the gymnasiums at the Community Center.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	General Fund Reserve
Available Budget:	\$226,000 Overall - \$101,000 Camera System



<b>City of Mission</b>	Item Number:	6b.
<b>ACTION ITEM SUMMARY</b>	Date:	March 22, 2018
<b>Administration</b>	From:	Brian Scott

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

The City received six proposals ranging in price from \$32,000 to \$115,000. After evaluation, the high and low proposals were determined to be non-responsive and excluded from further consideration. The remaining four proposals were reviewed and three firms - Tricorps, Midwest Digital, and ETI - were selected for a follow-up discussion and interview.

Each of the three finalists had comparable proposals with somewhat similar systems to offer. Midwest Digital System is proposing Panasonic Cameras which are reasonably priced and considered one of the better systems on the market. Staff also checked references that were provided and all spoke very highly of Midwest Digital Systems in terms of the system provided, their knowledge of the system and ability to address issues, and responsiveness.

Staff recommends entering into an agreement with Midwest Digital Systems for the development and installation of a TCP/IP based surveillance camera system for all city facilities and a five-year maintenance agreement in an amount not to exceed \$55,990.

This is the second project in the overall technology upgrade. As with the phone system, funds will come from the \$226,000 that was originally earmarked in the 2016 budget and is now carried in the General Fund balance. The amount budgeted for the cameras was \$101,000. The proposal is almost half of this amount.

There will be approximately 62 cameras installed altogether - 28 at City Hall/Police Department, 3 at the Mission Family Aquatic Center, 25 at the community center, and 6 at the Public Works facility. This number includes both indoor and outdoor cameras. Cameras can be added in the future as needed, and remote cameras can be installed and brought onto the system via a wifi connection.

The expected life of the system is about 10 years. Digital Midwest System has an annual maintenance agreement for software updates and general maintenance of the system that was quoted in the proposal at \$2,550.

Installation of the surveillance cameras will be the final part of the technology upgrade once the cabling is complete. Thus it is anticipated to begin in June and installation in all facilities should be complete by July.

**CFAA CONSIDERATIONS/IMPACTS:** Mission residents and visitors of all ages often

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	General Fund Reserve
Available Budget:	\$226,000 Overall - \$101,000 Camera System



<b>City of Mission</b>	Item Number:	6b.
<b>ACTION ITEM SUMMARY</b>	Date:	March 22, 2018
<b>Administration</b>	From:	Brian Scott

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

utilize city facilities including the Sylvester Powell Jr. Community Center, the Mission Family Aquatic Center, and City Hall. The safety and well-being our residents and residents is of the utmost importance. A new city-wide surveillance camera system will help to ensure this.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	General Fund Reserve
Available Budget:	\$226,000 Overall - \$101,000 Camera System

Responses for TCP/IP Surveillance Camera System  
City of Missoula  
Feb-18

	Envision		Tricorps		Midwest Digital Systems		Electronic Technology Inc		DH Pace Systems		Watchmen Security	
	Aver.	Comments	Aver.	Comments	Aver.	Comments	Aver.	Comments	Aver.	Comments	Aver.	Comments
Understanding of RFP	2	It indicates a basic understanding of the project	4	They understood what we were looking for.	4	They also have experience in interview room recording for PD	5		2.5	They did not do a good job in the description.	2	No full understanding provided
Experience and Ability	2.5	None of their experience given indicates video or surveillance	4.5	They not only do video, but understand security as well.	4.5	Over 20 years of experience.	5	Several large and small jobs	3.5	They did not do a good job of discussing surveillance experience. Security, but not surveillance.	1.5	Very little on the organization.
Project Team	2	None of their experience given indicates video or surveillance	4.5	They appear to have the appropriate personnel.	3.5	They do list the numbers of people, but no backgrounds or experience.	4	Smaller team. Wonder if they have the bandwidth to handle us as well?	5	Seem very experienced.	1.5	Only two people listed.
References	2.5	None of their experience given indicates video or surveillance	3.5	Good references, but no City support.	3.5	They do have one larger governmental unlimited technical support and 5 year warranty.	5	Multiple governmental references.	2.5	Provided only two references. Only one was remotely governmental.	2	Only one city organization.
Project Approach	1	None provided	2	Did not really mention ongoing support in this section.	3.5	Unlimited technical support and 5 year warranty.	4.5	Non remote issues after install are T&M, not warranty?	4		0.5	No real approach given, just numbers of cameras and locations.
Response to Vendor Questionnaire	0	No response provided	2	Did not address much of this section other than physical requirements.	4	They say 2-year warranty in this section, but 5-year in others.	5	Clear definitions of functions.	3	Weak network assessment approach. Testing existing cable, if necessary is not included. Parts and labor from DH Pace, not manufacturers have only a 90 day warranty.	0	None provided.
Functionality Checklist	4.5	The solution appears to provide all functionality	3.5	Appeared to have all features.	4	It states that one year of updates is included. We need to question if this is part of warranty.	4.5	No recording scheduling.	3.5	No recording scheduling.	3	Not all cameras provided are PTZ.
Pricing	5	Total Costs: \$32,057.35	4	Total Costs: \$55,794.25	3	Total Costs: \$55,989.91	1	Total Costs: \$63,324.00	2	Total Costs: \$58,337.82	0	Total Costs: \$114,915.00
<b>Total</b>	<b>19.5</b>		<b>28</b>		<b>30</b>		<b>34</b>		<b>26</b>		<b>10.5</b>	

	Envision		Tricorps		Midwest Digital Systems		Electronic Technology		DH Pace		Watchmen Security	
Equipment	19,897.35		40,126.75		46,701.24		35,047.00		42,680.82		79,048.70	
Material / Incidental	-		722.50		3,468.67		1,181.00		10,815.00		5,981.87	
Labor	12,160.00		30,825.00		9,840.00		11,230.00		-		29,874.48	
Training	-		680.00		-		1,000.00		-		-	
Licenses	-		1,520.00		960.00		10,478.00		-		-	
Maintenance	-		2,100.00		2,550.00		5,416.00		4,322.00		-	
Other	-		-		-		-		520.00		-	
<b>Total Costs</b>	<b>32,057.35</b>		<b>55,794.25</b>		<b>55,989.91</b>		<b>63,324.00</b>		<b>58,337.82</b>		<b>114,915.00</b>	



AN AGREEMENT FOR THE INSTALLATION OF A TCP/IP SURVEILLANCE CAMERA SYSTEM IN FACILITIES OWNED AND OPERATED BY THE CITY OF MISSION, KANSAS

THIS AGREEMENT ("Agreement") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2018 by and between the City of Mission, Kansas, a Kansas municipal corporation, ("City") and Midwest Digital Systems, LLC, a Missouri corporation, ("Contractor") for the installation of a TCP/IP surveillance camera system in facilities owned and operated by the City of Mission.

WHEREAS, The City is a municipal corporation of the second class duly authorized under the Kansas State Constitution; and

WHEREAS, The City has four facilities that it utilizes for its daily operations and for services offered to its residents; these facilities being the City Hall/Police Department building, the Mission Aquatic Family Center, the Sylvester Powell, Jr. Community Center, and the Public Works facility; and

WHEREAS, The City desires to provide a safe and secure environment for its residents and visitors that utilize these facilities, and for the employees that work in these facilities; and

WHEREAS, In order fulfill this desire, the City has planned for the installation of a TCP/IP surveillance camera system that will be utilized at all of the City's facilities and operate across the City's LAN; and

WHEREAS, The City issued a Request for Proposals ("RFP") for a TCP/IP Surveillance Camera on Wednesday, January 17, 2018 for the purpose of soliciting proposals from firms that would be able to install and maintain a TCP/IP surveillance camera system for the City in accordance with the specifications outlined in the RFP; and

WHEREAS, The Contractor was selected to perform the installation of a TCP/IP surveillance camera system after all proposals were received and evaluated.

NOW THEREFORE, The parties do hereby agree to enter into this agreement for the installation of a TCP/IP surveillance camera system for the City in accordance with the following terms and conditions:

Section 1. Project

The City is planning for the installation of a TCP/IP surveillance camera system at each of its four facilities – City Hall/Police Department building, Mission Family Aquatic Center, Sylvester Powell Jr. Community Center, and Public Works facility. The system will utilize the City's existing computer network, thus providing a uniform system with like equipment that can record across the network to a single digital video recorder and be viewed from any computer that is on the network, or remotely, through a secured Internet portal.

Section 2. Scope of Work

2.1. Request for Proposals

The City issued a RFP for TCP/IP Surveillance Camera on January 17, 2018, which outlines the specifications of the work to be done. The RFP is included as Addendum A

to this Agreement and will be referenced as though all specifications and requirements are included herein.

#### 2.2. Response to Request for Proposals

Contractor provided a response to the RFP for TCP/IP Surveillance Camera System dated February 23, 2018, which outlines their proposal to complete the work as specified in the RFP including the manner in which the work will be completed, cost for materials, and cost for labor. The Contractor's response to the RFP is included as Addendum B to this Agreement and will be referenced as though included herein.

#### 2.3. Changes to the Scope of Work

It is understood that as planning for the project begins, and installation proceeds, there may be changes to the original Scope of Work that necessitate changes in the manner that the work is being done and/or costs. These changes will be reviewed and agreed upon by both parties, and such agreement will be put in writing and become a part of this agreement.

### Section 3. Independent Contractor

The City engages the Contractor solely as independent contractor and not as an employee. Except as expressly set forth elsewhere in this agreement or the corresponding RFP, the City shall have no direct control over the day-to-day operations of the Contractor in completing the scope of work pertained to in this Agreement. No provisions of this Agreement shall be construed as limiting or prohibiting Contractor from performing services for any other client of the Contractor.

### Section 4. Assignment and Subcontracting

The Contractor shall not assign or subcontract this Agreement, or the work as defined herein, without the prior written authorization of the City.

### Section 5. Limitation of Contractor's Liability for Product Installed

The parties hereto agree that it is impractical and extremely difficult to fix actual damages, if any that may proximately result from any act or omission of Company. The System is intended only to reduce the risk of loss or damage to the property and injury to persons on the premises to the extent that is reasonably practicable by use of such equipment. The Company gives no undertaking to the Customer that the System may not be compromised or circumvented or that the System will prevent any loss by burglary, theft or otherwise. The Company shall have no liability for any loss or damage resulting from Customer's failure to following the operating or programming



instructions or manual instructions for the System and shall have no liability or obligation for any unauthorized modifications or additions to the System. Except for the Warranty, the Contractor does not guarantee that particular loss, damage or injury can and will be prevented by use of the System. Further, the Contractor expressly disclaims any representation or warranty of any kind, express or implied, whether as to merchantability, fitness for a particular purpose or any other matter. Except for the fees payable hereunder, Contractor shall have no liability whatsoever to City, directors, officers, employees or agents (if applicable) for incidental, consequential, special or indirect damages (including loss of profit and business opportunities) of any kind or description, whether arising out of warranty, other contract, tort or otherwise. In the event there is any liability by City to any third parties, City shall be solely responsible for such liability or obligation and shall indemnify Contractor for any such liability under this Agreement.

Section 5. Indemnification and Insurance

5.1. Indemnity and Required Insurance

Contractor and City shall indemnify and hold harmless the other and their respective employees from and against legal liability for claims, losses, damages, and expenses to the extent such claims, losses, damages, or expenses are legally determined to be caused by their negligent acts, errors, or omissions. In the event such claims, losses, damages, or expenses are legally determined to be caused by the joint or concurrent negligence of Contractor and City, they shall be borne by each party in proportion to its own negligence under comparative fault principles. Neither party shall have a duty to defend the other party, and not duty to defend is hereby created by this indemnity provision and such duty is explicitly waived under this Agreement. Causes of action arising out of Contractor’s services or this Agreement regardless of cause(s) or the theory of liability, including negligence, indemnity or other recover shall be deemed to have accrued and the applicable statute of limitations shall commence to run not later than the date of Contractor’s substantial completion of services on the project.

Furthermore, Contractor shall maintain insurance coverage in the following amounts:

<u>Type of Insurance</u>	<u>Limit/Ea. Occurrence</u>	<u>Limit/Aggregate</u>
General Liability		
• Bodily Injury	\$1,000,000	\$2,000,000
• Property Damage	\$1,000,000	\$2,000,000
• Contractual Insurance	\$1,000,000	\$2,000,000
Professional Liability	\$3,000,000	\$3,000,000
Automobile Liability		
• Bodily Injury	\$1,000,000	\$1,000,000
• Property Damage	\$1,000,000	\$1,000,000

Worker's Compensation

- Employee Claims Statutory for Kansas
- Employer's Liability \$1,000,000 per accident  
\$1,000,000 disease – policy limit  
\$1,000,000 disease – each employee

Workers' Compensation policies should include a "Waiver of Subrogation" in favor of City.

All insurance carriers should carry a minimum rating of A- X (rated by A.M. Best).

5.2. Vehicles and Equipment

Vehicles, equipment and property used by Contractor shall be the property of Contractor and insured as such. City shall not be responsible for any damage that may occur to such items.

Section 6. Compensation and Terms of Payment

6.1. Compensation for Work Performed

City shall compensate the Contractor for the work performed an amount not to exceed \$55,990 subject to additions or deductions in the work that are agreed upon and approved by the City as a change order. Such amount shall include both materials and labor.

6.2. Change Orders

Changed Orders will be submitted and approved in writing. Cost for additional material and/or labor will be in accordance with costs as outlined Appendix B of this agreement.

6.4. Payment of Invoices Submitted

Once the Agreement has been executed, Contractor shall submit an invoice for 50% of the cost (\$27,995), which the City will pay prior to work beginning. Subsequent invoices for the work performed will be billed monthly until project is completed. Payment for the final invoice will be made when the work has been completed and approved by the City.

6.5. Dispute of Invoice Amount

City shall notify Contractor in writing within 15 days of the date of the invoice if City objects to any portion of the charges on the invoice.



#### 6.6. Project Exemption Certificate

The City shall supply a project exemption certificate as issued by the State of Kansas Department of Revenue for the purposes of exempting sales tax from the purchase of any materials or labor.

#### Section 7. Failure to Perform

If the Contractor fails to perform the work within a reasonable time as agreed to by the City and the Contractor, then City shall have the right to void the agreement and seek completion of the work by other means.

#### Section 7. Dispute Resolution

City and Contractor will make a good faith effort to address any issues that may arise. In an effort to resolve any conflicts that arise during the project or following the completion of the project, City and Contractor agree that all disputes between them in excess of \$5,000, as a condition precedent to legal action by either party, shall first be submitted to at least one session of mediation unless the parties mutually agree otherwise. Cost of mediation service shall be shared equally between City and Contractor. The mediation shall be administered by a mutually agreeable mediation service and shall be held in Johnson County, Kansas unless another location is mutually agreed upon by City and Consultant.

#### Section 8. Governing Law and Jurisdiction

This Agreement shall be governed by and construed in accordance with the laws of the State of Kansas.

#### Section 9. Notices

##### 9.1. Notices Pertaining to This Agreement

Any notices pertaining to this Agreement shall be mailed to the following parties:

City:  
Laura Smith, City Administrator  
City of Mission  
6090 Woodson  
Mission, Kansas 66202

Contractor:  
Chad Sellers, President  
Midwest Digital Systems, LLC  
2901 NW Platte Road  
Riverside, Missouri 64150

#### 9.2. Delivery of Notices

All notices or other communications required or permitted under this Agreement shall be served in writing and shall be deemed to have been duly given if delivered personally or by registered or certified mail, return receipt requested, postage prepaid, to the address set above, or at such other addresses as made from time to time be furnished by the party to the other by notice provided as set forth herein. Any such notice shall be deemed given when mailed, if mailed as provided herein or upon if delivered personally.

(Rest of Page Intentionally Left Blank)



IN WITNESS WHEREOF, the parties hereto have caused this Lease to be duly executed as of the date indicated below.

ATTEST:

\_\_\_\_\_

City:  
City of Mission, Kansas

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Contractor :  
Midwest Digital Systems, LLC

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Addendum A  
Request for Proposals for Structured Cabling  
City of Mission  
Issued January 17, 2018



Addendum B  
Proposals Submitted by Office Products Alliance for Structured Cabling  
February 26, 2018

## Addendum C

### Contractor Warranty

Midwest Digital Systems, LLC (“Midwest Digital”) warrants its security cameras, digital video equipment and access control systems against defects in equipment and workmanship under normal use for a **period of 1 year** from the date of installation. This includes:

Free Maintenance: For a period of 12 months from the date of installation Midwest Digital will provide at no charge, all labor necessary to maintain the system. This includes inspection of the system on a semi-annual basis, aiming and adjustments of cameras, adjusting and re-programming equipment and system maintenance. This does not include the cost to move or modify equipment that is in its originally installed, non-defective condition.

Free Labor: If the system is determined by Midwest Digital to be defective after receiving proper notice of a warranty claim (See “Notification of Warranty Claims”), Midwest Digital will provide, at no charge, labor to repair the system and to remove and replace defective parts for a period of 12 months from the date of installation.

Equipment and Materials: For a period of 12 months from the date of installation Midwest Digital will provide, at no charge, new or rebuilt replacements for any part of the system which is determined by Midwest Digital to be defective.

Service Calls: For service calls contact Midwest Digital at 816-439-4979. An available Service Tech will provide phone support and/or be dispatched to perform service on site if required. Replacement Parts are kept on hand for access control door strikes and readers and basic CCTV Cameras at all times

Exclusions From Warranty: This warranty does not cover damage due to acts of God, accident, normal wear and tear, misuse, negligence by persons or entities other than Midwest Digital, electrical surges, lightning damage, water damage, vandalism or other malicious or negligent acts of destruction, improper operation, maintenance or repair by a party other than Midwest Digital, damage caused by modification of the system with unauthorized parts, or damage caused by unusual physical or electrical stress, including, but not limited to connection to an improper voltage supply. In no event shall Midwest Digital warranty extend to include incidental, consequential, or punitive damages. This Warranty shall not cover any replacement or maintenance required as a result of customer’s failure to follow equipment manual and operation instructions, or failure resulting from customer’s installation of additional components to the equipment installed by Midwest Digital.

Extension: Midwest Digital may elect to offer an Extension for an additional fee prior to the conclusion of the warranty to continue the Warranty Coverage.



Notification of Warranty Claim: All warranty claims must be submitted in writing to Midwest Digital Systems at 2901 NW Platte Road Riverside, Missouri, 64150 within one year of the date of installation of the defective component or system. Midwest Digital will not be responsible for warranty claims, which are not so submitted.

Limitation of Remedy: Customer's exclusive remedy is the repair or exchange of any parts which Midwest Digital determines are defective in material or workmanship during the applicable warranty period.

Limitations of Liability: Midwest Digital's entire liability in contract, tort, or otherwise is the repair or exchange of any parts which Midwest Digital determines during the applicable warranty period are defective in material or workmanship. If after reasonable efforts Midwest Digital is unable to repair the system, then Midwest Digital's entire liability in contract, tort, or otherwise is the payment by Midwest Digital of actual damages in an amount not to exceed the amount paid for the irreparable system. Customer agrees that in no event shall Midwest Digital Systems liability extend to include incidental, consequential, or punitive damages. In the event that any part of this document is deemed inapplicable by a court of law, the parties agree that the disclaimer of incidental, consequential, and punitive damages will continue to apply. The parties agree that all actions of equity of law, including, but not limited to breach of contract must be brought within two years from the date on which the cause of action accrues.

Miscellaneous: The validity, interpretation, and performance of this agreement and any dispute herewith shall be governed and construed in accordance with the laws of the State of Kansas. The parties agree that the venue for all litigation arising under this document or from the underlying transaction shall be the circuit court of Johnson County, Kansas, and any action between the parties hereto shall be filed in said court. This agreement constitutes the entire agreement between the parties. This agreement supersedes, and the terms of this agreement govern any prior or contemporaneous oral or written communications with respect to the subject matter hereof, all of which are merged herein. It is expressly understood and agreed that no employee, agent, or other representative of Midwest Digital has any authority to bind Midwest Digital with respect to any statement, representation, warranty, or other expression unless the same is specifically set forth in this agreement. It is also understood and agreed that no usage of trade or other regular practice or method of dealing between the parties hereto shall be used to modify, interpret, supplement, or alter in any manner the terms of this agreement. In the event of any conflict between the Agreement and this Warranty, the terms of the Agreement shall control.

Effective Dates: Submission by Midwest Digital for pay will constitute the beginning date (and state the end of warranty) for the installed system and/or equipment. When systems are expanded, the newly installed equipment pieces will have a separate warranty date.

Exclusive Remedy: Repair or replacement, as provided under this warranty is the exclusive remedy of the consumer. Midwest Digital shall not be liable for any incidental or consequential damages for the breach of any express or implied warranty on this product. Except to the extent prohibited by applicable law, and implied warranty of merchantability or fitness for a particular purpose on this product (system) is limited in duration to the duration of this warranty.







**Midwest Digital**  
SYSTEMS



**City of Mission  
Video Camera Proposal Submission**



**CITY OF MISSION**  
**KANSAS**



**Trusted Expertise in Loss Prevention**

Phone (866) 935-3095 • Fax (816) 527-8020

[www.midwestdigitalsystems.com](http://www.midwestdigitalsystems.com)

To: Brian Scott  
Assistant City Administrator/Finance Director  
Re: Video Surveillance System - Proposal  
From: Scott Clingan - Midwest Digital Systems  
Date: February 23, 2018



---

Thank you for the opportunity to meet with you, tour your buildings, and supply you with our proposal for your projects. Enclosed you will find our proposed solutions for a Video Surveillance System. This solution was designed based on the priorities that were outlined during the Pre-Bid meeting, RFP documents and Addendum.

Our Video Surveillance solution is built with Exacq Technologies and Panasonic equipment for a fully digital IP system that supports the latest in Digital IP camera technology including high resolution Multi-Megapixel cameras and H.265 recording. This system is fully expandable and will give you the greatest amount of clarity and detail. It is built by the leading manufacturer of IP recording platforms and produces the highest quality images available today. We can provide a full demonstration copy of the Exacq Video Management Software for evaluation and testing.

By selecting Midwest Digital Systems as your installer, you will also get the professional service from our certified technicians that all of our customers enjoy – before and after the sale. The warranty includes unlimited technical support and training, on-site visits and scheduled preventative maintenance visits to ensure that you get the most out of your system. All of the equipment we have proposed has a 5 year warranty.

The attached includes our Qualification Statement with references. We have the required responses and Appendix's listed below as well. I have also included the applicable spec sheets and technical overviews. Pricing is listed on the bid pricing form.

Please take a moment to review this information and don't hesitate to contact me with any questions. Thanks again for your interest in Midwest Digital Systems. We appreciate the opportunity to earn your business!

*Scott Clingan*

Vice President  
Office: 866.935.3095 Ext 500  
Cell: 816.547.3310  
Fax: 816.527.8020  
[Scottc@midwestdigitalsystems.com](mailto:Scottc@midwestdigitalsystems.com)  
**Midwest Digital Systems LLC**



**Midwest Digital Systems LLC.**  
"Trusted Expertise In Loss Prevention"

✉ PO Box 37 ♦ Lawson MO 64062  
☎ Phone 816.439.4979 ♦ Fax 816.527.8020  
🌐 [www.MidwestDigitalSystems.com](http://www.MidwestDigitalSystems.com)

CONFIDENTIAL





**Company Information  
& Warranty Services**



**Trusted Expertise in Loss Prevention**

Phone (866) 935-3095 • Fax (816) 527-8020

[www.midwestdigitalsystems.com](http://www.midwestdigitalsystems.com)

## MIDWEST DIGITAL SYSTEMS SERVICES

Midwest Digital Systems offers a comprehensive selection of equipment to help secure and monitor your store, business, school or campus. We offer a variety of quality surveillance cameras and digital recording solutions from top manufacturers to ensure you are investing in the best possible security solution to meet your budget. Our offerings include:

### Security Camera Systems

Midwest Digital Systems installs quality digital and analog surveillance cameras from top manufacturers. We look at the best camera features and incorporate them into your specific needs. With a wide variety of interior and exterior cameras at our disposal to meet your specific site's needs we have the experience to properly install and configure the cameras to maximize your image quality. With IP megapixel cameras from 2 to 20 megapixels you can now monitor areas with fewer cameras and greater detail. This will allow you to better identify behavior or causes of incidents, apprehend suspects, protect assets and reduce vandalism.



Whether that is a wide angle high resolution megapixel camera for a parking lot or high contrast scene with lots of light and dark areas we utilize the right camera for the job. Our offerings include 180 and 360 degree cameras providing un-paralleled coverage with one camera.

### Video Servers

We utilize an open architecture video surveillance and recording solution that supports both analog and IP cameras from multiple manufacturers. This gives you the flexibility to utilize your existing investment in cameras and take advantage of newer higher resolution cameras.

We offer a powerful, yet easy-to-operate client user interface that can operate in Windows, Mac or Linux operating systems, to provide maximum compatibility and flexibility. And we can offer mobile access apps for iPhone/iPod Touch/iPad & Android Phones & Tablets. Designed for the *exacqVision* platform, mobile apps provide a host of client features including live view, search and playback, alarm activation and assessment. This allows you the ability to view your facility from any location. Video can be viewed via a web browser



### Access Control Systems

Whether your facility is small or large, we have a key card access system that can simplify your facility management. With a card access system you have more control than simply handing out a key. You can define when cardholders are allowed to enter doors, track time and attendance as well as location. You can provide outside groups who rent or use your facility limited access. You can generate real-time notifications or reports to review later who entered, where and when. You can remotely lock or unlock doors if someone forgot a card. If someone loses a card you can easily deactivate it, and get a notification if someone subsequently tries to use it. All without the need to re-key locks throughout the building! Discover the power of access control solutions designed with open architecture standards and created to make the most of your existing investments including existing locking mechanisms.





## Door Intercom Systems

A **Door Intercom Video** system is a great cost effective first step in securing your building by providing you the ability to know who is visiting your building.

Midwest Digital Systems can provide you with a door intercom system for your home, business or school offering the following features:

- Wide angle camera allows user to view up to 170° of the entire entry
- Camera can features digital PanTilt and Zoom
- Hands-free (VOX) or push-to-talk (PTT) communication
- High resolution color TFT LCD monitor
- Camera station can be monitored from inside
- All monitors turn on when camera station calls in
- Entry can be monitored without alerting visitors they are being viewed, even at night



## Interview Room Recording

Midwest Digital Systems is proud to offer a system that empowers users to without having to have extensive IT support or system management headaches. Traditional security and surveillance video recording systems lack the feature set required to implement a successful event recording system needed for interview room events for Law Enforcement and HR.



## Alarms & Monitoring

There are few better ways to provide safety and peace of mind than protecting your home or business with an alarm system. An alarm from Midwest Digital Systems can provide perimeter and interior protection twenty-four hours a day, seven days a week. Your alarm can be programmed to alert you directly via voice or text, thus bypassing monthly monitoring fees and contracts. Or, if you prefer we can provide a state of the art monitoring center that offers a full line of benefits and options.



When you choose a local alarm, MDS can program your system to notify your cell phone, or any phone that you designate with a voice message that your property has been breached. If you prefer text messages, MDS can program your system to notify you in that manner. These options provide a degree of protection, scaring off would be burglars and keeping you informed about the break in.

If you prefer full-time alarm monitoring, MDS will connect you to our partner monitoring center. The center can keep you informed of all changes to your system and will contact you if there are any problems. They will also notify law enforcement in the event that they are needed.

With a monitored system, you can also connect to your system via a compatible smartphone or computer from anywhere, with an internet connection, to verify the status of your property or to activate and deactivate your system.

Midwest Digital Systems has a variety of system and sensor options. Systems can be wireless or hard wired. Regardless of your needs, let Midwest Digital Systems customize a system that meets your budget and fits your security needs.





## MIDWEST DIGITAL SYSTEMS WARRANTY SUMMARY

Midwest Digital Systems warrants its security cameras, digital video equipment and access control systems against defects in equipment and workmanship under normal use for a **period of 1 year**. This includes:

**Free Maintenance:** For a period of 12 months from the date of installation, Midwest Digital Systems will provide, at no charge, all labor necessary to maintain your system. This includes inspection of the system on an annual basis, aiming and adjustments of cameras, adjusting and re-programming equipment and system maintenance. This does not include the cost to move or modify equipment that is in its originally installed, non-defective condition.

**Free Labor:** If the system is determined by Midwest Digital Systems to be defective after receiving proper notice of a warranty claim (See "Notification of Warranty Claims"), Midwest Digital Systems will provide, at no charge, labor to repair the system and to remove and replace defective parts for a period of 12 months from the date of installation.

**Equipment and Materials:** For a period of 12 months from the date of installation Midwest Digital Systems will provide, at no charge, new or rebuilt replacements for any part of the system which is determined by Midwest Digital Systems to be defective.

**Service Calls:** We offer a quick response to your service needs. Phone Technical Support is available and is provided free of charge. Service Calls are scheduled as soon as possible and coordinated with your schedule to minimize downtime. In the event of a Video Recording Failure, Midwest Digital Systems can provide a temporary Recording Device during the warranty period free of charge.

Replacement Parts are kept on hand at all times, for access control door strikes and readers as well as CCTV Cameras, to minimize system outages and downtime.

**Exclusions From Warranty:** This warranty does not cover damage due to acts of God, accident, normal wear and tear, misuse, negligence by persons or entities other than Midwest Digital Systems, electrical surges, lightning damage, water damage, vandalism or other malicious or negligent acts of destruction, improper operation, maintenance or repair by a party other than Midwest Digital Systems, damage caused by modification of the system with unauthorized parts, or damage caused by unusual physical or electrical stress, including, but not limited to connection to an improper voltage supply. In no event shall Midwest Digital Systems warranty extend to include incidental, consequential, or punitive damages.

An Extension shall be offered for an additional fee prior to the conclusion of the warranty to continue the Warranty Coverage and Preventative Maintenance visits.

A Full copy of the entire Warranty Terms and Conditions will be provided upon completion of installation including Installation and Warranty Start Dates on all equipment.

This Summary is not the complete Warranty and is provided for reference and information purposes only.







**Midwest Digital**  
SYSTEMS



# References



**Trusted Expertise in Loss Prevention**

Phone (866) 935-3095 • Fax (816) 527-8020

[www.midwestdigitalsystems.com](http://www.midwestdigitalsystems.com)



## Contractor's Qualification Statement

Midwest Digital Systems, LLC, a Security System Integrator specializing in education and government installations for the past twenty-four years is pleased to provide the City of Mission Kansas with a bid to install a Video Management Solution as requested.

Midwest Digital Systems, LLC is a partnership that is primarily a Security System Integrator that was established in 1994 and has been operating throughout Kansas and Missouri for the past 24 years. The principal partners of MDS have a combined eighty years of experience in the security, surveillance and law enforcement forums. Our backgrounds include retail, corporate security and law enforcement. As such, we are truly experts in the field and continue our training by attending manufacturer certifications as well as industry trade seminars. As former end-users we know what you want and expect from your system and strive to provide an experience from installation onward that exceeds your expectations. Our commitment to our customers does not end after the installation. Our ongoing end-user support and training helps to ensure that our customers receive the maximum value and benefit from their investment over the lifetime of their system. We pride ourselves on forming long term relationships predicated on quality installations and our passion for ongoing service. The Midwest Digital Team is highly experienced and in-tune with education specific needs. Our goal has always been to ensure school operations and activities are not impacted during our service or installation work.

Midwest Digital Systems has an extensive education and government client list. We install the network cabling and infrastructure to support our security systems; however we also enjoy partnering with other specialty companies along with school IT and Maintenance departments on collaborative projects. We would assign a dedicated Project Manager to you that would complete a pre-installation walk thru and remain with your project through completion. He would have a support team of trained technicians to complete your installation.

Below are various project references involving Access Control and IP Video Systems installation completed in our area.

Reference	Project	Contact Name	Phone #
University of Saint Mary	Campus Video Management and Access Control System	Kevin Gantt, Dir. of Information Services	913-758-6230 <a href="mailto:Kevin.gantt@stmary.edu">Kevin.gantt@stmary.edu</a>
Security Control Integrators Inc.	Regional Access Control and Video Surveillance	Jim Hawkins	978-248-5078 <a href="mailto:Jhawkins@securitycontrolintegrators.com">Jhawkins@securitycontrolintegrators.com</a>
Richmond MO School District	District Wide IP Camera and Access Control System	Mr. Brock Dover, Asst. Superintendent	<a href="mailto:bdover@richmond.k12.mo.us">bdover@richmond.k12.mo.us</a> (816) 776-6912
Jackson County Missouri Dept of Corrections	Enterprise Class Video Management System	Brian Johnson	<a href="mailto:bjohnson2@jacksongov.org">bjohnson2@jacksongov.org</a> 816.881.4233
Joplin School District	Video Management Systems	Jim Hounsshell, Director of Safety and Security	417.625.5230 <a href="mailto:jimhounsshell@joplinschools.org">jimhounsshell@joplinschools.org</a>

While these references involved projects that vary in scope, all of our customers will speak to our passion for service, attention to detail and devotion to follow up. We appreciate this opportunity and please contact us if you have any questions.

*Chad Sellers*



## Project Team and Approach

Midwest Digital Systems team will consist of 2-4 technicians onsite with a Site Supervisor for installation of the equipment. There will be a single point of contact and project manager assigned to the team for the City to contact as needed and to coordinate all communication.

Coordination will include working with city IT and the cable contractor as well as others and will also facilitate all training sessions and final documentation.

We estimate the camera equipment installation at each building to take between 2 and 4 days each. The Head end server and IT testing would occur first and would take 2-3 days.

Training is unlimited during the 1 year labor warranty. At the conclusion of the warranty period a Maintenance check will be conducted and extensions to maintenance and labor warranty will be offered.

The VMS server and the cameras all come with 5 Year manufacture hardware warranty. Midwest Digital Systems will be the point of contact throughout that time frame for warranty service.

Warranty service can be obtained through use of a dedicated support and service email address, calling our toll-free service line or if desired creation of a support ticket directly through our support website.

Below are listed the feature sets of the VMS, the Server and Cameras proposed for this system.



Server and Client Workstation installed by MDS



## Powerful, Intuitive Video Management System (VMS) Features

- Effectively monitor video, audio and data in real time
  - Customizable video wall
  - Two-way audio
  - Interactive mapping
  - Data integration from serial and access control systems
  - Notification overlays
- Reduce review time and conduct investigations seamlessly
  - Bookmark important video to easily view later
  - Powerful thumbnail and timeline search capabilities
  - Export video in open-standard video formats
  - Or export as a self-contained player with tamper protection



Mac



## Ease of Use & Flexible

- Requires little to no training
- Software client installs in minutes, Full Mac compatibility (no Windows emulation)
- Full featured Web browser access on all modern browsers
- Easily add IP camera licenses at any time
- Per camera licensing with no base server fee

## View Video Anywhere with Free Client Software

- Select the interface that works best for you
- Access live and recorded video on Windows, Linux or Mac PCs
- Use the free web service application in any modern browser
- Download the free [exacq Mobile](#) app available for iOS, Android, Windows Phone and Kindle Fire

Mobile



## Constantly Expanding Functionality with Included Software Updates

- Get more video management features without replacing your entire video management system
- Includes three years of free software updates

## Highly Scalable

- Single client connects to thousands of servers
- Allows you to connect up to 100 IP cameras per server
- Offers high video throughput with minimal CPU and RAM requirements necessary





## IP Video Surveillance Equipment

### Provide and Install 1 Seneca branded Server for the Network Video Recorders (NVR).

This NVR will allow for simultaneous recording and playback of all video. The system will record in a first in, first out manner. The NVRs will have a total of forty-eight (48) Terabytes of Hard Drive Space which will be configured for RAID 6 and will provide at least 30 days of video retention. Storage is expandable. Your system storage was calculated based on recording all of your cameras at 10 frames per second at max resolution.

Servers will run Exacqvision Enterprise and will include Health Monitoring during warranty period for uptime, hard drive and camera status.

- 2U Rack Mount "Assurance" Model Server
- Tested, Validated and Certified for VMS application
- Performance tunings optimized for specific VMS
- OS on RAID1 SSD drives
- Windows 10 64-bit OS
- Video Storage on RAID 6 storage array with 48 TB of storage
- 32GB RAM
- 4GbE Jacks
- 5year NBD Onsite Warranty service



### Provide and install sixteen (16) exterior 3 megapixel resolution cameras to view the designated areas.

- 2-3MP resolution (max 2,048 x 1,536)
  - Auto Back Focus
  - IR LEDs
  - i-PRO EXTREME
  - Color night vision (0.001 to 0.015 lx)
  - Intelligent Auto (iA) feature provides increased discernibility even in environments with poor visibility.
  - Extreme Super Dynamic technologies deliver 144 dB wide dynamic range.
  - H.265 compression and Smart coding technology realize high image quality streaming at low bit rates.
  - Encryption and alteration detection functions enhanced the security (FIPS 140-2 Level 1 compliant).
  - ClearSight Coating is a special coating applied to the surface of the transparent cover that makes it difficult for water droplets to adhere to the lens cover.
  - IP66, NEMA 4X Water and Dust ratings
  - IEC62262, IK10 Vandal Resistant
- Models Panasonic WV-S1531LTN 3MP Telephoto Bullet WV-S1531LN 3MP Bullet and WV-S2531LN Dome



**Provide and install twenty-six (26) interior 2 megapixel resolution cameras to view the designated areas.**

Full HD / 1,920 x1,080 Compact Dome Network Camera featuring Super Dynamic

- 1080p Full HD images up to 30 fps
- Multiple H.264 (High profile) streams and JPEG streams ensure simultaneous real time monitoring and high resolution recording.
- Super Dynamic and ABS (Adaptive Black Stretch) technologies deliver 122 dB wider dynamic range compared to conventional cameras.
- Face Super Dynamic Range technology ensures clear face image.
- High sensitivity with Day/Night (Electrical) function : 0.1 lx (Color), 0.08 lx (B/W) at F2.3
  
- Models Panasonic WV-SFN130 and WV-SFV130 Dome



**Provide and install twenty (20) interior 3 megapixel resolution cameras to view the designated areas.**

- 2-3MP resolution (max2,048 x 1,536)
- Auto Back Focus
- IR LEDs
- i-PRO EXTREME
- Color night vision (0.0008 to 0.012 lx)
- Intelligent Auto (iA) feature provides increased discernibility even in environments with poor visibility.
- Extreme Super Dynamic technologies deliver 144 dB wide dynamic range.
- H.265 compression and Smart coding technology realize high image quality streaming at low bit rates.
- Encryption and alteration detection functions enhanced the security (FIPS 140-2 Level 1 compliant).
  
- Models Panasonic WV-S2131L Dome, WV-S2231L Vandal Dome and WV-S1131 Cell Cameras



**Provide and install Two (2) 32" Public View monitors including appropriate wall mount.**

Monitors for local personal in the City Hall and Police to view cameras. 2 monitors will need a dedicated computer to run the Exacq client.



**Please note the following:**

1. **Electrical service** is the responsibility of the customer. The access control/video systems require 110V electrical service. Dedicated circuits are preferred. Specific outlet and locations requirements to be agreed upon by both parties prior to installation if necessary.
2. **Taxes** – are not included in this proposal but will be included in final invoicing if applicable. If your project is tax exempt, a copy of your tax exempt status will need to be provided to MDS prior to invoicing.
3. **Remote Access** - The security system will be capable of remote access via any standard Internet application as well as a full featured Remote Software interface. Business class high speed internet connection is required with a static IP address. Connection is also dependent upon firewall configurations by your service provider.
4. **Pictures** are graphical representations and may not match your product exactly.
5. **Proposal is good for 30 days**
6. **Confidential** - "This document contains confidential information. It is disclosed for business purposes between MDS and the intended recipient only and must not be shared with any other party. If you are not the intended recipient, you are hereby notified that you received this document in error, and that any review, dissemination, distribution or copying of this document and any attachment is strictly prohibited. Please return this to Midwest Digital Systems P.O. Box 37 Lawson, Missouri 64062."





## Appendix D – Vendor Questionnaire

Answers to each of the following questions should be included in the Respondent proposal in the format as presented. Questions not answered may constitute an incomplete proposal and subject to rejection. In addition to written proposals, the City may interview one or multiple vendors prior to entering into negotiations with a vendor to perform the work.

### PURPOSE OF THE RFP

**Single Point of Responsibility / Accountability:** The City's expectation is to have a single point of contact (i.e. a single point of authority and a single point contracting entity for this project). This is of a critical nature for this RFP; a contract will NOT be awarded to a Vendor who does not have this single point of accountability. Indicate the Vendor's understanding and compliance with this requirement. [MDS will provide a single point of contact.](#)

### GENERAL FEATURES OF A VOIP PHONE SYSTEM

**General Features of IP Based Video Surveillance System:** Indicate the proposed system's ability to provide the features that the City is seeking in a system by completing Appendix E – Functionality Checklist. [See below](#)

### TECHNICAL REQUIREMENTS

**System Design:** Indicate the process that will be undertaken to complete the system design to integrate video into the data network. [As part of the RFP process Midwest Digital Systems designed a compatible integratable network surveillance system.](#)

**Video Quality Assurance:** Indicate the methodology that will be deployed to ensure video quality through the system. [Video quality and performance is measured at 14 and 30 days after installation and documented as part of installation checklist.](#)

**Expansion Capability:** Indicate the extent to which the proposed system can be expanded to meet the future needs of the City. [The platform can accommodate an unlimited amount of recorders and cameras.](#)

**Server Specifications:** Indicate whether the Vendor will provide the server(s) to meet the system specifications outlined in this RFP, or if the City is expected to purchase this. If the City is expected to purchase the server, indicate the following: [Midwest Digital Systems will provide the server for the VMS and storage.](#)

- Processor
- Memory (RAM)
- Specify DVD+R/+RW
- Storage
- Configuration (e.g. SAN)
- Back-up Capacity

Indicate the amount of storage needed per hour of video.

If the video is to be compressed, indicate the ratio of video compression.

**Network Viewing Specifications:** Indicate the minimum workstation requirements for viewing video on the system including:

- Processor Requirements (i.e. 1 GHz) [i3 - 6100](#)
- Minimum Memory Requirements [4GB](#)
- Minimum Video Card Requirements [Intel HD Graphics 530](#)
- Minimum Requirements for the Operating Platform [Windows 7, Ubuntu 10.04 or Mac OS 10.7 or greater](#)

**Power Supply:** Describe power maintenance requirements. Describe the automated camera operation recovery after restoration of power. [Server requires standard 110v service. A UPS will be provided for the recorder. Cameras are powered by the city provided POE capable switches and their power source. Cameras start reconnect sequence in the event of power loss at either the server or camera within 30 seconds of restoration and automatically retry until complete.](#)

### **NETWORK ASSESSMENT**

**Network Assessment:** Describe the methodology that is being proposed for conducting a full network assessment. [MDS will work in conjunction with Johnson County DTI to ensure minimum bandwidth requirements are available on the existing city network and make recommendations. As designed the system is estimated to generate a total amount of camera network traffic between 281.49 Mbps - 331.9 Mbps. We will work with DTI to measure specific bandwidth between buildings and network hops ahead of installation](#)

**System Design and Installation:** The Vendor must provide a complete system design showing the integration of the video network into the data network. Further, the Vendor must provide a methodology for assuring video quality through the system. Indicate the Vendor's understanding and compliance with this requirement. [Understood](#)

**Work in Conjunction with Johnson County DTI:** The successful Vendor will need to work in cooperation with the City's network administrator, Johnson County DTI. Indicate the Vendor's understanding and compliance with this requirement. [Understood](#)

### **CABLING REQUIREMENTS**

**Cabling:** Indicate the Vendor's understanding that it will need to work with the selected cable vendor (if not the respondent) to ensure that appropriate cable is installed and meets the specifications of the system design. [Understood](#)

**Cable Testing:** Indicate the Vendor's understanding that it may have to test and verify that the proposed system will function within all required parameters on the City Hall/Police Department existing cable, if the City decides not to upgrade the cable at this time. [Understood](#)



## **DOCUMENTATION**

Indicate what documentation will be provided at the completion of the project. In particular, provide the type and number of documents (i.e. manuals, training material, diagrams, etc.) that will be provided.

Unlimited electronic copies of equipment list, installation checklist, full user manual, end-user quick start reference guides. 2 full bound printed copies to be provided

## **PROJECT MANAGEMENT**

Indicate that the responder will provide a project manager for the duration of the project.

MDS will provide a single project manager and point of contact for the duration of the project

### **SITE SECURITY AND BACKGROUND CHECK**

The City Hall/Police Department is a secured facility. As such, personnel working in this facility need to have a background check performed prior to beginning work, and will have to be fingerprinted and photographed. Indicate the Vendor's understanding and compliance with this requirement.

Understood

### **SITE RESTORATION**

At the completion of the project the Respondent will remove all waste, excess materials, rubbish debris, tool and equipment resulting from or used in the services identified in this document. In addition, all old cameras, monitors and recording equipment should be removed from each of the facilities at no cost to the City. Indicate the Vendor's understanding and compliance with this requirements. Understood

### **TRANSITION PLAN**

**Installation schedule and cutover:** All of the City's buildings are active facilities throughout the week, including after typical business hours. Disruptions to data networks directly impact the City's operations. While the City anticipates that some disruptions will be unavoidable, particularly as a result of re-cabling, these should be kept to a minimum. Please describe your proposed installation schedule, and the steps that will be taken to reduce disruptions. Installation of the security cameras themselves should provide no disruption to the network. In the case of access MDS will coordinate with local staff at each building to work around day to day operations and cause minimal impact to working conditions.

### **TRAINING**

Indicate your training plan for training the City's employees on the use of the new system. Training can be completed in group or individual sessions as desired. There are no limits to the training sessions. It is expected that the city would provide an initial list of individuals and MDS can coordinate training sessions.

Will the respondent be able to provide training for users as outlined in Section 3.12 of the Scope of Services? YES

Can the respondent provide a "train the trainer" solution? YES

Indicate the type of training material and operational handbooks that will be provided to each user at each of the City's primary facilities. Unlimited electronic copies of equipment list, installation checklist, full user manual, end-user quick start reference guides. 2 full bound printed copies to be provided

Indicate the method that the City will use to obtain additional manuals or operational handbooks. Contact Midwest Digital Systems at any time for additional copies.



## ADMINISTRATION / SECURITY

**Remote Administration:** Indicate that the proposed solution will provide remote for administration of the system by the City's Administrator. [YES](#)

**Administration of Security Levels:** Indicate that the proposed solution will have security set features built in that allow the City's Administrator to remotely administer security levels of users. It should full integrate with the City's Active Directory and should allow the administrator to control class of service and class of restriction. [YES](#)

**Passwords:** Indicate that all system level passwords will be provided to the City at that the system has been installed and tested. [YES](#)

## WARRANTY, MAINTENANCE AND SUPPORT

**Test Period:** There shall be a 30 day test period once installation of the video surveillance system has been completed and training performed. Indicate the Vendor's understanding and compliance with this requirement. [Understood](#)

**Warranty:** Section 3.14.2. of the Scope of Work stipulates a one-year warranty period for all equipment, materials, and labor. Indicate the Vendor's understanding and compliance with this requirement. Describe specifically the Vendor's proposed warranty for the video surveillance system and what is include in the warranty and if provided by the manufacturer or the Vendor. [A 2 year warranty will be provided by Midwest Digital Systems on all equipment and labor. See included warranty information for details.](#)

**Ongoing Maintenance and Support:** Provide pricing for an annual maintenance and support agreement of the video surveillance system once the warranty has concluded. Describe the scope of services and benefits provided with this agreement, including: response time commitment, any specific plan of preventative maintenance, and any preferential rates available as a result of entering the agreement.

**Ongoing licensing cost:** What is the annual ongoing licensing cost for the product and to access manufacturer's software and firmware updates, *excluding* any support by the installing vendor? [There is no ongoing licensing cost](#)

## Appendix E – Functionality Checklist

The following checklist will be utilized in evaluating proposed systems and solutions. Respondents will need to complete this checklist and include it with their proposals.

Feature	Support Yes / No	Comments / Limitations
Surveillance Camera System Features		
Are all cameras, and the overall system, capable of integrating fully with the City's existing data network VLAN technology and quality of service requirements?	Yes	The system is not proprietary and conforms to standard networking standards and protocols.
Can video streams between camera and the network video recorder(s) be configured for both uni-cast and multi-cast transmission modes?	Yes & No	The cameras do support Multicast, so for fixed "public-view" type monitor locations we can set-up a multicast stream. The recorder can take multiple streams from a single cameras, but of differing resolutions so there is no use case for multi-cast from a camera to a NVR for recording.
Are all cameras proposed TCP/IP cameras that utilize power over Ethernet (PoE)?	Yes	
Are all proposed cameras full-feature including pan, tilt, and zoom (PTZ) capabilities were appropriate?	Yes	
Does the video surveillance system entail internal digital zoom capabilities that allow it to focus in on any object instantly using the inbuilt zoom feature on non PTZ cameras?	Yes	
Can the digital zoom capabilities be turned off if deemed necessary?	Yes	
Are all proposed cameras designed for indoor and outdoor applications?	Yes	
Are outdoor cameras sealed for outdoor use and provide IP66 protection against water, wind, or dust?	Yes	
Are outdoor cameras vandal resistant, immune to shock and vibration, and able to withstand the equivalent of 120lbs of force?	Yes	



Are proposed cameras high resolution, high sensitivity integral color cameras?	Yes	
Can proposed cameras accommodate monitoring visibility day and night under parking lot light illuminate conditions or better?	Yes	
Do proposed cameras offer Wide Dynamic Range and provide a mechanical cut filter for IR sensitivity?	Yes	
Do administrative user(s) have the ability to adjust the color and brightness of each camera?	Yes	
Do cameras support 4CIF D1 resolution at 30 frames per second (fps) or better?	Yes	
Does the proposed video surveillance system allow recorded video to be played back in the forward or reverse direction, frame-by-frame, and from beginning to end of the clip using "VCR-Like" buttons?	Yes	
Is the proposed video system able to record from 1-30 fps on a per camera basis?	Yes	
Does the proposed system have the capability to record when motion occurs and suppress video recordings at other times at the camera end, not at the digital recorder?	Yes	
Does the proposed system have the ability to define zones where a recording trigger would not be enabled?	Yes	
Does the system have the ability to define recording schedules through an Internet browser only?	Yes	

Does the proposed video surveillance system provide video authentication, checksums, and reporting to ensure videos are not altered in any way?	Yes	
Does the proposed video surveillance system provide simultaneous viewing of both live and recorded video through a web browser interface exclusively?	Yes*	<i>Not exclusively.</i> You can monitor live and recorded video from a almost any web browser, as well as through mobile apps and through dedicated client software . There are no limits on the types or number of connections.
Is the proposed system able to be administered through a web browser including full control of PTZ cameras?	Yes	
Does the proposed video surveillance system export directly into industry standard formats (e.g. JEG, AVI, and WMV)?	Yes	
Does the proposed video surveillance system allow viewing of up to 16 images on a single display with at least a resolution of 1024 x 768?	Yes	
Does the Internet browser display allow for viewing of different cameras from multiple network video recorders simultaneously?	Yes	
Does the proposed system support motion based recording that can be configured to save disk space, change operator views and send alerts?	Yes	
Is the system administrator able to access video from any network video recorder, instantly?	Yes	
Does the video management solution have the ability for the operator to trigger any camera that is not actively archiving video?	Yes	



Is this trigger initiated from an http call to the system?	No	If you mean recording, it is triggered from the software client, not via the camera. Live view streams are HTTP.
Does the proposed solution provide the ability for multiple cameras to update at once using a batch administration feature from the Administrator leveraging an Excel template?	Yes	You can import camera configurations through the software client.
Does the proposed video surveillance system provide a comprehensive authentication system that allows user authentication against Microsoft Active Directory for simultaneous access to all network video recorders, city-wide?	Yes	
Does the system provide comprehensive role-based authorization for each user?	Yes	
Does the administrative user(s) have the capability to create new users and define granular control over all system and camera functions?	Yes	
Is the proposed system expandable for future camera installations without forklift upgrades or visible topology changes to the end-user through the web interface?	Yes	
Does the proposed system require individual client licenses or any reoccurring licenses fees?	No	There are no client licensing fees. Camera licenses are a one time purchase.  There is an <i>Optional</i> Software Subscription that provides ongoing access to the latest updates. 1 Year of updates are included as part of this proposal.
<b>Other Features Not Identified</b>		

### Appendix F – Pricing Matrix

The following pricing matrix will be utilized in evaluating proposed system and solutions. Respondents will need to complete this pricing matrix (or reproduce it) and include with their proposals. Pricing is for all equipment and services, including cameras, switches, and servers, labor, training, maintenance, etc. All prices on equipment, materials, and labor must be itemized as shown. The pricing must also reflect the cost of shipping and handling or any other cost for implementation. Additionally, the City reserves the right to purchase all or some of the proposed solution.

**Equipment** (Indicate all hardware including cameras, switches, servers, and software. Provide specification / description sheets for any key pieces of hardware proposed, including all cameras, switches, servers, control units, expansion cards, etc.)

Item	Description	Quantity	Unit Price	Total
E-1	VMS Server ASC-48T-W10	1	\$7,826.00	\$7,826.00
E-2	WV-SFN-130	21	\$266.20	\$5,590.20
E-3	WV-SFV130	5	\$364.48	\$1,822.40
E-4	WV-S2131L	8	\$504.88	\$4,039.04
E-5	WV-S2231L	8	\$531.88	\$4,255.04
E-6	WV-S1131	4	\$485.44	\$1,941.76
E-7	WV-1531LN	6	\$660.40	\$3,962.40
E-8	WV-1531LTN	2	\$713.32	\$1,426.64
E-9	WV-S2531LN	8	\$623.68	\$4,989.44
E-10	Exacqvision Enterprise EVENIP Cam License	62	\$151.20	\$9,374.40
E-11	Monitor	3	\$264.00	\$792.00
E-12	Varifocal/Fixed 90+ 3 Megapixel Lens	4	\$170.48	\$681.92
			<b>Total</b>	\$46,701.24

**Materials and Incidentals** (Indicate cabling, mounting brackets, etc.)

Item	Description	Quantity	Unit Price	Total
I-1	Camera Mounting Brackets	1	\$544.47	\$544.47
I-2	Monitor Brackets	2	\$48.60	\$97.20
I-3	Misc Connectors, brarckets	1	\$685.80	\$685.80
I-4	Power supplies		\$161.20	\$161.20
I-5				
			<b>Total</b>	\$1,488.67

**Labor**

Item	Description	# of Hours	Hourly Rate	Total
L-1	Installation	94	\$65.00	\$5,640.00
L-2	Mgmt, design, engineering	16	\$65.00	\$960.00
L-3	Office OH	1	\$240	\$240.00
L-4				
			<b>Total</b>	\$6,840.00



**Training** (Indicate any training that will be at no additional charge.)

Item	Description	# of Hours	Hourly Rate	Total
T-1	Training covered during the warranty period at no charge	Unlimited	0.00	0.00
T-2				
T-3				
T-4				
T-5	(Respondent should add additional lines as needed)			
			<b>Total</b>	0.00

**Licenses** (Provide cost for any licenses required. If discounts are available for multi-year support agreements, please provide this information regarding the length of term and net discount percentage)

Item	Description	Discount	Length of Term	Total
LC-1	No additional licensing required			
LC-2				
LC-3				
LC-4				
LC-5	(Respondent should add additional lines as needed)			
			<b>Total</b>	0.00

**Maintenance** (Provide annual maintenance costs. If discounts are available for multi-year support agreements, please provide this information regarding the length of term and net discount percentage.)

Item	Description	Discount	Length of Term	Total
M-1	Maintenance 1 <sup>st</sup> year maintenance, updates, service			\$960.00
M-2	<i>Optional Maintenance for years 2-5</i>		<i>Annual</i>	<i>\$2550</i>
M-3				
			<b>Total</b>	\$960.00

**Other Costs** (Provide any other costs that were not identified above.)

Item	Description	Quantity	Unit Price	Total
O-1				
O-2				
O-3				
O-4				
O-5	(Respondent should add additional lines as needed)			
			<b>Total</b>	0.00

			<b>Project Grand Total</b>	<b>\$55,990</b>
--	--	--	----------------------------	-----------------

**Appendix G– Acknowledgment of Addenda**

Respondents will need to complete this and sign this acknowledgment that it has received and considered all Addenda that were issued in relation to this RFP.

Midwest Digital Systems LLC (Vendor) does hereby certify that we have received any and all addendum issued by the City of Mission in relation to the Request for Proposals for:

**TCP/IP Based Video Surveillance System**

And, that Vendor has reviewed and understands each addenda issued and has developed its response to the Request for Proposals in accordance with said addendum.

Name of Vendor: Midwest Digital Systems LLC

Address of Vendor: 2901 NW Platte Road Riverside, MO

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of Individual of Vendor with Authority to Sign on Behalf of Vendor:

Scott Clingan

Title of Individual:

Vice President

Signature:

\_\_\_\_\_





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SYSTEMS



**Equipment  
Specification  
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## exacqVision Enterprise Large-Scale, Intuitive VMS Software

# exacqVision<sup>®</sup>

enterprise



## EasyConnect



### • Large-Scale, Intuitive Video Management System (VMS) Features

- Effectively monitor video, audio and data in real time
  - Two-way audio
  - Interactive and multi-level mapping
  - Data integration from retail and access control systems
  - Notification overlays
- Conduct investigations on recorded video, audio and data
- VideoPush video wall sends video to another exacqVision user or public view monitor
- Constantly expand functionality with included regular software updates

### • Multi-Server Administration

- Single-screen administration across multiple systems:
  - Cameras: Globally configure and monitor camera settings across the enterprise
  - Storage: Monitor storage health, configure S-Series storage connections
  - Users: Simultaneous administration of all users on multiple servers
  - LDAP/Active Directory Integration: standardized network administration
  - E-mail and Text Notifications: Quickly configure notification rules on all servers

### • Enterprise System Manager

- Option to add Enterprise System Manager, a centralized health monitoring and software updating system available on a PC or mobile device

### • Multi-Level Mapping

- Create hierarchical nesting of maps for faster camera and device navigation

### • Ease of Use & Flexibility

- Requires little to no training
- Software installs in minutes
- EasyConnect automatically finds, assigns and addresses compatible IP cameras
- Easily add IP licenses at any time
- Per camera server licensing with no base server fee

### • View Video Anywhere with Free Client Software

- Access live and recorded video on Windows, Linux or Mac PCs
- Use the free web service application with any modern browser
- Download the free exacq Mobile app available for iOS, Android, Windows Phone 8

### • Highly Scalable

- Single client connects to thousands of servers
- Allows you to connect up to 64 analog and 128 IP cameras on exacqVision hybrid servers
- Offers high video throughput with minimal CPU and RAM requirements necessary

### • Build a Best-of-Breed Physical Security System

- Integrates with:
  - Over 2,000 IP cameras and encoders from over 60 manufacturers
  - 20 access control systems
  - Video analytics solutions for LPR, heat mapping and intrusion detection
  - Retail/point-of-sale analytics

### • Constantly Expanding Functionality with Included Software Updates

- Get more video management features without replacing your entire VMS
- Includes 1 year free software updates (three years on exacqVision NVRs)



CLIENT WORKSTATION MINIMUM HARDWARE REQUIREMENTS	TYPICALLY FOR VIEWING 1-4 ANALOG CAMERAS
Processor	Intel® Celeron® G540 or higher
RAM	1 GB
Hard Drive	40 GB
Video	Intel HD (on-CPU GPU)
Operating Systems	Microsoft® Windows XP, server 2003 (minimum), Ubuntu 8.04 or higher
VMS SERVER HARDWARE MINIMUM REQUIREMENTS	TYPICALLY LESS THAN 50 MBPS CAMERA TRAFFIC, 1-2 SIMULTANEOUS REMOVE CLIENTS
Processor	Intel® Atom D525 1.8GHz or higher
RAM	2 GB
Hard Drive	60 GB (OS) + 250 GB (video) > 15 MBps non-sequential write
Operating System	Microsoft® Windows 7 Pro, Microsoft® Server 2003, Ubuntu 8.04 or higher
NIC	1 Gbps
WEB BROWSER ACCESS	
Compatibility	Internet Explorer, Firefox, Safari, Opera, Chrome
MOBILE DEVICE ACCESS	
Compatibility	iOS, Android, Windows Phone 8

exacqVision Enterprise VMS Software is available on exacqVision servers:

exacqVision **Z-Series**



exacqVision **A-Series**



exacqVision **ELP**



## Related Products



exacqVision Hybrid & IP Camera Servers



exacqVision Enterprise System Manager (ESM)

exacqVision **virtual**



exacqVision Virtual

[www.exacq.com](http://www.exacq.com)

## SENECA ASSURANCE NETWORK VIDEO RECORDER

Mid-Commercial Level Video Storage Appliance

The Seneca Assurance series network video recorder takes the term "Assurance" far beyond just a name. Designed with best-in-class enterprise components, this appliance and mission critical projects go hand-in-hand. High throughput and performance balance your camera load while scalable architecture keeps stride with your retention requirements.

To guarantee a truly optimized platform, the Arrow Advanced Engineering Team integrates VMS specific performance tunings right out of the box, making installation and integration easier than ever.

All of this and more, backed by industry leading support, gives the Seneca Assurance Series an unparalleled competitive edge.

All Seneca NVR servers come with Seneca xConnect pre-installed. Seneca xConnect is an industry-best hardware monitoring tool designed to monitor, report and manage the environment and performance of your server hardware.

### KEY FEATURES

- 5 Year Global next day on-site service
- Industry leading xConnect hardware monitoring ensures maximum up time
- Tested, Validated and Certified with top VMS applications
- Performance tunings optimized for specific VMS



Leveraging customized hardware by a trusted security vendor

- Global support
- 96TB raw storage
- RAID options 0, 1, 5, 6, 10





# SENECA ASSURANCE

## SYSTEM

<b>Processor</b>	Intel® Xeon® Silver Processor Family
<b>Operating System</b>	Windows Server 2016 Windows 10 IoT
<b>Manufacturer</b>	Seneca
<b>Memory</b>	<b>Default:</b> 32 GB (4 × 8GB) DDR4 2666MHz ECC configured in Quad-Channel Mode <b>Option:</b> 48 GB (6 × 8GB) DDR4 2666MHz ECC configured in Six-Channel Mode
<b>Maximum Data Storage</b>	Up to 96TB RAW
<b>Video Outputs</b>	VGA
<b>Networking</b>	4 × 1GbE with optional 10GbE SFP+
<b>USB</b>	Front: 1 × USB 2.0 Rear: 2 × USB 3.0
<b>Expansion Slots</b>	H840 Storage Expander Connect up to 4 JBOD Expansion Chassis @ 96TB each
<b>RAID</b>	<b>Operating System RAID:</b> 2 × 240GB SSD (RAID 1) <b>Data RAID Level:</b> PERC H730P JBOD, 0, 1, 5, 6, 10
<b>High Speed Live Drive</b>	2 or 4 × 1.2TB 10K SAS Option*
<b>NVR Hardware Monitoring</b>	Pre-Installed with Seneca xConnect Server Agent; iDRAC 9 Basic
<b>Warranty</b>	5 Year Global Next Day, Onsite Warranty Standard



## MECHANICAL

<b>Form Factor</b>	2U
<b>OS Drive Bays</b>	2 × M.2 BOSS PCIe Card
<b>Data Drive Bays</b>	Up to 12 × 3.5" Hot Swappable
<b>Power Supply</b>	1+1 750W hot plug redundant 80+ Platinum
<b>Ambient Operating Temp</b>	10°C to 35°C (50°F to 95°F)
<b>Operating Humidity</b>	5% ~ 90% non-condensing
<b>Dimensions (w x h x d)</b>	17.08 × 3.4 × 27.86 in / 434 × 86 × 708 mm
<b>Weight</b>	71.5 lbs / 32.5 kg fully populated

\*Live Drive Configurations are capped at 64TB of raw local archive storage due to drive bay requirements



**ARROW**  
Five Years Out

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## iA (intelligent Auto) H.265 Network Camera

Panasonic WV-S2131L captures the highest quality images automatically even in very challenging and fast-changing surveillance environments. Intelligent Auto (iA) allows the camera to automatically adjust the key settings in real-time depending on the scenery and movement, reducing distortion such as motion blur and moving objects. New industry-leading 144dB dynamic range delivers balanced scene exposure in dynamic and extreme-backlit lighting environments. In addition, color night vision provides outstanding low-light performance with accurate color rendition and saturation from i-Pro's 1/3" sensor, rivaling the performance of costlier 1/2" sensor cameras in the market. The adopted H.265 Smart Coding technology, intelligently reduces bandwidth efficiency of up to 95%\* more than H.264 for longer recording and less storage. Cameras out-of-the-box, support full data encryption streaming and is compliant to FIPS 140-2 Level 1 standards to keep your video secured.

\*Value in Advanced mode with Smart Facial Coding. It depends on the scene.

### Extreme image quality allows evidence to be captured even under challenging conditions

- Auto Shutter speed control for fast moving vehicles
- Sharp and clear images of a walking person day & night
- Outstanding low light performance in true color with low noise for night time applications
- Super Dynamic 144dB for backlit situations involving headlights and shadows on night streets

### Extreme H.265 compression with new Smart Coding

- Longer recording and less storage compared to any H.264 based compression techniques
- New self-learning ROI\* encoding (Auto VIQS) detects movement within the image and compresses the areas with little motion in order to reduce transmitted data while maintaining the quality of the image.
- New "Smart Facial Coding" adds more bandwidth reduction for ID camera applications mainly capturing faces

\*Region of Interest

### Extreme Data Security

- Full encryption SD card edge recording to keep your data safe
- FIPS 140-2 Level 1 compliant
- Full end-to-end system encryption with supported VMS and devices to protect from IP snooping/spoofing and detect data alteration

### Key Features

- Full HD 1080p 60fps
- iA (intelligent Auto)
- Extreme Super Dynamic 144dB
- Color night vision (0.0008 to 0.012 lx)
- H.265 Smart Coding
- FIPS 140-2 Level 1 compliant

### Applications

- Airport (Passport control / Security checkpoint / Ticket counter)
- Retail / Bank / Education / Hospital / Building





## Specifications

<b>Camera</b>	Image Sensor	Approx. 1/3 type MOS image sensor
	Minimum Illumination	Color : 0.012 lx, BW : 0.006 lx (F1.6, Maximum shutter : Off (1/30s), AGC : 11) BW : 0 lx (F1.6, Maximum shutter : Off (1/30 s), AGC : 11, when the IR LED is lit) Color : 0.0008 lx, BW : 0.0004 lx (F1.6, Maximum shutter : Max. 16/30s, AGC : 11) *1
	White Balance	AWC (2,000 - 10,000 K), ATW1 (2,700 - 6,000 K), ATW2 (2,000 - 6,000 K)
	Shutter Speed	1/30 Fix to 1/10000 Fix *1/30 Fix to 2/120 Fix is available during 30 fps mode only. *1/60 Fix is available during 60 fps mode only.
	Intelligent Auto	On / Off
	Super Dynamic *2	On / Off, the level can be set in the range of 0 to 31.
	Dynamic Range	144 dB (Super Dynamic : On)
	Adaptive Black Stretch	The level can be set in the range of 0 to 255.
	Back light compensation / High light compensation	BLC (Back light compensation) / HLC (High light compensation) / Off (Only when Super dynamic and Intelligent Auto : Off)
	Fog compensation	On / Off (only when Intelligent auto / auto contrast adjust : Off)
	Maximum gain (AGC)	The level can be set in the range of 0 to 11.
	Color/BW (ICR)	Off / On (IR Light Off) / On (IR Light On) / Auto1 (IR Light Off) / Auto2 (IR Light On) / Auto3 (SCC)
	IR LED	High / Middle / Low / Off, Maximum irradiation distance : 30 m (Approx. 98 ft)
	Digital Noise Reduction	The level can be set in the range of 0 to 255.
	Video Motion Detection (VMD)	On / Off, 4 areas available
	Intelligent VMD (i-VMD) *3	Type 4 *optional plug-in software WV-SAE200
	Stabilizer *3	On / Off (available only in the 30 fps mode)
	Privacy Zone	On / Off (up to 6 zones available)
	Image rotation *4	0° / 90° / 180° / 270°
	Camera Title (OSD)	On / Off Up to 20 characters (alphanumeric characters, marks)
Focus Adjustment	Auto back focus / Manual	
<b>Lens</b>	Focal length	2.8 - 10 mm (1/8 inches - 13/32 inches)
	Zoom ratio	3.6 x (Motorized zoom / Auto Focus)
	Angular Field of View	[16 : 9 mode] Horizontal : 30° (TELE) - 110° (WIDE) Vertical : 17° (TELE) - 59° (WIDE) [4 : 3 mode] Horizontal : 25° (TELE) - 90° (WIDE) Vertical : 19° (TELE) - 66° (WIDE)
	Maximum Aperture Ratio	1 : 1.6 (WIDE) - 1 : 3.4 (TELE)
	Focusing Range	0.3 m (11-13/16 inches) - ∞
<b>Adjusting Angle</b>	Horizontal : -240 to +120°, Vertical : -30 to +65°, Yaw : ±100°	
<b>Browser GUI</b>	Camera Control	Brightness, AUX On / Off
	Audio	Mic (Line) Input : On / Off Volume adjustment : Low / Middle / High Audio Output : On / Off Volume adjustment : Low / Middle / High
	GUI / Setup Menu Language	English, Italian, French, German, Spanish, Portuguese, Russian, Chinese, Japanese
<b>Network</b>	Network I/F	10Base-T / 100Base-TX, RJ45 connector
	Resolution	*2 mega pixel [16 : 9] (30/60 fps) 1,820 x 1,080 / 1,280 x 720 / 640 x 360 / 320 x 180
	H.265 / H.264 JPEG (MJPEG)	*3 mega pixel [4 : 3] (30 fps) 2,048 x 1,536 *5 / 1,280 x 960 / 800 x 600 / 640 x 480 / 400 x 300 / 320 x 240
	H.265 / H.264 *6	Transmission Mode Constant bit rate / VBR / Frame rate / Best effort.
	JPEG	Transmission Type Unicast / Multicast
	Smart Coding	Image Quality 10 steps
		Smart Facial Coding *7 : On (Smart Facial Coding) / On (Auto VQOS) / Off *Smart Facial Coding is only available with Stream(1). GOP (Group of pictures) : On (Advanced) * / On (Low) / On (Mid) / Off *On(Advanced) is only available with H.265.

<b>Network</b>	Audio Compression	G.726 (ADPCM) : 16 kbps / 32 kbps G.711 : 64 kbps AAC-LC *7 : 64 kbps / 96 kbps / 128 kbps	
	Audio transmission mode	Off / Mic (Line) Input / Audio output / Interactive (Half duplex) / Interactive (Full duplex)	
	Supported Protocol	IPv6 : TCP/IP, UDP/IP, HTTP, HTTPS, RTP, FTP, SMTP, DNS, NTP, SNMP, DHCPv6, MLD, ICMP, ARP, IEEE 802.1X, DiffServ IPv4 : TCP/IP, UDP/IP, HTTP, HTTPS, RTSP, RTP, RTSP/RTCP, FTP, SMTP, DHCP, DNS, DDNS, NTP, SNMP, UPnP, IGMP, ICMP, ARP, IEEE 802.1X, DiffServ	
	No. of Simultaneous Users	Up to 14 users (Depends on network conditions)	
	SDXC/SDHC/SD Memory Card (Option)	H.265 / H.264 recording : Manual REC / Alarm REC (Pre/Post) / Schedule REC / Backup upon network failure JPEG recording : Manual REC / Alarm REC (Pre/Post) / Backup upon network failure Compatible SDXC/SDHC/SD Memory Card : Panasonic 2 GB, 4 GB, 8 GB, 16 GB, 32 GB, 64 GB, 128 GB, 256 GB *model *SDHC card, ** SDXC card (except miniSD card and microSD card)	
	Mobile Terminal Compatibility	iPad, iPhone, Android™ mobile terminals	
	<b>Alarm</b>	Alarm Source	3 terminals input, VMD alarm *8, Command alarm, Audio detection alarm
		Alarm Actions	SDXC/SDHC/SD memory recording, E-mail notification, HTTP alarm notification indication on browser, FTP image transfer, Panasonic alarm protocol output
	<b>Input/ Output</b>	Monitor Output (for adjustment)	VBS : 1.0 V (p-p) / 75 Ω composite, ø3.5 mm mini jack An NTSC or PAL signal can be outputted from camera
		Audio input	ø3.5 mm stereo mini jack Input impedance: Approx. 2 kΩ (unbalanced) (Applicable microphone : Plug-in power type) Supply voltage : 2.5 V ±0.5 V
Audio Output		ø3.5 mm stereo mini jack (monaural output) Output impedance : Approx. 600 Ω (unbalanced)	
External I/O Terminals		ALARM IN 1 (Black & white input, Auto time adjustment input) (x1), ALARM IN 2 (ALARM OUT) (x1), ALARM IN 3 (ALUX OUT) (x1)	
<b>General</b>	Safety	UL (UL60950-1), c-UL (CSA C22.2 No.60950-1), CE, IEC60950-1	
	EMC	FCC (Part15 ClassA), ICES003 ClassA, EN55032 ClassB, EN55024	
	Power Source and Power Consumption	DC power supply : DC12 V 560 mA, Approx. 6.8 W PoE (IEEE802.3af compliant) Device : DC48 V 150 mA, Approx. 7.2 W (Class 0 device)	
	Ambient Operating Temperature	-10 °C to +50 °C (14 °F to 122 °F)	
	Ambient Operating Humidity	10 to 90 % (no condensation)	
	Dimensions	ø129.5 mm x 101 mm (H) (ø5-3/32 inches x 3-31/32 inches (H)) Dome radius 40 mm (1-9/16 inches)	
	Mass (approx.)	Approx. 560 g (1.23 lbs)	
	Finish	Main body : ABS resin, sail white Dome section : Clear acrylic resin	

\*1 Converted value

\*2 Super Dynamic function is automatically set off on 60 fps mode.

\*3 Stabilizer, Smart Facial Coding, i-VMD can not be used at the same time.

\*4 When "3 mega pixel [4 : 3] (30fps mode)" is selected for "Image capture mode", "90 °" and "270 °" cannot be selected.

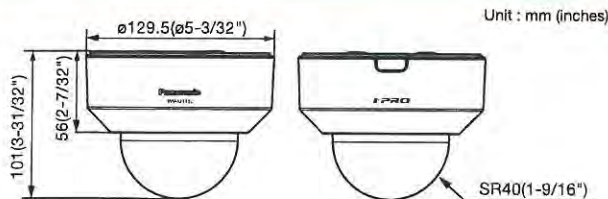
\*5 Used by super resolution techniques

\*6 Transmission for 4 streams can be individually set.

\*7 Only use AAC-LC (Advanced Audio Coding - Low Complexity) when recording audio on an SD memory card.

\*8 Including alarms from Plug-in Software

## Appearance



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- ONVIF and the ONVIF logo are trademarks or registered trademarks of ONVIF Inc.
- All other trademarks identified herein are the property of their respective owners.

### Important

- Safety Precaution : Carefully read the Important Information, Installation Guide and operating instructions before using this product.
- Panasonic cannot be responsible for the performance of the network and/or other manufacturers' products used on the network.

## Optional Accessories

<b>Ceiling Mount Bracket</b> <b>WV-Q105A</b> 	<b>Embedded Ceiling Mount Bracket</b> <b>WV-Q174B</b> 	<b>Dome Cover (Smoke type)</b> <b>WV-CF5SA</b> 
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### Plug-in Software for i-VMD

#### WV-SAE200

i-VMD is possible to detect objects in the specified area by advanced video analysis technology.

i-VMD : Intruder Detection, Loitering Detection, Direction Detection, Scene Change Detection, Object Detection, Cross Line Detection



Notification sent to the monitoring screen

\* Masses and dimensions are approximate. \* Specifications are subject to change without notice.

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<https://security.panasonic.com>

<http://www.facebook.com/PanasonicNetworkCamera>

(2A-176CL)



## iA (intelligent Auto) H.265 Network Camera

Panasonic WV-S2531LN captures the highest quality images automatically even in very challenging and fast-changing surveillance environments. Intelligent Auto (iA) allows the camera to automatically adjust the key settings in real-time depending on the scenery and movement, reducing distortion such as motion blur and moving objects. New industry-leading 144dB dynamic range delivers balanced scene exposure in dynamic and extreme-backlit lighting environments. In addition, color night vision provides outstanding low-light performance with accurate color rendition and saturation from i-Pro's 1/3" sensor, rivaling the performance of costlier 1/2" sensor cameras in the market. The adopted H.265 Smart Coding technology, intelligently reduces bandwidth efficiency of up to 95%\* more than H.264 for longer recording and less storage. Cameras out-of-the-box, support full data encryption streaming and is compliant to FIPS 140-2 Level 1 standards to keep your video secured.

\*Value in Advanced mode with Smart Facial Coding. It depends on the scene.

### Extreme image quality allows evidence to be captured even under challenging conditions

- Auto Shutter speed control for fast moving vehicles
- Sharp and clear images of a walking person day & night
- Outstanding low light performance in true color with low noise for night time applications
- Super Dynamic 144dB for backlit situations involving headlights and shadows on night streets
- Environmental durability : IP66, IK10, 50J compliant and Dehumidification device

### Extreme H.265 compression with new Smart Coding

- Longer recording and less storage compared to any H.264 based compression techniques
- New self-learning ROI\* encoding (Auto VIQS) detects movement within the image and compresses the areas with little motion in order to reduce transmitted data while maintaining the quality of the image.
- New "Smart Facial Coding" adds more bandwidth reduction for ID camera applications mainly capturing faces

\*Region of Interest

### Extreme Data Security

- Full encryption SD card edge recording to keep your data safe
- FIPS 140-2 Level 1 compliant
- Full end-to-end system encryption with supported VMS and devices to protect from IP snooping/spoofing and detect data alteration

### Key Features

- Full HD 1080p 60fps
- iA (intelligent Auto)
- Extreme Super Dynamic 144dB
- Color night vision (0.0008 to 0.012 lx)
- H.265 Smart Coding
- FIPS 140-2 Level 1 compliant
- ClearSight Coating

### Applications

- Safe City
- Transportation (Airport / Train, Subway station)
- Bank (ATM, Entrance)
- Retail / Logistics / Education / Hospital / Building



with Base Bracket



## Specifications

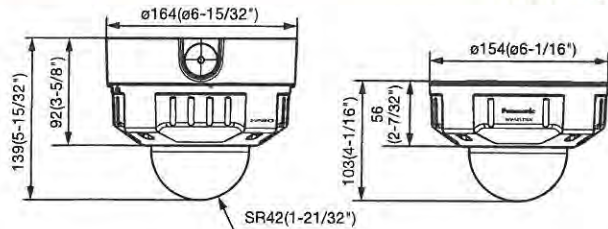
<b>Camera</b>	Image Sensor	Approx. 1/3 type MOS image sensor
	Minimum Illumination	Color : 0.012 lx, BW : 0.006 lx (F1.6, Maximum shutter : Off (1/30s), AGC : 11) BW : 0 lx (F1.6, Maximum shutter : Off (1/30 s), AGC : 11, when the IR LED is lit) Color : 0.0008 lx, BW : 0.0004 lx (F1.6, Maximum shutter : Max. 16/30s, AGC : 11) <sup>*1</sup>
	White Balance	AWC (2,000 - 10,000 K), ATW1 (2,700 - 6,000 K), ATW2 (2,000 - 6,000 K)
	Shutter Speed	1/30 Fix to 1/10000 Fix *1/30 Fix to 2/120 Fix is available during 30 fps mode only. *1/60 Fix is available during 60 fps mode only.
	Intelligent Auto	On / Off
	Super Dynamic <sup>2</sup>	On / Off, the level can be set in the range of 0 to 31.
	Dynamic Range	144 dB (Super Dynamic : On)
	Adaptive Black Stretch	The level can be set in the range of 0 to 255.
	Back light compensation / High light compensation	BLG (Back light compensation) / HLC (High light compensation) / Off (Only when Super dynamic and Intelligent Auto : Off)
	Fog compensation	On / Off (only when Intelligent auto / auto contrast adjust : Off)
	Maximum gain (AGC)	The level can be set in the range of 0 to 11.
	Color/BW (ICR)	Off / On (IR Light On) / On (IR Light On) / Auto (IR Light Off) / Auto2 (IR Light On) / Auto3 (SCC)
	IR LED	High / Middle / Low / Off, Maximum irradiation distance : 40 m (Approx. 131 ft)
	Digital Noise Reduction	The level can be set in the range of 0 to 255.
	Video Motion Detection (VMD)	On / Off, 4 areas available
	Intelligent VMD (i-VMD) <sup>3</sup>	Type 4 *optional plug-in software WV-SAE200
	Stabilizer <sup>3</sup>	On / Off (available only in the 30 fps mode)
	Privacy Zone	On / Off (up to 8 zones available)
	Image rotation <sup>4</sup>	0° / 90° / 180° / 270°
	Camera Title (OSD)	On / Off Up to 20 characters (alphanumeric characters, marks)
Focus Adjustment	Auto back focus / Manual	
<b>Lens</b>	Focal length	2.8 - 10 mm (1/8 inches - 13/32 inches)
	Zoom ratio	3.6 x (Motorized zoom / Auto Focus)
	Angular Field of View	[16 : 9 mode] Horizontal : 30° (TELE) - 106° (WIDE) Vertical : 17° (TELE) - 58° (WIDE) [4 : 3 mode] Horizontal : 25° (TELE) - 90° (WIDE) Vertical : 19° (TELE) - 65° (WIDE)
	Maximum Aperture Ratio	1 : 1.6 (WIDE) - 1 : 3.35 (TELE)
Focusing Range	0.3 m (11-13/16 inches) - ∞	
<b>Adjusting Angle</b>	Horizontal : ±180°, Vertical : -30 to +85°, Yaw : ±100°	
<b>Browser GUI</b>	Camera Control	Brightness, AUX On / Off
	Audio	Mic (Line) Input : On / Off Volume adjustment : Low / Middle / High Audio Output : On / Off Volume adjustment : Low / Middle / High
<b>Network</b>	GUI / Setup Menu Language	English, Italian, French, German, Spanish, Portuguese, Russian, Chinese, Japanese
	Network IF	10Base-T / 100Base-TX, RJ45 connector
<b>Resolution</b>	H.265 / H.264 / JPEG (MJPEG)	*2 mega pixel [16 : 9] (30/60 fps) 1,920 x 1,080 / 1,280 x 720 / 640 x 360 / 320 x 180 *3 mega pixel [4 : 3] (30 fps) 2,048 x 1,536 <sup>5</sup> / 1,280 x 960 / 800 x 600 / 640 x 480 / 400 x 300 / 320 x 240
	H.265 / H.264	Transmission Mode Constant bit rate / VBR / Frame rate / Best effort
	JPEG	Transmission Type Unicast / Multicast
	Smart Coding	Image Quality 10 steps
	Smart Coding	Smart Facial Coding <sup>3</sup> : On (Smart Facial Coding) / On (Auto VIQS) / Off *Smart Facial Coding is only available with Stream(1). GOP (Group of pictures) : On (Advanced) / On (Low) / On (Mid) / Off *On(Advanced) is only available with H.265.

\*1 Converted value

\*2 Super Dynamic function is automatically set off on 60 fps mode.

## Appearance

Unit : mm (inches)



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• Masses and dimensions are approximate. • Specifications are subject to change without notice.

<b>Network</b>	Audio Compression	G.726 (ADPCM) : 16 kbps / 32 kbps G.711 : 64 kbps AAC-LC <sup>7</sup> : 64 kbps / 96 kbps / 128 kbps
	Audio transmission mode	Off / Mic (Line) input / Audio output / Interactive (Half duplex) / Interactive (Full duplex)
	Supported Protocol	IPv6 : TCP/IP, UDP/IP, HTTP, HTTPS, RTP, FTP, SMTP, DNS, NTP, SNMP, DHCPv6, MLD, ICMP, ARP, IEEE 802.1X, DiffServ IPv4 : TCP/IP, UDP/IP, HTTP, HTTPS, RTSP, RTP, RTSP/RTCP, FTP, SMTP, DHCP, DNS, DDNS, NTP, SNMP, UPnP, IGMP, ICMP, ARP, IEEE 802.1X, DiffServ
	No. of Simultaneous Users	Up to 14 users (Depends on network conditions)
<b>Memory Card (Option)</b>	SDXC/SDHC/SD	H.265 / H.264 recording : Manual REC / Alarm REC (Pre/Post) / Schedule REC / Backup upon network failure JPEG recording : Manual REC / Alarm REC (Pre/Post) / Backup upon network failure Compatible SDXC/SDHC/SD Memory Card: Panasonic 2 GB, 4 GB*, 8 GB*, 16 GB*, 32 GB*, 64 GB*, 128 GB**, 256 GB** model *SDHC card, ** SDXC card (except miniSD card and microSD card)
	Mobile Terminal Compatibility	iPad, iPhone, Android™ mobile terminals
<b>Alarm</b>	Alarm Source	3 terminals input, VMD alarm <sup>8</sup> , Command alarm, Audio detection alarm
	Alarm Actions	SDXC/SDHC/SD memory recording, E-mail notification, HTTP alarm notification Indication on browser, FTP image transfer, Panasonic alarm protocol output
<b>Input/ Output</b>	Monitor Output (for adjustment)	VBS: 1.0 V [p-p] / 75 Ω, composite, e3.5 mm mini jack An NTSC or PAL signal can be outputted from camera
	Audio Input	e3.5 mm stereo mini jack Input impedance: Approx. 2 kΩ (unbalanced) (Applicable microphone : Plug-in power type) Supply voltage : 2.5 V ±0.5 V
	Audio Output	e3.5 mm stereo mini jack (monaural output) Output impedance : Approx. 600 Ω (unbalanced)
<b>External I/O Terminals</b>	ALARM IN 1 (Black & white input, Auto time adjustment input) (x1), ALARM IN 2 (ALARM OUT) (x1), ALARM IN 3 (AUX OUT) (x1)	UL (UL60950-1), c-UL (CSA C22.2 No.60950-1), CE, IEC60950-1
	UL (UL60950-1), c-UL (CSA C22.2 No.60950-1), CE, IEC60950-1	FCC (Part15 ClassA), ICES003 ClassA, EN55032 ClassB, EN55024
<b>General</b>	Safety	EMC Power Source and Power Consumption DC power supply : DC12 V 750 mA, Approx. 9 W PoE (IEEE802.3af compliant) Device : DC48 V 195 mA, Approx. 9.4 W (Class 0 device)
	Ambient Operating Temperature	IR LED : On -40 °C to +50 °C (-40 °F to 122 °F), IR LED : Off -40 °C to +60 °C (-40 °F to 140 °F) Temperature (Power On range : -30 °C to +60 °C (-22 °F to 140 °F))
	Ambient Operating Humidity	10 to 100 % (no condensation)
	Water and Dust Resistance	IP66, IEC60529 measuring standard compatible, Type 4X(UL50), NEMA 4X compliant
	Shock Resistance	Compliant with 50J IEC60068-2-75, IK10 (IEC 62262)
	Dimensions	ø164 mm x 139 mm (H) (ø6-15/32 inches x 5-15/32 inches (H))
	Installing using the base bracket	Dome radius 42 mm (1-21/32 inches)
	Mass (approx.)	When using base bracket : Approx. 1.6 kg (3.53 lbs) When using attachment plate : Approx. 1.2 kg (2.65 lbs)
	Finish	Main body : Aluminum die cast, light gray Dome section : Clear polycarbonate resin (ClearSight coating)

\*3 Stabilizer, Smart Facial Coding, i-VMD can not be used at the same time.

\*4 When "3 mega pixel [4 : 3] (30fps mode)" is selected for "Image capture mode", "90°" and "270°" cannot be selected.

\*5 Used by super resolution techniques.

\*6 Transmission for 4 streams can be individually set.

\*7 Only use AAC-LC (Advanced Audio Coding - Low Complexity) when recording audio on an SD memory card.

\*8 Including alarms from Plug-in Software

## Optional Accessories

Embedded Ceiling Mount Bracket <b>WV-Q169A</b> 	Dome Cover (Smoke type) <b>WV-CW7S</b> 	Dome Cover (Smoke type with ClearSight coating) <b>WV-CW7SN</b> 	Sun Shade <b>WV-Q7118</b> 	Ceiling Mount Bracket <b>WV-Q105A</b> 
Ceiling Mount Bracket <b>WV-Q121B</b> 	Wall Mount Bracket <b>WV-Q185</b> (Light gray) <b>WV-Q122A</b> (Fine silver) 	Mount Bracket <b>WV-Q186</b> (Light gray) <b>WV-Q124</b> (Fine silver) 	Pole Mount Bracket <b>WV-Q182</b> (Light gray) <b>WV-Q188</b> (Fine silver) 	Corner Mount Bracket <b>WV-Q183</b> (Light gray) <b>WV-Q189</b> (Fine silver) 
(This bracket requires WV-Q186 or WV-Q124.)	(This bracket requires WV-Q186 or WV-Q124.)	(This bracket requires WV-Q185 or WV-Q122A or WV-Q121B.)	(This bracket requires WV-Q185 or WV-Q122A.)	(This bracket requires WV-Q185 or WV-Q122A.)

\* For indoor installation only

### Plug-in Software for i-VMD

#### WV-SAE200

i-VMD is possible to detect objects in the specified area by advanced video analysis technology.

i-VMD : Intruder Detection, Loitering Detection, Direction Detection, Scene Change Detection, Object Detection, Cross Line Detection



Notification sent to the monitoring screen

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(2A-172CA)





\*i-VMD Type2 : Intruder Detection / Loitering Detection / Direction Detection / Scene Change Detection / Object Detection / Cross Line Detection

### Full HD / 1,920 x 1,080 Compact Dome Network Camera (WV-SFN130) HD / 1,280 x 720 Compact Dome Network Camera (WV-SFN110)

#### Key Features

- 1080p Full HD images up to 30 fps (WV-SFN130)
- 720p HD images up to 30 fps (WV-SFN110)
- Multiple H.264 (High profile) streams and JPEG streams ensure simultaneous real time monitoring and high resolution recording.
- **Super Dynamic** and ABS (Adaptive Black Stretch) technologies deliver 122 dB wider dynamic range compared to conventional cameras.
- **Face Super Dynamic Range** technology ensures clear face image.
- High sensitivity with Day/Night (Electrical) function :  
0.1 lx (Color), 0.08 lx (B/W) at F2.3 (WV-SFN130)  
0.04 lx (Color), 0.03 lx (B/W) at F2.3 (WV-SFN110)
- **VIQS** (Variable Image Quality on Specified area) technology allows the designated **eight areas** to retain higher image quality while the excluded area will have a decreased image quality, which enables to use lower image file size and bit rate.
- **Smart coding Technology :**  
**Group of Pictures (GOP) control** function removes unnecessary information from the frame for realizing efficient encoding.  
**Auto VIQS** (Variable Image Quality on Specified area) function recognizes the no movement area in a video automatically and lowering the resolution of it to reduce the data size.  
With the latest bit rate reducing technology, **GOP control**, **Auto VIQS**, **3D-MNR** (Multi process Noise Reduction) and **FDF** (Frequency Divided Filter), the network bandwidth and the disk space of recorder can be saved.
- Progressive scan ensures clear images with less motion blur and no tearing even when the subject is moving.
- Light control modes :  
ELC (maximum exposure time) :  
The lightning control will be automatically performed by adjusting shutter speed in the range of ELC.
- 2x, 4x digital zoom controlled by browser
- VMD (Video Motion Detection) with 4 programmable detection areas, 15 steps sensitivity level and 10 steps detection size
- Privacy Zone can mask up to 8 private areas, such as house windows and entrances/exits.
- Camera title display : Up to 20 alphanumeric characters on the browser
- Alarm sources including VMD and Panasonic alarm command can trigger actions such as FTP image transfer, E-mail notification, Indication on browser, and Panasonic alarm protocol output.
- JPEG Image compression ratio can be changed by alarm so that higher quality image can be provided.
- Prioritized stream control : One of the video streams can be prioritized when multiple recorders or client PCs are accessing the camera so that the recorder or the client PC can maintain the frame rate.
- SDXC/SDHC/SD Memory card slot for manual recording, alarm recording and backup upon network failure
- Face detection function detects the position of human face and the information is sent by XML or video stream. (Optional)
- Can be added new intelligent extension software (Optional) in addition to built-in VMD (Video Motion Detection), alarm function.
- **Fog compensation function** equipped as standard.
- **HLC (High Light Compensation)** technology reduces strong light sources such as vehicle headlights to prevent camera being blinded.
- H.264 max. bit rate/client and Total bit rate control allows flexible network traffic management.  
Frame rate priority mode controls bit rate and compression ratio to provide the specified frame rate.
- Internet mode : H.264 images can be transmitted over HTTP protocol.
- Multi-language : English / Italian / French / German / Spanish / Portuguese / Russian / Chinese / Japanese
- IPv4/IPv6 protocol supported
- Supports SSL, DDNS (viewnetcam, RFC2136)
- ONVIF compliant model
- Low profile design for discrete installation
- Wide coverage  
WV-SFN130 [16 : 9 mode] Horizontal : 108 ° Vertical : 60 °  
WV-SFN110 [16 : 9 mode] Horizontal : 100 ° Vertical : 55 °

#### Optional Accessory

Smoke Dome Cover  
**WV-CW6SA**





# Specifications

<b>Camera</b>	Image Sensor	Approx. 1/3 type MOS image sensor		
	Scanning Mode	Progressive		
	Scanning Area	WV-SFN130	5.28 mm (H) x 2.97 mm (V) (7/32 inches (H) x 1/8 inches (V))	
		WV-SFN110	4.86 mm (H) x 3.65 mm (V) (3/16 inches (H) x 5/32 inches (V))	
	Minimum Illumination	WV-SFN130	Color: 0.1 lx (F2.3, Maximum shutter: Off (1/30s), AGC: High) 0.007 lx (F2.3, Maximum shutter: Max. 16/30s, AGC: High) <sup>*1</sup> BW: 0.08 lx (F2.3, Maximum shutter: Off (1/30s), AGC: High) 0.005 lx (F2.3, Maximum shutter: Max. 16/30s, AGC: High) <sup>*1</sup>	
		WV-SFN110	Color: 0.04 lx (F2.3, Maximum shutter: Off (1/30s), AGC: High) 0.003 lx (F2.3, Maximum shutter: Max. 16/30s, AGC: High) <sup>*1</sup> BW: 0.03 lx (F2.3, Maximum shutter: Off (1/30s), AGC: High) 0.002 lx (F2.3, Maximum shutter: Max. 16/30s, AGC: High) <sup>*1</sup>	
	White Balance	AWC (2,000 - 10,000 K), ATW1 (2,700 - 6,000 K), ATW2 (2,000 - 6,000 K)		
	Light Control Mode	ELC / Indoor scene 50 Hz / Indoor scene 60 Hz		
	Super Dynamic	On (High) / On (Normal) / Off		
	Dynamic range	122 dB typ. (Super Dynamic: On)		
	Face Super Dynamic	On / Off (only when Super Dynamic: On)		
	Adaptive Black Stretch	On / Off (only when Super Dynamic: Off)		
	Back light compensation (BLC)	On / Off (only when Super Dynamic: Off)		
	Fog compensation	On / Off (only when Super Dynamic / Adaptive black stretch: Off)		
	High light compensation (HLC)	On / Off (only when Super Dynamic / Back light compensation (BLC): Off)		
	AGC	On (High) / On (Mid) / On (Low) / Off		
	Maximum shutter	max. 1/10,000 s, max. 1/4,000 s, max. 1/2,000 s, max. 1/1,000 s, max. 1/500 s, max. 1/250 s, max. 1/120 s, max. 1/100 s, max. 2/120 s, max. 2/100 s, max. 3/120 s, max. 3/100 s, max. 1/30 s, max. 2/30 s, max. 4/30 s, max. 6/30 s, max. 10/30 s, max. 16/30 s		
	Day/Night (Electrical)	Off / Auto		
	Digital Noise Reduction	High / Low		
	Video Motion Detection	On / Off, 4 areas available		
	Privacy Zone	On / Off (up to 8 zones available)		
	VIQS	On / Off (up to 8 zones available)		
	Camera Title (OSD)	Up to 20 characters (alphanumeric characters, marks), On / Off		
	<b>Lens</b>	Focal Length	2.8 mm (1/8 inches)	
		Digital (electronic) zoom	Choose from 3 levels of x1, x2, x4	
		Zoom ratio	x1 WV-SFN130: 3x Extra zoom (2.0 mega pixel [16: 9] mode) WV-SFN110: 2x Extra zoom	
		Angular Field of View	WV-SFN130	[16: 9 mode] Horizontal: 108° Vertical: 60° [4: 3 mode] Horizontal: 89° Vertical: 66°
			WV-SFN110	[16: 9 mode] Horizontal: 100° Vertical: 55° [4: 3 mode] Horizontal: 100° Vertical: 73°
	Maximum aperture ratio	1: 2.3		
	Focus Distance	0.5 m - ∞		
<b>Adjusting Angle</b>	Installing on a ceiling Horizontal: -20° to +20° Vertical: -20° to 0° (right under) to +90° (right beside)			
	Installing on a wall Horizontal: +90° to -90° Vertical: -20° to 0° (right beside) to +90° (right under)			
<b>Browser GUI</b>	Camera Control	Brightness		
	Display Mode	Spot, Quad: Image from 16 cameras can be displayed in 4 different Quad screens or 16 split screen (JPEG only). 20 characters camera title available.		
	Camera Title	Up to 20 alphanumeric characters		
	Clock Display	Time: 12H/24H Off, Date: 5 formats on the browser, Summer time (Manual)		
	One Shot Capture	A still picture will be displayed on a newly opened window.		
	SD Memory	Still or motion images recorded in the SDXC/SDHC/SD memory card can be downloaded.		
	Data Download			
	GUI/Setup	English, Italian, French, German, Spanish, Portuguese, Chinese, Russian, Japanese		
	Menu Language			
	System Log	Up to 100 (Internal), Up to 4,000 (SDXC/SDHC/SD memory when the recording format is set to JPEG.) error logs		
	Supported OS <sup>2,3</sup>	Microsoft® Windows® 10 Microsoft® Windows® 8.1 Microsoft® Windows® 8 Microsoft® Windows® 7		
	Supported Browser	Windows® Internet Explorer® 11 (32 bit) Windows® Internet Explorer® 10 (32 bit) Windows® Internet Explorer® 9 (32 bit) Windows® Internet Explorer® 8 (32 bit) Safari®, Google Chrome®, Mozilla Firefox® <sup>* with limitations in the part of setting screen</sup>		
	<b>Network</b>	Network IF	10Base-T / 100Base-TX, RJ45 connector (female)	
		Image Resolution H.264/JPEG	WV-SFN130	<b>*2 mega pixel [16: 9]</b> 1,920 x 1,080 / 1,280 x 720 / 640 x 360 / 320 x 180 / 160 x 90 <sup>** "1,920 x 1,080" mode is only available for H.264(1), H.264(2).</sup> <b>*2 mega pixel [4: 3]</b> 1,600 x 1,200 / 1,280 x 960 / 800 x 600 / VGA / 400 x 300 / QVGA / 160 x 120 <sup>** "1,600 x 1,200" mode is only available for H.264(1), H.264(2).</sup> <b>*3 mega pixel [4: 3]</b> 2,048 x 1,536 <sup>4</sup> / 1,280 x 960 / 800 x 600 / VGA / 400 x 300 / QVGA / 160 x 120 <sup>** "2,048 x 1,536" mode is only available for H.264(1), H.264(2).</sup>
			WV-SFN110	<b>*1.3 mega pixel [16: 9]</b> 1,280 x 720 / 640 x 360 / 320 x 180 / 160 x 90 <b>*1.3 mega pixel [4: 3]</b> 1,280 x 960 / 800 x 600 / VGA / 400 x 300 / QVGA / 160 x 120

<b>Network</b>	Image compression method		
	H.264 <sup>1,5</sup>	Transmission Mode	Constant bit rate / Variable bit rate / Frame rate / Best effort / Advanced VBR
		Frame Rate	1 / 3 / 5 / 7.5 / 10 / 12 / 15 / 20 / 30 fps
		Bit Rate per Client	64 / 128 / 256 / 384 / 512 / 768 / 1,024 / 1,536 / 2,048 / 3,072 / 4,096 / 6,144 / 8,192 / 10,240 / 12,288 / 14,336 / 16,384 / 20,480 / 24,576 / 30,720 / 40,960 kbps <sup>** The available range of the H.264 bit rate varies depending on the setting selected for "image capture size".</sup>
	Image Quality	<-When Constant bit rate or Best effort is selected> Low / Normal / Fine <-When Variable bit rate is selected> 0 Super fine / 1 Fine / 2 / 3 / 4 / 5 Normal / 6 / 7 / 8 / 9 Low	
	Smart Coding mode	On (Low / Mid / High) / Off (Only when "Variable bit rate" is selected.)	
	Transmission Type	Unicast / Multicast	
	JPEG	Image Quality	10 steps
		Refresh Interval	0.1 fps - 30 fps
	Transmission Type	Pull / Push	
	Cropping function <sup>6</sup>	Off / JPEG (1) / JPEG (2) / JPEG (3) / H.264 (1) / H.264 (2) / H.264 (3) / H.264 (4) / H.264 (all) Alarm action: On / Off	
	Audio compression method	G.726 (ADPCM) 32 kbps / 16 kbps, G.711 64 kbps, AAC-LC <sup>7</sup> 64 kbps, AAC-LC (HIGH QUALITY) <sup>8</sup> 64 kbps / 96 kbps / 128 kbps	
	Bandwidth control	64 / 128 / 256 / 384 / 512 / 768 / 1,024 / 2,048 / 4,096 / 8,192 kbps	
	Supported Protocol	IPv6: TCP/IP, UDP/IP, HTTP, HTTPS, RTP, FTP, SMTP, DNS, NTP, SNMP, DHCPv6, MLD, ICMP, ARP, DiffServ IPv4: TCP/IP, UDP/IP, HTTP, HTTPS, RTSP, RTP, RTP/RTCP, FTP, SMTP, DHCP, DNS, DDNS, NTP, SNMP, UPnP, IGMP, ICMP, ARP, DiffServ	
	FTP Client	Alarm image transmission, FTP periodic transmission (When the FTP transmission is failed, backup on an optional SDXC/SDHC/SD memory card is available.)	
Maximum concurrent access number	Up to 14 users (Depends on network conditions)		
SDXC/SDHC/SD Memory Card (Option)	Manufactured by Panasonic (SD speed class 4 or higher) SDXC memory card: 64 GB, 128 GB SDHC memory card: 4 GB, 8 GB, 16 GB, 32 GB SD memory card: 2 GB (except miniSD card and microSD card)		
Cellular Phone Compatibility	JPEG image		
Mobile Terminal Compatibility	iPad, iPhone, iPod touch (iOS 4.2.1 or later), Android™ mobile terminals		
<b>Alarm</b>	Alarm Source	VMD, Command alarm, Audio detection alarm	
	Alarm Actions	SDXC/SDHC/SD memory recording, E-mail notification, Indication on browser, FTP image transfer, Panasonic protocol output	
	Alarm Log	With SDXC/SDHC/SD memory card: 5,000 logs	
<b>General</b>	Schedule	VMD	
	Safety/EMC Standard	<Safety> UL (UL60950-1), C-UL (CAN/CSA C22.2 No.60950-1), CE, IEC60950-1 <EMC> FCC Part15 ClassA, ICES003 ClassA, EN55022 ClassB, EN55024	
	Power Source and Power Consumption	PoE (IEEE802.3af compliant) 48 V DC: 90 mA / Approx. 4.3 W (Class 2 device)	
	Ambient Operating Temperature	0 °C to +40 °C (32 °F to 104 °F)	
	Ambient Operating Humidity	10 % to 90 % (no condensation)	
Built-in microphone	Nondirectional electret condenser microphone		
Dimensions	ø104 mm x 47 mm (H) (ø4-3/32 inches x 1-27/32 inches (H)) Dome radius 54 mm (2-1/8 inches)		
Mass (approx.)	Approx. 260 g (0.57 lbs)		
Finish	<b>Main body:</b> ABS resin, sail white <b>Dome cover:</b> Acrylic resin, Clear		

<sup>\*1</sup> Converted value

<sup>\*2</sup> Refer to "Notes on Windows® 7 / Windows® 8 / Windows® 8.1 / Windows® 10" on the provided CD-ROM for further information about system requirements for a PC and precautions when using Microsoft® Windows® 10 or Microsoft® Windows® 8.1 or Microsoft® Windows® 8 or Microsoft® Windows® 7.

<sup>\*3</sup> When using IPv6 for communication, use Microsoft® Windows® 10 or Microsoft® Windows® 8.1 or Microsoft® Windows® 8 or Microsoft® Windows® 7.

<sup>\*4</sup> Used by super resolution techniques

<sup>\*5</sup> Transmission for 4 streams can be individually set.

<sup>\*6</sup> Cropping setting is not possible for stream set to maximum resolution.

<sup>\*7</sup> Only use AAC-LC (Advanced Audio Coding - Low Complexity) when recording audio on an SD memory card.

<sup>\*8</sup> When "AAC-LC (HIGH QUALITY)" is selected, there are limitations about the following function.

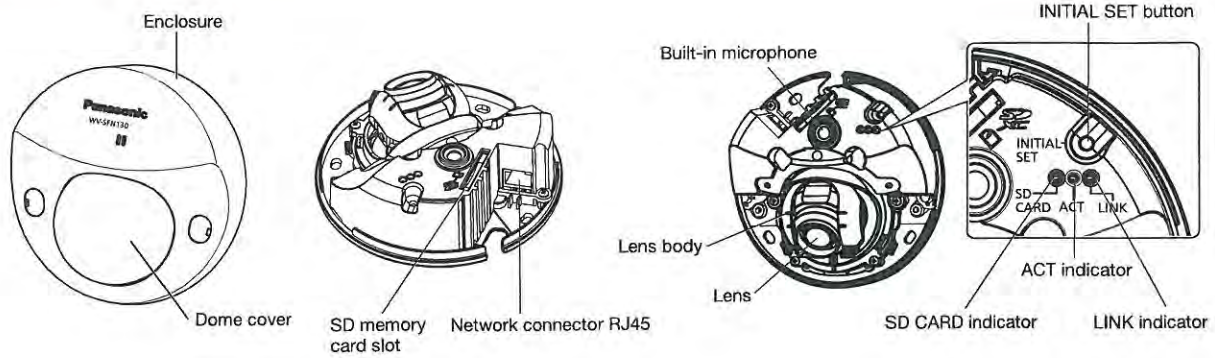
• "SD memory card" is not available.

• "Audio detection" is not available.

• HTTPS is not available.

• The maximum concurrent access number is limited to 5

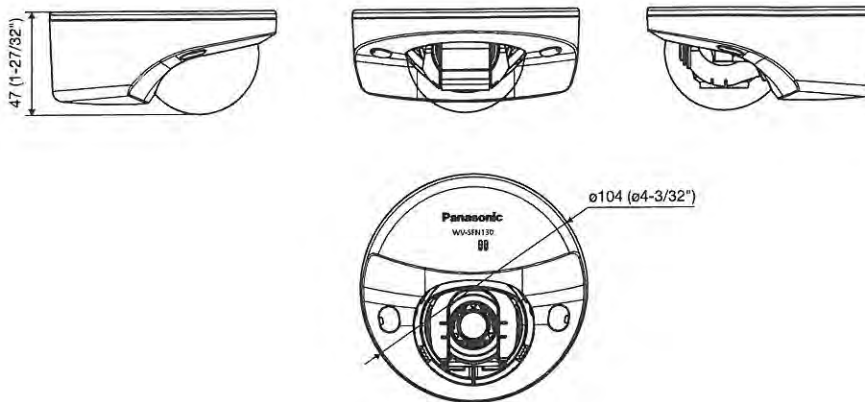
## Part Names and Functions



\* These illustrations are WV-SFN130.

## Appearance

Unit : mm (inches)



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- Microsoft, and Windows are registered trademarks of Microsoft Corporation in the U.S. and other countries.
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- Android is a trademark of Google Inc.
- "i-PRO SmartHD", and "Super Dynamic" logos are trademarks or registered trademarks of Panasonic Corporation.
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### Important


- Safety Precaution: Carefully read the Important Information, Installation Guide and operating instructions before using this product.
- Panasonic cannot be responsible for the performance of the network and/or other manufacturers' products used on the network.

- Masses and dimensions are approximate.
- Specifications are subject to change without notice.

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(2A-169DL)



## iA (intelligent Auto) H.265 Network Camera with tele lens

Panasonic WV-S1531LTN captures the highest quality images automatically even in very challenging and fast-changing surveillance environments. Intelligent Auto (iA) allows the camera to automatically adjust the key settings in real-time depending on the scenery and movement, reducing distortion such as motion blur and moving objects. New industry-leading 144dB dynamic range delivers balanced scene exposure in dynamic and extreme-backlit lighting environments. In addition, color night vision provides outstanding low-light performance with accurate color rendition and saturation from i-Pro's 1/3" sensor, rivaling the performance of costlier 1/2" sensor cameras in the market. The adopted H.265 Smart Coding technology, intelligently reduces bandwidth efficiency of up to 95%\* more than H.264 for longer recording and less storage. Cameras out-of-the-box, support full data encryption streaming and is compliant to FIPS 140-2 Level 1 standards to keep your video secured.

\*Value in Advanced mode with Smart Facial Coding. It depends on the scene.

### Extreme image quality allows evidence to be captured even under challenging conditions

- Auto Shutter speed control for fast moving vehicles
- Sharp and clear images of a walking person day & night
- Outstanding low light performance in true color with low noise for night time applications
- Super Dynamic 144dB for backlit situations involving headlights and shadows on night streets
- Environmental durability : IP66, IK10 and Dehumidification device

### Extreme H.265 compression with new Smart Coding

- Longer recording and less storage compared to any H.264 based compression techniques
- New self-learning ROI\* encoding (Auto VIQS) detects movement within the image and compresses the areas with little motion in order to reduce transmitted data while maintaining the quality of the image.
- New "Smart Facial Coding" adds more bandwidth reduction for ID camera applications mainly capturing faces

\*Region of Interest

### Extreme Data Security

- Full encryption SD card edge recording to keep your data safe
- FIPS 140-2 Level 1 compliant
- Full end-to-end system encryption with supported VMS and devices to protect from IP snooping/spoofing and detect data alteration

### Key Features

- Full HD 1080p 60fps
- iA (intelligent Auto)
- Extreme Super Dynamic 144dB
- Color night vision (0.001 to 0.015 lx)
- H.265 Smart Coding
- FIPS 140-2 Level 1 compliant
- ClearSight Coating

### Applications

- Public safety (City / Highway toll / Parking gate)
- Transportation (Airport / Train / Subway)
- Retail / Bank / Logistics / Education / Hospital / Building





## Specifications

<b>Camera</b>	Image Sensor	Approx. 1/3 type MOS image sensor
	Minimum Illumination	Color : 0.015 lx, BW : 0.008 lx (F1.7, Maximum shutter : Off (1/30s), AGC : 11) BW : 0 lx (F1.7, Maximum shutter : Off (1/30 s), AGC : 11, when the IR LED is lit) Color : 0.001 lx, BW : 0.0005 lx (F1.7, Maximum shutter : Max. 16/30s, AGC : 11) **
	White Balance	AWC (2,000 - 10,000 K), ATW1 (2,700 - 6,000 K), ATW2 (2,000 - 6,000 K)
	Shutter Speed	1/30 Fix to 1/10000 Fix *1/30 Fix to 2/120 Fix is available during 30 fps mode only. *1/60 Fix is available during 60 fps mode only.
	Intelligent Auto	On / Off
	Super Dynamic <sup>2</sup>	On / Off, the level can be set in the range of 0 to 31.
	Dynamic Range	144 dB (Super Dynamic : On)
	Adaptive Black Stretch	The level can be set in the range of 0 to 255.
	Back light compensation / High light compensation	BLC (Back light compensation) / HLC (High light compensation) / Off (Only when Super dynamic and Intelligent Auto : Off)
	Fog compensation	On / Off (Only when Intelligent Auto and Auto contrast adjust : Off)
	Maximum gain (AGC)	The level can be set in the range of 0 to 11.
	Color/BW (ICR)	Off / On (IR Light Off) / On (IR Light On) / Auto (IR Light Off) / Auto (IR Light On) / Auto (3SCC)
	IR LED	High / Middle / Low / Off, Maximum irradiation distance : 40 m (Approx. 131 ft)
	Digital Noise Reduction	The level can be set in the range of 0 to 255.
	Video Motion Detection (VMD)	On / Off, 4 areas available
	Intelligent VMD (i-VMD) <sup>3</sup>	Type 4 *optional plug-in software WV-SAE200
	Stabilizer <sup>3</sup>	On / Off (available only in the 30 fps mode)
Privacy Zone	On / Off (up to 8 zones available)	
Image rotation <sup>4</sup>	0° / 90° / 180° / 270°	
Camera Title (OSD)	On / Off, Up to 20 characters (alphanumeric characters, marks)	
Focus Adjustment	Auto back focus / Manual	
<b>Lens</b>	Focal length	9.0 - 21 mm (11/32 inches - 13/16 inches)
	Zoom ratio	2.3 x (Motorized zoom / Motorized focus)
	Angular Field of View	[16 : 9 mode] Horizontal : 14° (TELE) - 34° (WIDE) Vertical : 8° (TELE) - 19° (WIDE) [4 : 3 mode] Horizontal : 12° (TELE) - 26° (WIDE) Vertical : 9° (TELE) - 21° (WIDE)
<b>Adjusting Angle</b>	Maximum Aperture Ratio	1 : 1.7 (WIDE) - 1 : 3.0 (TELE)
	Focusing Range	2.0 m (78-13/16 inches) - ∞
<b>Adjusting Angle</b>	Ceiling mounting	Horizontal : ±180° (PAN rotation part) Vertical : 0° to 100° (TILT rotation part) Yaw : -190° to +100° (YAW rotation part)
	Wall mounting	Horizontal : ±100° (TILT rotation part) Vertical : ±100° (TILT rotation part) Yaw : -190° to +100° (YAW rotation part) * You can change between horizontal and vertical angles by adjusting the PAN rotation part.
<b>Browser GUI</b>	Camera Control	Brightness, AUX : Open / Close
	Audio	Mic (Line) Input : On / Off Volume adjustment : Low / Middle / High Audio Output : On / Off Volume adjustment : Low / Middle / High
	GUI / Setup Menu Language	English, Italian, French, German, Spanish, Portuguese, Russian, Chinese, Japanese
<b>Network</b>	Network IF	10Base-T / 100Base-TX, RJ45 connector
	Resolution	*2 mega pixel [16 : 9] (30/60 fps) 1,920 x 1,080 / 1,280 x 720 / 640 x 360 / 320 x 180
	H.265 / H.264 JPEG (MJPEG)	*3 mega pixel [4 : 3] (30 fps) 2,048 x 1,536 <sup>5</sup> / 1,280 x 960 / 800 x 600 / 640 x 480 / 400 x 300 / 320 x 240
	H.265 / H.264 <sup>6</sup> JPEG	Transmission Mode : Constant bit rate / VBR / Frame rate / Best effort Transmission Type : Unicast / Multicast Image Quality : 10 steps

<b>Network</b>	Smart Coding	Smart Facial Coding <sup>3</sup> : On (Smart Facial Coding) / On (Auto VIGS) / Off *Smart Facial Coding is only available with Stream1). GOP (Group of pictures) : On (Advanced) / On (Low) / On (Mid) / Off *On (Advanced) is only available with H.265.
	Audio Compression	G.726 (ADPCM) : 16 kbps / 32 kbps G.711 : 64 kbps AAC-LC <sup>7</sup> : 64 kbps / 96 kbps / 128 kbps
	Audio transmission mode	Off / Mic (Line) input / Audio output / Interactive (Half duplex) / Interactive (Full duplex)
	Supported Protocol	IPv6 : TCP/IP, UDP/IP, HTTP, HTTPS, RTP, FTP, SMTP, DNS, NTP, SNMP, DHCPv6, MLD, ICMP, ARP, IEEE 802.1X, DiffServ IPv4 : TCP/IP, UDP/IP, HTTP, HTTPS, RTSP, RTP, RTP/RTCP, FTP, SMTP, DHCP, DNS, DDNS, NTP, SNMP, UPnP, IGMP, ICMP, ARP, IEEE 802.1X, DiffServ
<b>Alarm</b>	No. of Simultaneous Users	Up to 14 users (Depends on network conditions)
	SDXC/SDHC/SD Memory Card (Option)	H.265 / H.264 recording : Manual REC / Alarm REC (Pre/Post) / Schedule REC / Backup upon network failure JPEG recording : Manual REC / Alarm REC (Pre/Post) / Backup upon network failure Compatible SDXC/SDHC/SD Memory Card : Panasonic 2 GB, 4 GB*, 8 GB*, 16 GB*, 32 GB*, 64 GB*, 128 GB*, 256GB** model *SDHC card, **SDXC card (except miniSD card and microSD card)
<b>Input/ Output</b>	Mobile Terminal Compatibility	iPad, iPhone, Android™ mobile terminals
	Alarm Source	3 terminals input, VMD alarm <sup>8</sup> , Command alarm, Audio detection alarm
	Alarm Actions	SDXC/SDHC/SD memory recording, E-mail notification, HTTP alarm notification Indication on browser, FTP image transfer, Panasonic alarm protocol output
<b>General</b>	Monitor Output (for adjustment)	VBS : 1.0 V [p-p] / 75 Ω, composite, Pin jack An NTSC or PAL signal can be outputted from camera
	Audio input	ø3.5 mm stereo mini jack Input impedance: Approx. 2 kΩ (unbalanced) (Applicable microphone : Plug-in power type) Supply voltage : 2.5 V ±0.5 V
	Audio Output	ø3.5 mm stereo mini jack (monaural output) Output impedance : Approx. 600 Ω (unbalanced)
	External I/O Terminals	ALARM IN 1 (Black & white input, Auto time adjustment input) (x1), ALARM IN 2 (ALARM OUT) (x1), ALARM IN 3 (AUX OUT) (x1)
<b>General</b>	Safety	UL (UL60950-1), c-UL (CSA C22.2 No.60950-1), CE, IEC60950-1
	EMC	FCC (Part15 ClassA), ICES003 ClassA, EN55032 ClassB, EN55024
	Power Source and Power Consumption	DC power supply : DC12 V 750 mA, Approx. 9.0 W PoE (IEEE802.3af compliant) Device : DC48 V 195 mA, Approx. 9.4 W (Class 0 device)
	Ambient Operating Temperature	IR LED : On -40 °C to +50 °C (-40 °F to 122 °F), IR LED : Off -40 °C to +60 °C (-40 °F to 140 °F) (Power On range : -30 °C to +60 °C (-22 °F to +140 °F))
	Ambient Operating Humidity	10 to 100 % (no condensation)
	Water and Dust Resistance	IP66, IEC60529 measuring standard compatible, Type 4X(UL50), NEMA 4X compliant
	Shock Resistance	IK10 (IEC 62262)
Dimensions	130 mm (W) x 130 mm (H) x 337 mm (L) * Installing using the base bracket	
Mass (approx.)	{5-1/8 inches (W) x 5-1/8 inches (H) x 13-9/32 inches (L)} Approx. 1.7 kg (3.75 lbs) when using the adapter box : Approx. 2.2 kg (4.85 lbs)	
Finish	Main body : Aluminum die cast, Metallic silver Front cover section clear part : Clear polycarbonate resin (ClearSight coating)	

\*1 Converted value

\*2 Super Dynamic function is automatically set off on 60 fps mode.

\*3 Stabilizer, Smart Facial Coding, i-VMD can not be used at the same time.

\*4 When "3 mega pixel [4 : 3] (30fps mode)" is selected for "Image capture mode", "90 °" and "270 °" cannot be selected.

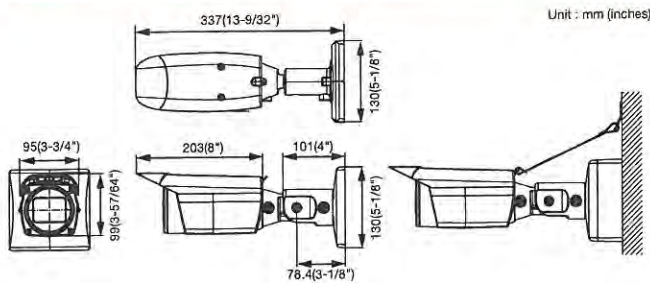
\*5 Used by super resolution techniques

\*6 Transmission for 4 streams can be individually set.

\*7 Only use AAC-LC (Advanced Audio Coding - Low Complexity) when recording audio on an SD memory card.

\*8 Including alarms from Plug-in Software

## Appearance



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- Android is a trademark of Google Inc.
- ONVIF and the ONVIF logo are trademarks or registered trademarks of ONVIF Inc.
- All other trademarks identified herein are the property of their respective owners.

\* Masses and dimensions are approximate. \* Specifications are subject to change without notice.

## Optional Accessories

Pole Mount Bracket  
**WV-Q188** (Fine silver)  
**WV-Q182** (Light gray)



Corner Mount Bracket  
**WV-Q189** (Fine silver)  
**WV-Q183** (Light gray)



### Plug-in Software for i-VMD

#### WV-SAE200

i-VMD is possible to detect objects in the specified area by advanced video analysis technology.

i-VMD : Intruder Detection, Loitering Detection, Direction Detection, Scene Change Detection, Object Detection, Cross Line Detection



Notification sent to the monitoring screen

### Important

- Safety Precaution : Carefully read the Important Information, Installation Guide and operating instructions before using this product.
- Panasonic cannot be responsible for the performance of the network and/or other manufacturers' products used on the network.

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(2A-189CL)



## iA (intelligent Auto) H.265 Network Camera

Panasonic WV-S1131 captures the highest quality images automatically even in very challenging and fast-changing surveillance environments. Intelligent Auto (iA) allows the camera to automatically adjust the key settings in real-time depending on the scenery and movement, reducing distortion such as motion blur and moving objects. New industry-leading 144dB dynamic range delivers balanced scene exposure in dynamic and extreme-backlit lighting environments. In addition, color night vision provides outstanding low-light performance with accurate color rendition and saturation from i-Pro's 1/3" sensor, rivaling the performance of costlier 1/2" sensor cameras in the market. The adopted H.265 Smart Coding technology, intelligently reduces bandwidth efficiency of up to 95%\* more than H.264 for longer recording and less storage. Cameras out-of-the-box, support full data encryption streaming and is compliant to FIPS 140-2 Level 1 standards to keep your video secured.

\*Value in Advanced mode with Smart Facial Coding. It depends on the scene.

### Extreme image quality allows evidence to be captured even under challenging conditions

- Auto Shutter speed control for fast moving vehicles
- Sharp and clear images of a walking person day & night
- Outstanding low light performance in true color with low noise for night time applications
- Super Dynamic 144dB for backlit situations involving headlights and shadows on night streets

### Extreme H.265 compression with new Smart Coding

- Longer recording and less storage compared to any H.264 based compression techniques
- New self-learning ROI\* encoding (Auto VIQS) detects movement within the image and compresses the areas with little motion in order to reduce transmitted data while maintaining the quality of the image.
- New "Smart Facial Coding" adds more bandwidth reduction for ID camera applications mainly capturing faces

\*Region of Interest

### Extreme Data Security

- Full encryption SD card edge recording to keep your data safe
- FIPS 140-2 Level 1 compliant
- Full end-to-end system encryption with supported VMS and devices to protect from IP snooping/spoofing and detect data alteration

### Key Features

- Full HD 1080p 60fps
- iA (intelligent Auto)
- Extreme Super Dynamic 144dB
- Color night vision (0.0007 to 0.01 lx)
- H.265 Smart Coding
- FIPS 140-2 Level 1 compliant

### Applications

- Public safety (City / Road / Highway / Port)
- Transportation (Airport / Train / Subway)
- Retail / Bank / Education / Hospital / Building



Lens not included



## Specifications

<b>Camera</b>	Image Sensor	Approx. 1/2.8 type MOS image sensor	
	Minimum Illumination	Color : 0.01 lx, BW : 0.004 lx (F1.4, Maximum shutter : Off (1/30s), AGC : 11) Color : 0.0007 lx, BW : 0.0003 lx (F1.4, Maximum shutter : Max. 16/30s, AGC : 11) <sup>*1</sup>	
	White Balance	AWC (2,000 - 10,000 K), ATW1 (2,700 - 6,000 K), ATW2 (2,000 - 6,000 K)	
	Shutter Speed	1/30 Fix to 1/10000 Fix <sup>*1</sup> 1/30 Fix to 2/120 Fix is available during 30 fps mode only. <sup>*1</sup> 1/60 Fix is available during 60 fps mode only.	
	Intelligent Auto	On / Off	
	Super Dynamic <sup>2</sup>	On / Off, the level can be set in the range of 0 to 31.	
	Dynamic Range	144 dB (Super Dynamic : On)	
	Adaptive Black Stretch	The level can be set in the range of 0 to 255.	
	Back light compensation / High light compensation	BLC (Back light compensation) / HLC (High light compensation) / Off (Only when Super dynamic and Intelligent Auto : Off)	
	Fog compensation	On / Off (only when Intelligent auto / auto contrast adjust : Off)	
	Maximum gain (AGC)	The level can be set in the range of 0 to 11.	
	Color/BW (ICR)	Off / On / Auto1 (Normal) / Auto2 (IR Light) / Auto3 (SCC)	
	Digital Noise Reduction	The level can be set in the range of 0 to 255.	
	Video Motion Detection (VMD)	On / Off, 4 areas available	
	Intelligent VMD (i-VMD) <sup>3</sup>	Type 4 *optional plug-in software WV-SAE200	
	Stabilizer <sup>3</sup>	On / Off (available only in the 30 fps mode)	
	Privacy Zone	On / Off (up to 6 zones available)	
Image rotation <sup>4</sup>	0° / 90° / 180° / 270°		
Camera Title (OSD)	On / Off Up to 20 characters (alphanumeric characters, marks)		
Focus Adjustment	Auto back focus / Manual		
<b>Browser GUI</b>	Camera Control	Brightness, AUX On / Off	
	Audio	Mic (Line) Input : On / Off      Volume adjustment : Low / Middle / High Audio Output : On / Off      Volume adjustment : Low / Middle / High	
<b>Setup / GUI / Setup Menu Language</b>	GUI / Setup Menu Language	English, Italian, French, German, Spanish, Portuguese, Russian, Chinese, Japanese	
	Camera Control	Brightness, AUX On / Off	
<b>Network</b>	Network IF	10Base-T / 100Base-TX, RJ45 connector	
	Resolution	*2 mega pixel [16 : 9] (30/60 fps) 1,920 x 1,080 / 1,280 x 720 / 640 x 360 / 320 x 180	
	H.265/ H.264 JPEG (MJPEG)	*3 mega pixel [4 : 3] (30 fps) 2,048 x 1,536 <sup>5</sup> / 1,280 x 960 / 800 x 600 / 640 x 480 / 400 x 300 / 320 x 240	
	H.265/ H.264 <sup>6</sup> JPEG	Transmission Mode	Constant bit rate / VBR / Frame rate / Best effort
	Image Quality	Transmission Type	Unicast / Multicast
	Smart Coding	Image Quality	10 steps
	Smart Coding	Smart Facial Coding <sup>7</sup> : On (Smart Facial Coding <sup>7</sup> ) / On (Auto VIQS) / Off <sup>7</sup> Smart Facial Coding is only available with Stream1). GOP (Group of pictures) : On (Advanced <sup>7</sup> ) / On (Low) / On (Mid) / Off <sup>7</sup> On(Advanced) is only available with H.265.	
	Audio Compression	G.726 (ADPCM) : 16 kbps / 32 kbps G.711 : 64 kbps AAC-LC <sup>7</sup> : 64 kbps / 96 kbps / 128 kbps	
	Audio transmission mode	Off / Mic (Line) input / Audio output / Interactive (Half duplex) / Interactive (Full duplex)	

<b>Network</b>	Supported Protocol	IPv6 : TCP/IP, UDP/IP, HTTP, HTTPS, RTP, FTP, SMTP, DNS, NTP, SNMP, DHCPv6, MLD, ICMP, ARP, IEEE 802.1X, DiffServ IPv4 : TCP/IP, UDP/IP, HTTP, HTTPS, RTSP, RTP, RTP/RTCP, FTP, SMTP, DHCP, DNS, DDNS, NTP, SNMP, UPnP, IGMP, ICMP, ARP, IEEE 802.1X, DiffServ
	No. of Simultaneous Users	Up to 14 users (Depends on network conditions)
<b>Memory Card (Option)</b>	SDXC/SDHC/SD	H.265 / H.264 recording : Manual REC / Alarm REC (Pre/Post) / Schedule REC / Backup upon network failure JPEG recording : Manual REC / Alarm REC (Pre/Post) / Backup upon network failure Compatible SDXC/SDHC/SD Memory Card : Panasonic 2 GB, 4 GB, 8 GB, 16 GB, 32 GB, 64 GB, 128 GB, 256 GB** model *SDHC card, ** SDXC card (except miniSD card and microSD card)
	Mobile Terminal Compatibility	iPad, iPhone, Android™ mobile terminals
<b>Alarm</b>	Alarm Source	3 terminals input, VMD alarm <sup>8</sup> , Command alarm, Audio detection alarm
	Alarm Actions	SDXC/SDHC/SD memory recording, E-mail notification, HTTP alarm notification Indication on browser, FTP image transfer, Panasonic alarm protocol output
<b>Input/ Output</b>	Monitor Output (for adjustment)	VBS : 1.0 V [p-p] / 75 Ω, composite, Pin jack An NTSC or PAL signal can be outputted from camera
	Audio input	ø3.5 mm stereo mini jack Input impedance: Approx. 2 kΩ (unbalanced) (Applicable microphone : Plug-in power type) Supply voltage : 2.5 V ±0.5 V
	Audio Output	ø3.5 mm stereo mini jack (monaural output) Output impedance : Approx. 600 Ω (unbalanced)
<b>External I/O Terminals</b>	ALARM IN 1 (Black & white input, Auto time adjustment input) (x1), ALARM IN 2 (ALARM OUT) (x1), ALARM IN 3 (AUX OUT) (x1)	
	UL (UL60950-1), c-UL (CSA C22.2 No.60950-1), CE, IEC60950-1	
<b>General</b>	Safety	FCC (Part15 ClassA), ICES003 ClassA, EN55032 ClassB, EN55024
	Power Source and Power Consumption	DC power supply : DC12 V 460 mA, Approx. 5.6 W PoE (IEEE802.3af compliant) Device : DC48 V 120 mA, Approx. 5.8 W (Class 2 device)
	Ambient Operating Temperature	-10 °C to +50 °C (14 °F to 122 °F)
	Ambient Operating Humidity	10 to 90 % (no condensation)
	Dimensions	75 mm (W) x 57 mm (H) x 146 mm (D) (2-15/16 inches (W) x 2-1/4 inches (H) x 5-3/4 inches (D)) (excluding lens / power cord plug)
	Mass (approx.)	350 g { 0.77 lbs.}
	Finish	Main body : PC / ABS resin (Sail white)

\*1 Converted value

\*2 Super Dynamic function is automatically set off on 60 fps mode.

\*3 Stabilizer, Smart Facial Coding, i-VMD can not be used at the same time.

\*4 When "3 mega pixel [4 : 3](30fps mode)" is selected for "Image capture mode", "90 °" and "270 °" cannot be selected.

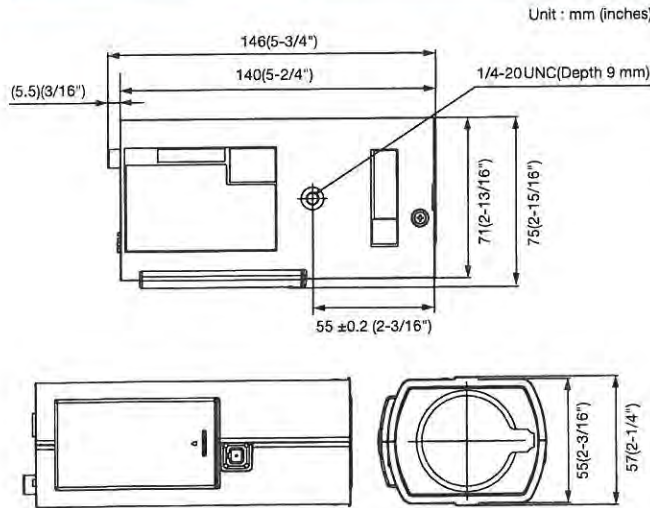
\*5 Used by super resolution techniques

\*6 Transmission for 4 streams can be individually set.

\*7 Only use AAC-LC (Advanced Audio Coding - Low Complexity) when recording audio on an SD memory card.

\*8 Including alarms from Plug-in Software

## Appearance



### Trademarks and registered trademarks

- iPad and iPhone are registered trademarks of Apple Inc.
- Android is a trademark of Google Inc.
- ONVIF and the ONVIF logo are trademarks or registered trademarks of ONVIF Inc.
- All other trademarks identified herein are the property of their respective owners.

\* Masses and dimensions are approximate. \* Specifications are subject to change without notice.

## Optional Accessory

### Plug-in Software for i-VMD

#### WV-SAE200

i-VMD is possible to detect objects in the specified area by advanced video analysis technology.  
i-VMD : Intruder Detection, Loitering Detection, Direction Detection, Scene Change Detection, Object Detection, Cross Line Detection



Notification sent to the monitoring screen

### Important

- Safety Precaution : Carefully read the Important Information, Installation Guide and operating instructions before using this product.
- Panasonic cannot be responsible for the performance of the network and/or other manufacturers' products used on the network.

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<https://security.panasonic.com>

<https://www.facebook.com/PanasonicNetworkCamera>

(2A-170DL)



City of Mission	Item Number:	6c.
<b>ACTION ITEM SUMMARY</b>	Date:	March 23, 2018
Administration	From:	Brian Scott

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

**RE:** Approval of Proposal for Structured Cabling of City Facilities

**RECOMMENDATION:** Approval of an agreement with Office Products Alliance for the structured cabling of City facilities in an amount not to exceed \$48,600.

**DETAILS:** The City Council is considering two items on this evening's agenda that pertain to significant technology upgrades for the City - the purchase of a new phone system and a new surveillance camera system. Both of these systems will operate across the City's existing network. Thus, one of the critical components to the success of these projects is that they have optimal pathways across the network - in other words, they have good structured cabling.

All of the City's facilities currently have Category 5 or better cabling in place for network support. Some of the older facilities such as the city hall/police department building and the older section of the Sylvester Powell, Jr. Community Center have predominantly Category 5 cabling. The Public Works facility has Category 6 cabling. Some of the cabling at the city hall/police department building is suspect in that connections have been dropped or the cabling is routed through a router instead of making a direct run back to the data closet.

There is no structured cabling in place to support the TCP/IP surveillance camera system that is being proposed.

A request for proposals (RFP) was issued in January for structured cabling for all City facilities (please see attached). Five proposals were received and evaluated. Proposals ranged in cost from \$37,600 to \$86,000. Similar to the proposals for the surveillance cameras, the lowest and highest proposals were largely unresponsive and were excluded from further consideration. Two firms - Allegiant Technologies and Office Products Alliance - were selected for follow-up discussions and interviews regarding their proposals. Both offered excellent responses to the RFP and both had a cost that seemed in line with the scope of the work. Both were also familiar with the City's facilities. At the conclusion of the evaluation process, Office Products Alliance was recommended by staff to complete the project.

The principal of the firm is familiar with the unique nature of the city hall/police department facility having done cabling projects in the facility before. They are willing to explore ideas as to how best to provide connectivity to the more difficult parts of the building. The firm will work with the City in mapping out an approach to cabling of the facilities. For example, starting with the MFAC so it is ready to go before it opens in May.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	Fund Balance Reserve
Available Budget:	\$226,000 Overall - \$40,500 for Cabling



<b>City of Mission</b>	Item Number:	6c.
<b>ACTION ITEM SUMMARY</b>	Date:	March 23, 2018
<b>Administration</b>	From:	Brian Scott

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

They are also willing to work after hours at no additional cost to avoid any potential conflict with City operations.

Office Products Alliance will test all cabling at all facilities (new and old), certify the new cabling that is installed, label the cabling, and document its location and map it. This documentation is a critical component for a good cabling plan as it provides necessary information for anyone that works on it in the future.

The initial proposal offered by Office Products Alliance quoted the project at \$46,200. Since this time, staff has discussed and decided that as a part of this project the existing data room in the City Hall/Police Department building be relocated to a storage closet upstairs at the back of the Police Department training room. This will provide more space, greater security, and greater ease of installation and access for the project. Office Products Alliance has provided an additional quote of \$2,323 for installation of rack, cable management system, and dedicated electric power to the room.

Staff recommends that the City enter into an agreement with Office Products Alliance for the structured cabling of City facilities in an amount not to exceed \$48,600.

This is the third project in the overall technology upgrade for the City. Funding for this project was budgeted at \$40,500. Although this particular project component exceeds the budget amount originally contemplated, there are sufficient savings in the total project budget to proceed as recommended

Cabling will begin as soon as the Agreement is approved; the last week of April. Office Products Alliance would like to begin at the Mission Family Aquatics Center first, then move to the Community Center, taking care of these facilities before they become busy in the summer. City Hall/Police Department and the Public Works facility would follow afterwards. The most challenging work will be in the City Hall/Police Department building. Cabling should be complete by end of May or beginning of June.

**CFAA CONSIDERATIONS/IMPACTS:** This agreement will be a key component in providing the other two technology upgrades that will enhance the level of services that the City provides to its residents.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	Fund Balance Reserve
Available Budget:	\$226,000 Overall - \$40,500 for Cabling





AN AGREEMENT FOR THE INSTALLATION OF STRUCTURED CABLING IN FACILITIES OWNED AND OPERATED BY THE CITY OF MISSION, KANSAS

THIS AGREEMENT (“Agreement”) is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2018 by and between the City of Mission, Kansas, a Kansas municipal corporation, (“City”) and Office Products Alliance, a Missouri corporation, (“Contractor”) for the installation of structured cabling in facilities owned and operated by the City of Mission.

WHEREAS, The City is a municipal corporation of the second class duly authorized under the Kansas State Constitution; and

WHEREAS, The City has a local area computer network (LAN) that links its facilities together for the purpose of utilizing telephony and data technology in the most efficient manner possible; and

WHEREAS, The City is planning for the installation of a new telephone system and surveillance camera system that will be utilized at all of the City’s facilities, and will operate across the City’s LAN; and

WHEREAS, The City will require that the existing structured cabling at each of its facilities be evaluated and upgraded where appropriate, or added to where needed, to support the new telephone system and surveillance camera system; and

WHEREAS, The City issued a Request for Proposals (“RFP”) for Structured Cabling on Wednesday, January 17, 2018 for the purpose of soliciting proposals from firms that would be able to install structured cabling in each of the City’s facilities for the above mentioned projects and in accordance with the specifications outlined in the RFP; and

WHEREAS, The Contractor was selected to perform this installation after all proposals were received and evaluated.

NOW THEREFORE, The parties do hereby agree to enter into this agreement for the installation of structured cabling at the City’s facilities in accordance with the following terms and conditions:

Section 1. Project

The City is planning for the installation of a VoIP telephone system and TCP/IP surveillance camera system at each of its four facilities – City Hall/Police Department building, Mission Family Aquatic Center, Sylvester Powell Jr. Community Center, and Public Works facility. These systems will utilize the City’s existing computer network, thus necessitating upgrades to the existing network (structured) cabling at each of the facilities where appropriate and the installation of new cabling where needed. The Contractor is being employed by the City for this work.

Section 2. Scope of Work

2.1. Request for Proposals

The City issued a RFP for Structured Cabling on January 17, 2018, which outlines the specifications of the work to be done. The RFP is included as an addendum to this



Agreement and will be referenced as though all specifications and requirements are included herein.

## 2.2. Response to Request for Proposals

Contractor provided a response to the RFP for Structured Cabling dated February 26, 2018, which outlines their proposal to complete the work as specified in the RFP including the manner which the work will be completed, cost for material, and cost for labor. The Contractor's response to the RFP is included as an addendum to this Agreement and will be referenced as though included herein.

## 2.3. Changes to the Scope of Work

It is understood that as planning for the project begins, and installation proceeds, there may be changes to the original Scope of Work that necessitate changes in the manner that the work is being done and/or costs. These changes will be reviewed and agreed upon by both parties, and such agreement will be put in writing and become a part of this agreement.

## Section 3. Independent Contractor

The City engages the Contractor solely as independent contractor and not as an employee. Except as expressly set forth elsewhere in this agreement or the corresponding RFP, the City shall have no direct control over the day-to-day operations of the Contractor in completing the scope of work pertained to in this agreement.

## Section 4. Assignment and Subcontracting

The Contractor shall not assign or subcontract this Agreement, or the work as defined herein, without the prior written authorization of the City.

## Section 5. Indemnification and Insurance

### 5.1. Indemnity and Required Insurance

Contractor and City shall indemnify and hold harmless the other and their respective employees from and against legal liability for claims, losses, damages, and expenses to the extent such claims, losses, damages, or expenses are legally determined to be caused by their negligent acts, errors, or omissions. In the event such claims, losses, damages, or expenses are legally determined to be caused by the joint or concurrent negligence of Contractor and City, they shall be borne by each party in proportion to its own negligence under comparative fault principles. Neither party shall have a duty to defend the other party, and no duty to defend is hereby created by this indemnity provision and such duty is explicitly waived under this Agreement. Causes of action

arising out of Contractor's services or this Agreement regardless of cause(s) or the theory of liability, including negligence, indemnity or other recover shall be deemed to have accrued and the applicable statute of limitations shall commence to run not later than the date of Contractor's substantial completion of services on the project.

Furthermore, Contractor shall maintain insurance coverage in the following amounts:

<u>Type of Insurance</u>	<u>Limit/Ea. Occurrence</u>	<u>Limit/Aggregate</u>
<b>General Liability</b>		
• Bodily Injury	\$1,000,000	\$2,000,000
• Property Damage	\$1,000,000	\$2,000,000
• Contractual Insurance	\$1,000,000	\$2,000,000
<b>Professional Liability</b>	\$3,000,000	\$3,000,000
<b>Automobile Liability</b>		
• Bodily Injury	\$1,000,000	\$1,000,000
• Property Damage	\$1,000,000	\$1,000,000
<b>Worker's Compensation</b>		
• Employee Claims	Statutory for Kansas	
• Employer's Liability	\$1,000,000 per accident	
	\$1,000,000 disease – policy limit	
	\$1,000,000 disease – each employee	

Workers' Compensation policies should include a "Waiver of Subrogation" in favor of City.

All insurance carriers should carry a minimum rating of A- X (rated by A.M. Best).

## 5.2. Vehicles and Equipment

Vehicles, equipment and property used by Contractor shall be the property of Contractor and insured as such. City shall not be responsible for any damage that may occur to such items.

## Section 6. Compensation and Terms of Payment

### 6.1. Compensation for Work Performed

City shall compensate the Contractor for the work performed an amount not to exceed \$46,198.25 subject to additions or deductions in the work that are agreed upon and approved by the City as a change order. Such amount shall include both materials and labor.



## 6.2. Change Orders

Changed Orders will be submitted and approved in writing. Cost for additional material and/or labor will be in accordance with costs as outlined Appendix A of this agreement.

## 6.3. Compensation for Materials

Based upon invoices submitted, the Contractor shall be reimbursed for materials 100% upon acceptance of the Agreement. Materials will become the property of the City.

## 6.4. Payment of Invoices Submitted

Contractor shall submit invoices for the work performed in regular, equal installments. Payment for the final installment will be made when the work has been completed and approved by the City.

## 6.5. Dispute of Invoice Amount

City shall notify Consultant in writing within 15 days of the date of the invoice if City objects to any portion of the charges on the invoice.

## 6.6 Project Exemption Certificate

The City shall supply a project exemption certificate as issued by the State of Kansas Department of Revenue for the purposes of exempting sales tax from the purchase of any materials or labor.

## Section 7. Failure to Perform

If the Contractor fails to perform the work within a reasonable time as agreed to by the City and the Contractor, then City shall have the right to void the agreement and seek completion of the work by other means.

## Section 8. Dispute Resolution

City and Contractor will make a good faith effort to address any issues that may arise. In an effort to resolve any conflicts that arise during the project or following the completion of the project, City and Contractor agree that all disputes between them in excess of \$5,000, as a condition precedent to legal action by either party, shall first be submitted to at least one session of mediation unless the parties mutually agree otherwise. Cost of mediation service shall be shared equally between City and Contractor. The mediation shall be administered by a mutually agreeable mediation service and shall be held in Johnson County, Kansas unless another location is mutually agreed upon by City and Consultant.

Section 9. Governing Law and Jurisdiction

This Agreement shall be governed by and construed in accordance with the laws of the State of Kansas.

Section 10. Notices

10.1. Notices Pertaining to This Agreement

Any notices pertaining to this Agreement shall be mailed to the following parties:

City:

Laura Smith, City Administrator  
City of Mission  
6090 Woodson  
Mission, Kansas 66202

Contractor:

Brian Gwin, Cabling Installation Sales Manager  
Office Products Alliance  
2015 Washington  
Kansas City, Missouri 64108

10.2. Delivery of Notices

All notices or other communications required or permitted under this Agreement shall be served in writing and shall be deemed to have been duly given if delivered personally or by registered or certified mail, return receipt requested, postage prepaid, to the address set above, or at such other addresses as made from time to time be furnished by the party to the other by notice provided as set forth herein. Any such notice shall be deemed given when mailed, if mailed as provided herein or upon if delivered personally.

(Rest of Page Intentionally Left Blank)



IN WITNESS WHEREOF, the parties hereto have caused this Lease to be duly executed as of the date indicated below.

ATTEST:

\_\_\_\_\_

City:  
City of Mission, Kansas

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Contractor :  
Office Products Alliance

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Appendix A  
Pricing Matrix



## Pricing Matrix

### All Facilities Materials

	Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
I-01	44,000	Category 6 Plenum Blue	Superior Essex	77-240-2B-VP	\$256.25	\$11,275.00
I-02	13,000	Category 6 Plenum Orange	Superior Essex	77-240-DB-VP	\$256.25	\$3,331.25
I-03	108	2-port Face Plate (White)	Panduit	UICFP2WH	\$2.63	\$283.50
I-04	10	Keystone Blank Module 10-Pak (White)	Panduit	CMBBL-WH	\$3.13	\$31.25
I-05	440	Category 6 Jack (Blue)	Panduit	CJ688TGBU	\$6.88	\$3,025.00
I-06	124	Category 6 Jack (Orange)	Panduit	CJ688TGOR	\$6.88	\$852.50
I-07	2	Cat 6 24 Port Patch Panel (Blank)	Panduit	CPP24FMWBLY	\$33.75	\$67.50
I-08	7	Cat 6 48 Port Patch Panel (Blank)	Panduit	CPP48FMWBLY	\$60.00	\$420.00
I-09	100	J Hooks 3/4" Wall Mount (10 Cat. 6 Cables)	B-Line	BCH12	\$1.25	\$125.00
I-10	100	J Hooks 1"5/16 Wall Mount (32 Cat. 6 Cables)	B-Line	BCH21	\$1.94	\$193.75
I-11	100	J Hooks 2" Wall Mount (50 Cat. 6 Cables)	B-Line	BCH32	\$2.38	\$237.50
I-12	100	The Loop Cable Hanger (100 Cables)	Arlington	TL25	\$1.06	\$106.25
I-13	1	Cable Tie Mount (100-PAK)	HellermanTyton	MB29M4	\$143.75	\$143.75
I-14	62	1-port Surface Mount Box (White)	Panduit	CBX1WH-A	\$3.00	\$186.00
					<b>Materials Total:</b>	<b>\$20,278.25</b>

### All Facilities Labor

Item	Description	Hourly Rate	# of hours	Labor Total
L-01	City Hall / Jail			
L-02	Sylvester Powell Community Center			
L-03	Public Works			
L-04	Aquatic Center			
L-05	<b>All Facilities Labor</b>	<b>\$45.00</b>	<b>576.00</b>	<b>\$25,920.00</b>

### Combined Materials and Labor Grand Total

<b>Materials Total:</b>	<b>\$20,278.25</b>
<b>Labor:</b>	<b>\$25,920.00</b>
<b>Grand Total:</b>	<b>\$46,198.25</b>

### Project and Pricing Notes / Assumptions

- The pricing assumes that proposed patch panels will reside in existing Racks.
- The pricing assumes that all outlet locations exist. Surface Raceway is quoted as a per stick option.

**Optional Materials Installation:** The pricing below reflects examples of general pricing for materials that the city may opt to purchase outside the contract. Quantities may vary depending on the unique architecture of the facilities.

**2-post 7ft Relay Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
	<b>7ft Racking</b>				
1	7ft Free Standing 2-post Relay Rack	Panduit	R2P	\$173.75	\$173.75
1	Ladder Rack, Hardware 12"X10'	Chatsworth	10250-712	\$92.50	\$92.50
1	Wall Angle Support Kit	Chatsworth	11421-712	\$26.25	\$26.25
1	Vertical Wall Bracket	Chatsworth	10608-001	\$17.31	\$17.31
1	Cable Runway Elevation Kit 4"-6" Height	Chatsworth	10506-706	\$40.00	\$40.00
				<b>Materials:</b>	<b>\$349.81</b>
				<b>Labor:</b>	<b>\$225.00</b>
				<b>Grand Total:</b>	<b>\$574.81</b>

**4-post 7ft Relay Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
1	7ft Free Standing 4-post Relay Rack	Panduit	R4P	\$812.50	\$812.50
1	Ladder Rack, Hardware 12"X10'	Chatsworth	10250-712	\$92.50	\$92.50
1	Wall Angle Support Kit	Chatsworth	11421-712	\$26.25	\$26.25
1	Vertical Wall Bracket	Chatsworth	10608-001	\$17.31	\$17.31
1	Cable Runway Elevation Kit 4"-6" Height	Chatsworth	10506-706	\$40.00	\$40.00
				<b>Materials:</b>	<b>\$988.56</b>
				<b>Labor:</b>	<b>\$225.00</b>
				<b>Grand Total:</b>	<b>\$1,213.56</b>

**11U Wall Mount Open Frame Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
1	11U WM Swing-out Rack 19X21X18	Ortronics	19-21-T18DB	\$206.25	\$206.25
				<b>Materials:</b>	<b>\$206.25</b>
				<b>Labor:</b>	<b>\$90.00</b>
				<b>Grand Total:</b>	<b>\$296.25</b>

**20U Wall Mount Open Frame Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
1	20U WM Swing-out Rack 19X35X18	Ortronics	19-35-T18DB	\$226.25	\$226.25
				<b>Materials:</b>	<b>\$226.25</b>
				<b>Labor:</b>	<b>\$90.00</b>
				<b>Grand Total:</b>	<b>\$316.25</b>

**Cable Management Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
	<b>Cable Management</b>				
1	1U Horizontal Finger Duct Cable Mgt. Panel with Cover Black	Panduit	WMPFSE	\$41.51	\$41.51
1	2U Horizontal Finger Duct Cable Mgt. Panel with Cover Black	Panduit	WMPHF2E	\$57.50	\$57.50
1	Dual Sided Vertical Cable Mgr 2-sided 45U	Panduit	WMPV45E	\$237.50	\$237.50

**Note:** Managers are quoted as a price per each. However, it is recommended to install one horizontal manager under each patch panel. And install two vertical managers for each 7ft Relay Rack. As needed.



**Surface Mounted Cable Raceway:** The pricing below for surface mounted cable raceway is quoted as a per 6ft stick price. This would be an example of a single location using one stick of raceway. If it is determined that surface raceway will need to transition horizontally spanning a room, and will require elbows and/or inside/outside fittings, these locations will be quoted and agreed to prior to implementation.

**1 or 2-cable Surface Mounted Cable Raceway (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
6	One-piece latching surface raceway 1.01 x 0.58 (White)	Panduit	LD5WH6-A	\$2.61	\$15.66
1	Single gang outlet box (White)	Panduit	JBX3510WH-A	\$6.09	\$6.09
				<b>Materials:</b>	<b>\$21.75</b>
				<b>Labor:</b>	<b>\$45.00</b>
				<b>Grand Total:</b>	<b>\$66.75</b>

Appendix B

Request for Proposals for Structured Cabling

City of Mission

Issued January 17, 2018



Appendix C  
Proposals Submitted by Office Products Alliance for Structured Cabling  
February 26, 2018



February 26, 2018

To: **City Clerk**  
City of Mission  
6090 Woodson St.  
Mission, KS 66202

From: Brian W. Gwin  
Office Products Alliance

Re: **"Structured Cabling"** Installation Proposal

1) **Point of Contact:** Brian Gwin  
Cabling Installation Sales Manager  
Brian@opakc.com  
816-895-8086 Direct  
816-918-4885 Cell  
2015 Washington  
Kansas City, MO 64108

2) **Statement of vendor Understanding:** Office Products Alliance will provide and install the Category 6 cabling as specified in the "Request for Proposals". OPA has the installers and management support to complete the scope of work in the time frame requested. Additionally, our organization provides many diverse services that may be beneficial to the city. Audio/Video, TV, Projector, Screens, Audio Distribution, Intercom and Sound Masking installations are all services we have experience with.

3) **Acknowledgment:** Office Products Alliance has reviewed and acknowledges that we are more than qualified to meet and/or exceed all vendor requirements as outlined in the "Request for Proposals".

A handwritten signature in black ink, appearing to read "Brian W. Gwin".

Brian Gwin  
Brian@opakc.com  
816-895-8086 Direct  
816-777-2811 Fax  
2015 Washington - Kansas City, MO 64108



## 2) Experience of the Vendor/ Statement of Qualifications

**Office Products Alliance:** Office Products Alliance is a local company and was formed by Mark Whitlow in 1993. Although, OPA started out as an office supply provider, it has evolved over the years to include any service associated with a new office build-out and ongoing office supply and related services support. OPA is in a historical building in the Crossroads Arts district in downtown Kansas City.

**History of Office Products Alliance:** Office Products Alliance has been serving the Kansas City metro area for 24 years. OPA is a culmination of seven local Kansas City office products companies beginning with K&M Office Products which was founded in 1993. The DBA Office Products Alliance was added in 2011 to better showcase the resources of all companies that came together to form what is now the largest independent office products dealer in the Kansas City area. With the addition of each company we have brought together years of industry experience that is so valuable in serving our clients in the most professional manner.

**Services Provided by OPA:** Office Supplies, Office Furniture, Janitorial supplies, Breakroom supplies, Toner cartridges (manufactured in Kansas City), Printers, Printer service, Network Cabling, Promotional products, Safety products, Audio Visual products.

**Number of employees:** 36

**OPA's Unique Qualities:** We thrive on service levels, we are an experienced team of highly motivated individuals that love taking care of our customers. Our teamwork environment where team members our cross trained make for efficient and consistent delivery of our services. Our flexibility to handle issues quickly and the speed at which we deliver our product gives us a leg up on our competition. We are big enough to handle any need but small enough to be nimble and adjust. Decisions are made here and without delay.

**Cabling Installation Experience:** The communications cabling installation division of OPA is operated by Brian Gwin. Brian has over 25 years experience in the industry. He is the former owner of Diversified Solutions Group. With DSG, Brian has cabling installation experience directly with the City of Mission. Brian has completed work in all but the Public Works facility. He has inside knowledge of how to navigate the city's unique cabling pathways. Brian has built a team of experienced qualified installers. Any work completed by us is overseen by a site supervisor with over 10-years' experience. OPA follows the installation practices as outlined by most current standards; EIA, BICSI, TIA-569 Pathways & Spaces Standard, National Electrical Code (NFPA 70), etc.

### 3) Project Team Organization:

**Brian Gwin, Project Manager.** Upon award of the project, Brian will be responsible for the following tasks;

- 1) Vendor set-up with the city.
- 2) Coordination and procurement of job materials.
- 3) Staging of materials.
- 4) Installation scheduling/coordinating with the city.
- 5) Organizing and assigning installation crews.
- 6) On-site determination of changes to the proposed scope of work.
- 7) Organization of test results and required close-out documents with the city.
- 8) Primary city contact for all future business and any warranty issues.

**Tom Campbell, Site Supervisor:** Tom's primary role is as the "day to day" on site contact and lead installer. Tom will be on site every day, for the duration of the project. He will be the primary contact on site for both the city and for the installers. Tom has over 25-years' experience in the cabling industry.



---

**4) OPA REFERENCE INFORMATION SHEET**

**Business Name:** Platinum Realty  
<https://www.movewithplatinum.com/>

**Address:**  
Multiple Locations in and around the greater Kansas City area.

**Contact person:** Randy Waldorf

**Telephone Number:** 913-378-0045 **Email:** [rwaldorf@movewithplatinum.com](mailto:rwaldorf@movewithplatinum.com)

**Description of cabling services**

Multiple installations including Category 5e cabling installation, Telecommunications Closet build-out and Surveillance Cameras including Network Video Recording.

---

**Business Name:** DEG  
<https://www.degdigital.com/>

**Address:**  
6601 College Blvd.  
Overland Park, KS 66211

**Contact person:** Matt Kinnan

**Telephone Number:** 816.471.6554 **Email:** [MKinnan@hint.is](mailto:MKinnan@hint.is)

**Description of cabling services**

Installation consisting of two floors. Over 400 Category 6 cables installed. Build-out of a server room and three Intermediate telecommunications closets. Installation of a 12-filament OM3 Fiberoptic Cable between closets. Installation of a Sound Masking system including ninety-five (95) speakers.

---

**Business Name:** Kansas City Area Transit Authority  
<http://www.kcata.org/>

**Address:**  
1350 East 17th Street  
Kansas City, MO 64108

**Contact person:** Bryan Beck

**Telephone Number:** (816) 346-0302 **Email:** [bbeck@kcata.org](mailto:bbeck@kcata.org)

**Description of cabling services**

Over 10-year relationship. Multiple building cabling support. Campus distribution of OM3 Fiberoptic Cabling between facilities. Hundreds of category 6 cables installed. Build-out of Telecommunications Closets.

## 5) Project Approach:

**Materials proposed:** In the spirit of the RFP, all connectivity will be manufactured by Panduit. Additionally, all optional surface mounted cable raceway and cable management will be manufactured by Panduit. **Telecommunications Closet:** The city may choose the listed optional racking or it may opt to choose something else. We will work with the city to determine the best choice for each Telecommunications Closet. Although the project approach would be at the discretion of the city, below is a scenario that may be in everyone's best interest.

**Facility Cabling Priority:** Certainly, the first facility to complete would be the Aquatic Center. This project could be completed prior to the summer opening. Beyond that, the other facilities may be completed as requested. It is assumed that all cabling work may be completed during normal business hours. So, we would want to complete work at a time and at a facility when the network and human traffic is at its lightest. **Note:** We would also be willing, at no additional cost, to create a split shift to move the installation to the off hours of any facility if it will benefit both us and the city.

**Installation Approach:** Although, it would be our goal to start and finish at each facility prior to moving to the next; we clearly understand that the uninterrupted day to day operation of the city services is the priority. Because the city facilities are so close together, it would not be a hardship to complete the facilities in phases. I.E. Complete only one section of a facility, move to another facility, and return to the first facility at a more optimal time. Again, this project planning would be at the discretion of the city.

**New Cabling VS Existing:** It would be our intention to use as many of the existing network outlet locations as possible. If a cabling pathway to an outlet may be shared during the cabling process, this is the cleanest method of installation in an existing network environment. If possible, we would secure our faceplates to the outlet and leave the existing outlet hanging and intact. After the network is cut-over to the new cabling, the existing faceplates would be eliminated along with the existing cabling. This method of installation won't work at every location, so we are prepared to install new outlets as needed. At these locations, after network cut-over, the existing now un-used outlets would be eliminated and a blank faceplate would be installed.



**Existing Network Telecommunications Closets:** The racking offered in the proposal is optional. Our intent as directed in the RFP, is to install patch panels in existing racks. Prior to the installation of the cabling, each closet will be examined for the best approach of where to place the new panels. Prior to this, the city might consider taking this opportunity to re-evaluate the layouts of the existing racking and even the locations of the existing Telecommunications Closets. If we use the existing racking and try to add the new patch panels where possible, the patch panels might need to be moved once the existing (old) cabling is removed. For obvious reasons, it is strongly recommended to not manipulate new cabling that has been completed and certified compliant.

**Cable Support:** OPA will provide and install "J" Hooks to augment any existing support of the cabling above the ceilings. All horizontal cabling will be supported every 48in to 60in.

**Cable Management (Option):** Cable Management is another option to consider when deciding on the layouts of the racking. Both horizontal and vertical cable managers are presented as an option. The city should also consider how they want the front of the racks to look once the new network is in place. A determination should be made as to how the city wants the patch cords between the patch panels and the ethernet switches managed now and in the future. **Note:** Patch Cords are not included in the proposal.

**Network Cut-over (Option):** Although not requested in the RFP, OPA can offer our services when the time arrives to complete a network cut-over. We have skilled network engineering partners that we work with on a weekly basis. With our involvement, we can respond immediately to any issue that arises with the new cabling. Or if it is not discovered until the cut-over that a cabling location needs to be added outside the scope of work, we certainly can complete this addition immediately, saving the city from having to come up with a temporary solution. Please let us know if the city would like help with the network cut-over.

### 6) Pricing Matrix

#### All Facilities Materials

	Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
I-01	44,000	Category 6 Plenum Blue	Superior Essex	77-240-2B-VP	\$256.25	\$11,275.00
I-02	13,000	Category 6 Plenum Orange	Superior Essex	77-240-DB-VP	\$256.25	\$3,331.25
I-03	108	2-port Face Plate (White)	Panduit	UICFP2WH	\$2.63	\$283.50
I-04	10	Keystone Blank Module 10-Pak (White)	Panduit	CMBBL-WH	\$3.13	\$31.25
I-05	440	Category 6 Jack (Blue)	Panduit	CJ688TGBU	\$6.88	\$3,025.00
I-06	124	Category 6 Jack (Orange)	Panduit	CJ688TGOR	\$6.88	\$852.50
I-07	2	Cat 6 24 Port Patch Panel (Blank)	Panduit	CPP24FMWBLY	\$33.75	\$67.50
I-08	7	Cat 6 48 Port Patch Panel (Blank)	Panduit	CPP48FMWBLY	\$60.00	\$420.00
I-09	100	J Hooks 3/4" Wall Mount (10 Cat. 6 Cables)	B-Line	BCH12	\$1.25	\$125.00
I-10	100	J Hooks 1"5/16 Wall Mount (32 Cat. 6 Cables)	B-Line	BCH21	\$1.94	\$193.75
I-11	100	J Hooks 2" Wall Mount (50 Cat. 6 Cables)	B-Line	BCH32	\$2.38	\$237.50
I-12	100	The Loop Cable Hanger (100 Cables)	Arlington	TL25	\$1.06	\$106.25
I-13	1	Cable Tie Mount (100-PAK)	Helleman Tyton	MB29M4	\$143.75	\$143.75
I-14	62	1-port Surface Mount Box (White)	Panduit	CBX1WH-A	\$3.00	\$186.00
					<b>Materials Total:</b>	<b>\$20,278.25</b>

#### All Facilities Labor

Item	Description	Hourly Rate	# of hours	Labor Total
L-01	City Hall / Jail			
L-02	Sylvester Powell Community Center			
L-03	Public Works			
L-04	Aquatic Center			
L-05	<b>All Facilities Labor</b>	<b>\$45.00</b>	<b>576.00</b>	<b>\$25,920.00</b>

#### Combined Materials and Labor

##### Grand Total

<b>Materials Total:</b>	<b>\$20,278.25</b>
<b>Labor:</b>	<b>\$25,920.00</b>
<b>Grand Total:</b>	<b>\$46,198.25</b>

#### Project and Pricing Notes / Assumptions

- The pricing assumes that proposed patch panels will reside in existing Racks.
- The pricing assumes that all outlet locations exist. Surface Raceway is quoted as a per stick option.



**Optional Materials Installation:** The pricing below reflects examples of general pricing for materials that the city may opt to purchase outside the contract. Quantities may vary depending on the unique architecture of the facilities.

**2-post 7ft Relay Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
	<b>7ft Racking</b>				
1	7ft Free Standing 2-post Relay Rack	Panduit	R2P	\$173.75	\$173.75
1	Ladder Rack, Hardware 12"X10'	Chatsworth	10250-712	\$92.50	\$92.50
1	Wall Angle Support Kit	Chatsworth	11421-712	\$26.25	\$26.25
1	Vertical Wall Bracket	Chatsworth	10608-001	\$17.31	\$17.31
1	Cable Runway Elevation Kit 4"-6" Height	Chatsworth	10506-706	\$40.00	\$40.00
				<b>Materials:</b>	<b>\$349.81</b>
				<b>Labor:</b>	<b>\$225.00</b>
				<b>Grand Total:</b>	<b>\$574.81</b>

**4-post 7ft Relay Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
1	7ft Free Standing 4-post Relay Rack	Panduit	R4P	\$812.50	\$812.50
1	Ladder Rack, Hardware 12"X10'	Chatsworth	10250-712	\$92.50	\$92.50
1	Wall Angle Support Kit	Chatsworth	11421-712	\$26.25	\$26.25
1	Vertical Wall Bracket	Chatsworth	10608-001	\$17.31	\$17.31
1	Cable Runway Elevation Kit 4"-6" Height	Chatsworth	10506-706	\$40.00	\$40.00
				<b>Materials:</b>	<b>\$988.56</b>
				<b>Labor:</b>	<b>\$225.00</b>
				<b>Grand Total:</b>	<b>\$1,213.56</b>

**11U Wall Mount Open Frame Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
1	11U WM Swing-out Rack 19X21X18	Ortronics	19-21-T18DB	\$206.25	\$206.25
				<b>Materials:</b>	<b>\$206.25</b>
				<b>Labor:</b>	<b>\$90.00</b>
				<b>Grand Total:</b>	<b>\$296.25</b>

**20U Wall Mount Open Frame Rack Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
1	20U WM Swing-out Rack 19X35X18	Ortronics	19-35-T18DB	\$226.25	\$226.25
				<b>Materials:</b>	<b>\$226.25</b>
				<b>Labor:</b>	<b>\$90.00</b>
				<b>Grand Total:</b>	<b>\$316.25</b>

**Cable Management Installation (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
	<b>Cable Management</b>				
1	1U Horizontal Finger Duct Cable Mgt. Panel with Cover Black	Panduit	WMPFSE	\$41.51	\$41.51
1	2U Horizontal Finger Duct Cable Mgt. Panel with Cover Black	Panduit	WMPHF2E	\$57.50	\$57.50
1	Dual Sided Vertical Cable Mgr 2-sided 45U	Panduit	WMPV45E	\$237.50	\$237.50

**Note:** Managers are quoted as a price per each. However, it is recommended to install one horizontal manager under each patch panel. And install two vertical managers for each 7ft Relay Rack. As needed.

**Surface Mounted Cable Raceway:** The pricing below for surface mounted cable raceway is quoted as a per 6ft stick price. This would be an example of a single location using one stick of raceway. If it is determined that surface raceway will need to transition horizontally spanning a room, and will require elbows and/or inside/outside fittings, these locations will be quoted and agreed to prior to implementation.

**1 or 2-cable Surface Mounted Cable Raceway (Option)**

Qty	Item Description	Manufacturer	Part Number	Price	Ext. Price
6	One-piece latching surface raceway 1.01 x 0.58 (White)	Panduit	LD5WH6-A	\$2.61	\$15.66
1	Single gang outlet box (White)	Panduit	JBX3510WH-A	\$6.09	\$6.09
				<b>Materials:</b>	<b>\$21.75</b>
				<b>Labor:</b>	<b>\$45.00</b>
				<b>Grand Total:</b>	<b>\$66.75</b>



**Appendix E- Acknowledgment of Addenda**

Respondents will need to complete this and sign this acknowledgment that it has received and considered all Addenda that were issued in relation to this RFP.

Office Products Alliance (Vendor) does hereby certify that we have received any and all addendum issued by the City of Mission in relation to the Request for Proposals for:

**Structured Cabling**

And, that Vendor has reviewed and understands each addenda issued and has developed its response to the Request for Proposals in accordance with said addendum.

Name of Vendor: Office Products Alliance

Address of Vendor: 2015 Washington  
Kansas City, MO 64108

Name of Individual of Vendor with Authority to Sign on Behalf of Vendor:

Brian Gwin

Title of Individual:

Installation Mgr

Signature:





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- Networking Solutions
- Communications Cabling
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We partner with non-profit organizations, governmental agencies,  
and our clients to address local concerns.

*"Our commitment to giving back is firmly founded in our belief  
that our community can thrive only through supporting one  
another in business and in charitable endeavors."*



Let's Keep it Local, Because Together We Can Make Kansas City A Better Place for All of Us.

2015 Washington - Kansas City, MO 64108 - 816-777-2810

Printed with hp color Inkjet Laser printer, Domtar First Choice 28lb-98 bright paper, Compatible Cartridges





At OPA, we work to enhance our community. We connect our diverse expertise, resources, and time to help improve the lives of those around us. We take pride in giving back to our community, not only financially, but also through many charitable efforts, the chamber of commerce, and community projects.



***"Our commitment to giving back is firmly founded in our belief that our community can thrive only through supporting one another in business and in charitable endeavors."***

We partner with nonprofit organizations, governmental agencies, and our clients to address local concerns. The passion and expertise of our employees brings unique perspectives and knowledge to community organizations and we are devoted to supporting them in community participation through company-sponsored and personal volunteer initiatives.

**A Look at some of OPA's Community Partners & Involvement**

**American Cancer Society**

Chairman Club  
Coaches vs Cancer  
5K Birthday Bash

**Big Brothers Big Sisters**

Corporate Sponsor  
DeClutter For Kids  
Bowl For Kids' Sake  
Financial Contributions  
Volunteer Contributions

**Independence Chamber of Commerce**

Ambassador  
Financial Contributions  
Volunteer Contributions  
Committees  
BuyIn Program

**Independence Square Association**

Vice-President Board of Directors  
Member of Board of Directors  
Financial Contributions  
Volunteer Contributions

**Blue Springs School District**

Mentor Program  
DECA Advisory Committee  
Financial Contributions  
Volunteer Contributions

**Blue Springs Chamber of Commerce**

Initiated "Buy Blue Springs"  
Financial Contributions  
Volunteer Contributions  
Connector

**Blue Springs Educational Foundation**

Financial Contributions  
Volunteer Contributions  
Member of Board of Directors

**KC Crossroads Organization**

Member

**Seton Center, Inc.**

Member of Board of Directors

**Lee's Summit Chamber of Commerce**

2013 Chairman's Club  
Ambassador Committee  
Membership Committee  
Lee's Summit Ribbon Cuttings  
Golf Tournament  
Leaders of the Pack-Women's Conf.  
Operation Thank you  
Chamber 101/Get Plugged In  
Financial Contributions  
Volunteer Contributions

**Leawood Chamber of Commerce**

**SparkLab KC Mentoring Project**

Mentor

**Kansas City, Kansas Chamber Of Commerce**

Co-Chairman Of The Ambassadors

**Women's Chamber Of Kansas City, Kansas**

Member of Board of Directors

**Project 58 PIM (Philippine Island Missions)**

Member of Board of Directors

**Kansas City, Kansas School District Foundation**

Financial Contributions  
Volunteer Contributions

**Kansas City, Kansas School District**

**Back To School Back Pack Program**

Financial Contributions

**Kansas City, Kansas Community College**

**Endowment Foundation**

Financial Contributions

**The Fairfax Industrial Association**

Member

**Check our website [www.opakc.biz](http://www.opakc.biz) for a complete list.**



March 30, 2018

To: **Brian Scott**  
City of Mission Kansas

From: Brian W. Gwin  
Office Products Alliance

Re: **City Hall / Police Department**  
Telecommunications Closet Build-out Proposal

<b>Scope of Work</b>
----------------------

**Rack Installation Task List**

- Provide and install One (1) 7ft 2-post Free Standing Relay Rack to support the cabling for the City Hall / Police Department.
- Provide and install a 16ft X 12in Ladder Rack from wall to wall including all supports.

Relay Rack and Ladder Rack Installation

**Rack Installation Total**

<b>Materials:</b>	<b>\$564.87</b>
<b>Labor:</b>	<b>\$450.00</b>
<b>Grand Total:</b>	<b>\$1,014.87</b>

**Cable Management (Option)**

Provide and install Five (5) 2U Horizontal Cable Managers and One (1) Vertical Cable Manager. The managers will be installed in the proposed 7ft Rack.

**Cable Management Installation Total (Option)**

<b>Materials:</b>	<b>\$525.00</b>
<b>Labor:</b>	<b>\$90.00</b>
<b>Grand Total:</b>	<b>\$615.00</b>

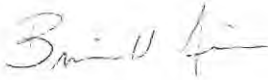


**Dedicated Circuit Installation (Option)**

Provide and install Two (2) 20-Amp Dedicated Electrical Circuits in the proposed City Hall / Police Department telecommunications Closet.

**Dedicated Electrical Circuits Installation Total (Option):     \$695.00**

Thank you for the opportunity of providing you with this quotation. Pricing is valid for 60 days. Sales Tax if included in the quotation, is for estimation only. Actual amounts are based on the location of the billing address. If the project is going to be "tax exempt", a tax exemption or reseller certificate must be on file with Office Products Alliance prior to implementation. Terms are 100% materials payment upon acceptance, unless otherwise negotiated. Labor payment will be required as completed or upon successful completion as negotiated. Net terms are 15 days. Please contact me for any questions you may have.



Brian Gwin  
Brian@OPAKC.biz  
816-895-8086 Direct  
[816-777-2811](tel:816-777-2811) Fax  
2015 Washington - Kansas City, MO 64108

<b>City of Mission</b>	Item Number:	8a.
<b>ACTION ITEM SUMMARY</b>	Date:	April 13, 2018
<b>Community Development</b>	From:	Laura Smith

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

**RE:** Change to 2018 Budget Work Session meeting times

**RECOMMENDATION:** Approve consistent start time (6:30 p.m.) for all 2018 Budget worksessions.

**DETAILS:** In an effort to create consistency and predictability for the public, staff is recommending the City Council adopt a consistent start time of 6:30 p.m. for all 2018 Budget Worksessions. This will allow work session meeting times to align with the Committee meetings.

**CFAA CONSIDERATIONS/IMPACTS:** Ensuring meeting times are consistent and predictable increases the ability for the public to plan for participation and engagement.

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



<b>City of Mission</b>	Item Number:	8b.
<b>ACTION ITEM SUMMARY</b>	Date:	April 11, 2018
<b>Community Development</b>	From:	Laura Smith

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

**RE:** Dedication of Right-of-Way along Johnson Drive for the Mission Trails redevelopment

**RECOMMENDATION:** Adopt an updated ordinance accepting the dedication of Right-of-Way for the Mission Trails redevelopment as described.

**DETAILS:** At their September 25, 2017 meeting, the Planning Commission approved the final site plan for the Mission Trails development, a 5-story mixed use building containing apartments, retail space and offices on a 2.8 acre infill site in the downtown near the southwest corner of Johnson Drive and Beverly Avenue. Dedication of right-of-way for on-street parking, sidewalks, and public infrastructure was a required condition.

Subsequently, Council accepted the dedication of this right-of-way and approved the corresponding ordinance at their November 8, 2017 meeting anticipating that the deed of dedication would be executed by the property owner and the ordinance published at that time. However, this process was delayed due to the developer wanting to sign the deed of dedication after the purchase of property was completed.

The purchase was not finalized until after the first of the year, and during that process, the name associated with the developer changed requiring the documents to be updated. To ensure the ordinance and deed of dedication reflect this name change, staff has prepared a new ordinance whereby Council would again accept the Mission Trails Deed of Dedication. An exhibit of the proposed dedication is attached.

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

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

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE ACCEPTING THE DEDICATION OF RIGHT OF WAY**

**WHEREAS**, by document dated \_\_\_\_\_ 2018, Mission Apartments, LLC. offered to dedicate certain right of way to the City of Mission, Kansas; and

**WHEREAS**, the City is willing to accept such dedication.

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

**SECTION 1. Acceptance of Right of Way.** The City of Mission, Kansas hereby accepts the permanent dedication of right of way over and upon the real property described on Exhibit "A" attached to this Ordinance.

PASSED by the Governing Body this 18<sup>th</sup> day of April 2018.

SIGNED by the Mayor this 18<sup>th</sup> day of April 2018.

CITY OF MISSION, KANSAS

By: \_\_\_\_\_  
Ronald E. Appletoft, Mayor

[SEAL]

ATTEST:

\_\_\_\_\_  
Martha Sumrall, City Clerk

APPROVED AS TO FORM ONLY:

\_\_\_\_\_  
David K. Martin, City Attorney



Exhibit "A"

October 17, 2017

LEGAL DESCRIPTION  
PROPOSED RIGHT OF WAY DEDICATION  
SE 1/4, SEC. 8, TWP. 12, RNG. 25  
CITY OF MISSION, JOHNSON COUNTY, KANSAS

All that part of the SE 1/4 of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, more particularly described as follows:  
Commencing at the Northwest corner of the SE 1/4 of said Section 8; thence N 87° 59' 21" E, along the North line of said SE 1/4, a distance of 497.45 feet; thence S 2° 04' 47" E, a distance of 60.00 feet, to a point on the South right-of-way line of Johnson Drive, as now established; thence S 87° 59' 21" W, along said South right-of-way line, being a line 60.00 feet South of and parallel with the North line of said SE 1/4, a distance of 48.66 feet, to the Point of Beginning; thence continuing S 2° 00' 44" E, a distance of 23.45 feet; thence S 87° 46' 44" W, a distance of 91.62 feet, to a point of curvature; thence Southwesterly along a curve to the left having a radius of 963.00 feet, a central angle of 2° 41' 46", an arc distance of 45.31 feet, to a point of tangency; thence S 85° 04' 58" W, a distance of 35.72 feet, to a point of curvature; thence Westerly along a curve to the right having a radius of 1037.00 feet, a central angle of 6° 00' 34", an arc distance of 108.76 feet, to a point on the West line of a tract of land recorded in Book 201610 at Page 006881 at the Register of Deeds office, Johnson County, Kansas; thence N 2° 04' 47" W, along said West line, a distance of 26.65 feet, to a point on the South right-of-way line of said Johnson Drive; thence N 87° 59' 21" E, along said South right-of-way line, a distance of 281.34 feet, point of beginning.

The above described tract of land contains 7,197 square feet, or 0.165 acres, more or less.

**DEED OF DEDICATION**

**THIS INDENTURE**, made on this \_\_\_\_ day of \_\_\_\_\_, 2018, by and **Mission Apartments, LLC**, a Kansas limited liability company, whose address is 411 Nichols Road, Suite 225, Kansas City, Missouri 64112, Grantor, and **THE CITY OF MISSION, KANSAS**, a Municipal Corporation, Grantee

Grantee Mailing Address: Mission City Hall, 6090 Woodson, , Mission, Kansas.

**WITNESSETH**, that the said Grantor, in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, does by these presents, **GRANT, BARGAIN AND SELL, CONVEY AND CONFIRM**, unto the said Grantee, its successors and assigns, their respective interests in the following described lots, tracts or parcels of land lying, being and situated in the County of Johnson and State of Kansas, to-wit:

**(SEE ATTACHED EXHIBIT "A")**

**TO HAVE AND TO HOLD** the same for the purpose of public right of way and constructing and maintaining a public street and related improvements, including but not limited to, sidewalks, street lights and utilities, together with all singular the rights, privileges, appurtenances and immunities thereto belonging, or in anywise appertaining, unto the said Grantee, and unto its successors and assigns, forever; the said Grantor hereby covenants on its part and on behalf of its successors and assigns that said Grantor is lawfully seized of an indefeasible estate in fee in the premises herein conveyed; that said Grantor has good right to convey the same; that the premises are free and clear of any encumbrances done or suffered by the said Grantor or those under whom Grantor claims; and that said Grantor will warrant and





**EXHIBIT A**

October 17, 2017

**LEGAL DESCRIPTION  
RIGHT OF WAY DEDICATION  
SE 1/4, SEC. 8, TWP. 12, RNG. 25  
CITY OF MISSION, JOHNSON COUNTY, KANSAS**

All that part of the SE 1/4 of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, more particularly described as follows:

Commencing at the Northwest corner of the SE 1/4 of said Section 8; thence N 87° 59' 21" E, along the North line of said SE 1/4, a distance of 497.45 feet; thence S 2° 04' 47" E, a distance of 60.00 feet, to a point on the South right-of-way line of Johnson Drive, as now established; thence S 87° 59' 21" W, along said South right-of-way line, being a line 60.00 feet South of and parallel with the North line of said SE 1/4, a distance of 48.66 feet, to the Point of Beginning; thence continuing S 2° 00' 44" E, a distance of 23.45 feet; thence S 87° 46' 44" W, a distance of 91.62 feet, to a point of curvature; thence Southwesterly along a curve to the left having a radius of 963.00 feet, a central angle of 2° 41' 46", an arc distance of 45.31 feet, to a point of tangency; thence S 85° 04' 58" W, a distance of 35.72 feet, to a point of curvature; thence Westerly along a curve to the right having a radius of 1037.00 feet, a central angle of 6° 00' 34", an arc distance of 108.76 feet, to a point on the West line of a tract of land recorded in Book 201610 at Page 006881 at the Register of Deeds office, Johnson County, Kansas; thence N 2° 04' 47" W, along said West line, a distance of 26.65 feet, to a point on the South right-of-way line of said Johnson Drive; thence N 87° 59' 21" E, along said South right-of-way line, a distance of 281.34 feet, point of beginning.

The above described tract of land contains 7,197 square feet, or 0.165 acres, more or less.







October 17, 2017

LEGAL DESCRIPTION  
PROPOSED RIGHT OF WAY DEDICATION  
SE 1/4, SEC. 8, TWP. 12, RNG. 25  
CITY OF MISSION, JOHNSON COUNTY, KANSAS

All that part of the SE 1/4 of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, more particularly described as follows:

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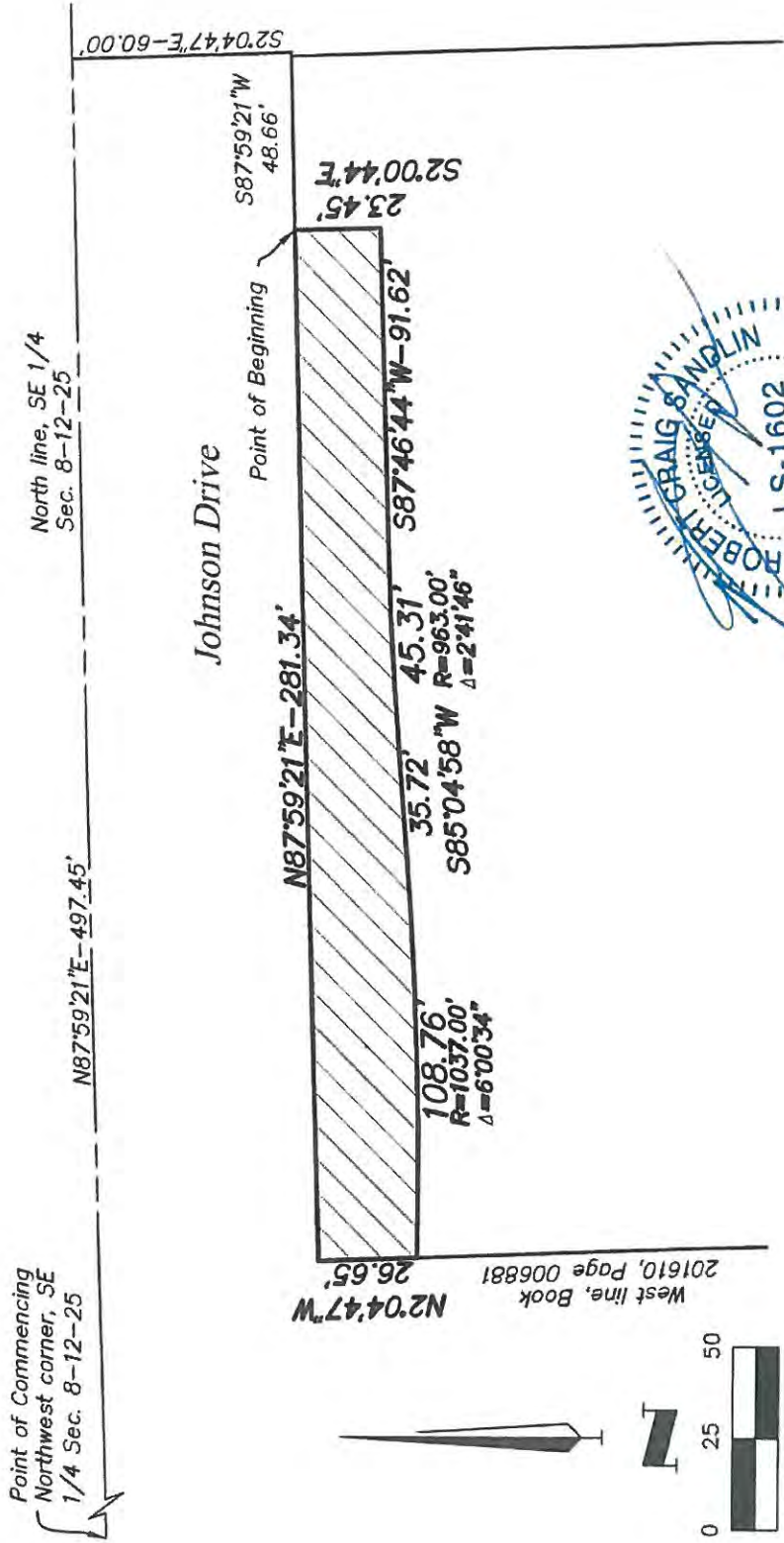
The above described tract of land contains 7,197 square feet, or 0.165 acres, more or less.



SHAFFER, KLINE & WARREN, INC.  
11250 Corporate Avenue  
Lenexa, Kansas 66219  
Phone: (913) 888-7800  
Fax: (913) 888-7868



EXHIBIT



**SHAFER, KLINE & WARREN**

11250 Corporate Avenue  
 Lenexa, KS 66219-1392  
 913.888.7800 FAX: 913.888.7868

**SKW**

SURVEYING | ENGINEERING | CONSTRUCTION

PROJECT NO. 17024-010 DATE: 10/17/17 BY: RCS