

**City of Mission  
Regular Meeting Agenda  
Wednesday, June 21, 2017  
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**

- Appointment of Alexander Goodwin as Honorary Police Chief
- Jackson Shepard - Eagle Scout Presentation

**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, staff member 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 May 17, 2017 City Council Meeting, May 24, 2017 Special City Council Meeting, and June 7, 2017 Special City Council Meeting](#)

**CONSENT AGENDA - Finance & Administration Committee**

[Finance & Administration Committee Meeting Packet 6-7-17](#)  
[Finance & Administration Committee Meeting Minutes 6-7-17](#)

**CONSENT AGENDA - Community Development Committee**

[Community Development Committee Meeting Packet 6-7-17](#)  
[Community Development Committee Meeting Minutes 6-7-17](#)

- 3b. Salt Contract  
3c. Contract for the Construction and Use of a Trash Dumpster on City Owned Property  
At 5919 Woodson  
3d. Easement - 7080 Martway

**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. Mission Trails Preliminary Site Plan - EPC Development ([page3](#))

##### **Miscellaneous**

#### **6. COMMITTEE REPORTS**

##### **Finance & Administration, Nick Schlossmacher**

[Finance & Administration Committee Meeting Packet 6-7-17](#)

[Finance & Administration Committee Meeting Minutes 6-7-17](#)

- 6a. Ordinances to Extend Gateway CID Districts #1 and #2 ([page 62](#))  
6b. Ordinance Repealing Transportation Utility Fee ([page 68](#))  
6c. Replacement of Police Vehicles ([page 70](#))

##### **Community Development, Kristin Inman**

[Community Development Committee Meeting Packet 6-7-17](#)

[Community Development Committee Meeting Minutes 6-7-17](#)

- 6d. 2017 Chip Seal Program Contract ([page 72](#))  
6e. Stantec Street Inventory Contract ([page 82](#))  
6f. Pole Sign Incentive Program ([page 94](#))  
6g. 2017 Public Works Capital Equipment Purchases ([page 98](#))

#### **7. UNFINISHED BUSINESS**

#### **8. NEW BUSINESS**

#### **9. COMMENTS FROM THE CITY COUNCIL**

#### **10. MAYOR'S REPORT**

#### **11. CITY ADMINISTRATOR'S REPORT**

#### **EXECUTIVE SESSION**

- Consultation with Attorney on Matters Deemed Privileged in Attorney-Client Relationship

#### **ADJOURNMENT**

<b>City of Mission</b>	Item Number:	5a.
<b>ACTION ITEM SUMMARY</b>	Date:	June 21, 2017
<b>Community Development</b>	From:	Danielle Sitzman

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

**RE:** EPC Real Estate-Mission Trails Preliminary Site Plan

**RECOMMENDATION:** The City Council approve Case #17-04 Preliminary Site Plan for Mission Trails with the conditions recommended by the Planning Commission.

**DETAILS:** In October of 2016 the subject property was purchased from Waddell & Reed by R.H. Johnson Company. Since the time of purchase the ownership has marketed the property for sale and redevelopment. At this time the applicant, Steve Coon of EPC Real Estate, is requesting a preliminary site plan approval for redevelopment of the site into a mixed use building consisting of retail, office and housing.

The applicant is proposing 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. Ground floor uses fronting Johnson Drive would include a restaurant and several small retail/service spaces as well as leasing offices and a clubroom/community room.. Two hundred apartments wrapping around an internal courtyard would be located on floors two through five as well as behind the Johnson Drive frontage on the ground floor. A four level parking garage would be located adjacent to the building to the southeast.

The preliminary plan submitted for review by the Planning Commission includes the following total planned square footage by use:

	<b>Use</b>	<b>Approximate Area</b>
Retail	Restaurant/Retail/Service	7,500 Sq Ft
Residential	200 units	203,125 Sq Ft
Office	Leasing	2,500 Sq Ft
	<b>Total</b>	<b>213,125 Sq Ft</b>
<b>Parking Provided</b>	<b>Surface (inc on-street)</b>	<b>Structured (inc. public)</b>
	38 stalls	287 stalls

### Planning Commission Action

The Planning Commission, at their May 22, 2017 meeting, voted 6-2 to recommend approval of the preliminary site plan to the City Council with the following stipulations:

1. Approval of the requested deviation to height to allow a maximum building height of five stories and or 65 feet.
2. Approval of the requested deviation to allow for residential and offices uses on the ground floor with the condition that retail and service uses be required to make up the majority of the Johnson Drive frontage.

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

<b>City of Mission</b>	Item Number:	5a.
<b>ACTION ITEM SUMMARY</b>	Date:	June 21, 2017
<b>Community Development</b>	From:	Danielle Sitzman

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

3. A final traffic study and final stormwater drainage design plan must be submitted for review with the final site plan. The appropriate text, maps, drawings and tables must be included.
4. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic or storm drainage related concerns have been addressed.

A public hearing was conducted and comments were received related to the building height, architectural style of the building, traffic, trash collection, market demand for multi-family housing, density, and off-street parking.

### **Municipal Code**

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

- a. Approve and adopt such recommendation;
- b. Override the Planning Commission recommendations by two-thirds (2/3) majority vote of the City Council; or
- c. 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 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:	
Line Item Code/Description:	
Available Budget:	

**STAFF REPORT**  
**Planning Commission Meeting May 22, 2017**

**AGENDA ITEM NO.:** 2

**PROJECT NUMBER / TITLE:** Application # 17-04

**REQUEST:** Preliminary Site Development Plan for Mission Trails

**LOCATION:** 6201 Johnson Drive

**APPLICANT:** Steve Coon, EPC Real Estate

**PROPERTY OWNER:** 6201 Johnson Inc  
4520 Madison Ave, Apt 300  
Kansas City, MO 64111

**STAFF CONTACT:** Danielle Sitzman

**ADVERTISEMENT:** 5/2/17-The Legal Record newspaper

**PUBLIC HEARING:** Planning Commission meeting, May 22, 2017



**Property Information:**  
The subject property is the site of the former Pyramid Life and Continental General insurance office and is zoned Main Street District 1 “MS1”. It is located in the Downtown District and subject to the Mission, Kansas *Design Guidelines* for the Johnson Drive Corridor. “MS1” was assigned to this property at the time of the city initiated rezoning of entire downtown in 2006. The District was designed to reinforce and encourage the existing character within the core of the downtown.

Surrounding properties are zoned and developed as follows:

North: "MS1" Main Street District 1-small row buildings with retail and service uses

West: "MS1" Main Street District 1-clothing and household goods store and "C-2B" public high school

South:"MS2" Main Street District 2-municipal community center and senior multi-family housing.

East: "MS1" & "MS2" Main Street District 1&2-restaurant, auto repair and various retail & service uses.

Comprehensive Plan Future Land Use Recommendation for this area:

The Comprehensive Plan indicates this area is appropriate for Downtown District to maintain the historic community characterized by small businesses and a pedestrian oriented environment. The ground floor is appropriate for retail with upper floors including housing units and office uses. The proposed project is in conformance with the intent of the Comprehensive Plan.

**Project Background:**

In October of 2016 the subject property was purchased from Waddell & Reed by R.H. Johnson Company. This group also has an ownership role in the adjacent property at 6101 Johnson Drive-The Bar. Since the time of purchase the ownership has marketed the property for sale and redevelopment. At this time the applicant, Steve Coon of EPC Real Estate, is requesting a preliminary site plan approval for redevelopment of the site into a mixed use building consisting of retail, office and housing.

**Plan Review**

The applicant is proposing 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. Ground floor uses fronting Johnson Drive would include a restaurant and several small retail/service spaces as well as leasing offices. Two hundred apartments wrapping around an internal courtyard would be located on floors two thru five as well as behind the Johnson Drive frontage on the ground floor. A four level parking garage would be located adjacent to the building to the southeast.

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**Planned District Deviations Requested**

The Main Street District 1 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. The applicant is requesting the following deviations:

- 1) Height. The "MS1" zoning standard limits a building's maximum height to 3 stories and or forty-five feet. (410.180.A) The applicant is requesting a maximum height allowance of 5 stories and or sixty-five feet.

The project narrative explains that the massing of the building is designed to respect the intent of the code to provide a streetscape environment that is not overwhelming to the pedestrian by incorporating step backs into the upper floors, reducing the building height at the corner of the building, and including wall articulations and a covered courtyard along the street. The applicant is requesting the additional height so that additional apartment units can be included in the design.

**Staff Notes-**The additional apartment units allows the developer to plan for a project that is similar to other successful projects they have undertaken in the past. In exchange for this predictability, the project generates additional density, more efficient use of land, potentially higher property values, and a better quality project. Granting this deviation would not waive any other design requirements of the Johnson Drive Design Guidelines which are also intended to reinforce a pedestrian scale streetscape and architectural styles that are compatible with the neighborhood.

- 2) Permitted Uses of the Ground Floor. The "MS1" zoning standard prohibits residential and office uses from being located on the ground floor level. (410.170.M). The applicant is requesting permission to have residential and office uses on the ground floor.

The applicant states in the project narrative that the depth of the proposed retail along the north side of the ground floor along Johnson Drive of 40'-80' satisfies the intent of the code by matching similar retail footprints along the corridor. As the proposed building is much deeper than that, they request to be allowed to also include residential and office uses on the ground floor away from the Johnson Drive frontage.

**Staff Notes**-Again, the proposed layout of the ground floor results in a more predictable outcome for the applicant. Also, as the proposed building is nearly twice as deep as other commercial structures in the downtown corridor, focusing retail along the street reinforces a pattern that is already established. Patrons would already expect to find this scale of retail/service adjacent to on-street parking. This arrangement avoids hiding retail within the depths of the building or a footprint for a larger single retailer that might not be in character with the neighborhood. A stipulation should be made that retail or services uses must still make up the majority of the Johnson Drive ground floor frontage.

**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 in height and use 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 along Johnson Drive, multi-story multi-family housing, and on-street parking.

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.

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

-The requested deviations meet the spirit and intent of the code as discussed in the section above by maintaining an acceptable pedestrian scale through design.

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.

### 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 the primary facade. Adequate room has been reserved for streetscape elements to match the Johnson Drive streetscape already established and as required by the design guidelines. The proposed building materials and architectural style are reflected in the colored design package submittal and sheet A200. A Spanish Revival or Mission Revival architecture theme is represented by the images, generally consisting of stone bases, stucco, tile roofs and synthetic wood timber canopy elements. Specific details of all of these elements will be reviewed at the time of final site plan submittal.

### Parking

The submitted plan provides 325 parking spaces for the mix of uses proposed. This includes angled parking spaces along Johnson Drive, a small surface parking lot adjacent to street-level retail on the east side of the site and four level parking garage. Access to the parking garage and surface parking would be both from Johnson Drive and Beverly Avenue. The parking garage will connect to the 2<sup>nd</sup>-4<sup>th</sup> floors of the building. It is anticipated that the parking in the ground level of the structure will be reserved for the public while the upper levels will be reserved for residents.

**Staff Notes-Parking:** The Johnson Drive Design Guidelines support structured parking and minimizing the amount of surface parking in redeveloping areas of the city. The Main Street District 1 zone does not require any off-street parking in the Downtown District (410.190.A). At the time of the creation of this zoning district the City conducted a study of the existing traffic and parking conditions in the Downtown area to determine if the public on-street parking and off-street private parking was sufficient to support the mix of permitted uses. It was determined that it would be. Staff recently requested parking demand studies in this area of the City. The studies confirm that sufficient parking is still available and that spillover demand from new businesses can easily be absorbed by the surrounding public parking on Johnson Drive which is less than half full. In addition, most of the surrounding businesses are closed by 6:00 PM at the time of peak demand of other uses.

The applicant has also provided data of parking demand observed at other similar developments in their project narrative. They estimate that 1 stall/1 bedroom unit and 1.5 stalls/two bedroom units is sufficient to meet the needs for residential parking without building unnecessary stalls that would remain unused. The 38 surface parking stalls and 52 public garage stalls exceed the parking ratio required in other zoning

districts for the remaining retail and offices uses in the project.

Additional details will be necessary with final plans to ensure parking decks and surface lots are screened from the view of surrounding roadways to the fullest extent possible.

A request for the city to reserve a clear air space in perpetuity along the south facade of the parking garage on city owned property has been made by the developer. If granted, this would allow for the structure to be built closer to the property line without incurring additional costs required to upgrade the wall to a higher fire resistance. In addition it would allow for a more appealing architectural treatment (open vs. closed). This request will be considered through the development agreement process. No action from the Planning Commission or City Council is required with the preliminary site plan.

### Traffic Generation

Access into the site is proposed from two access points, one on Johnson Drive and one on Beverly Avenue. The Johnson Drive access will serve the surface parking lot and the parking garage. The Beverly Avenue access will serve the parking garage. The amount of traffic expected to be generated by the site has been estimated using standard traffic engineering practices. Compared to the previous office use, the proposed residential project is expected to generate more trips during the morning and evening peak hours but with a reversal and concentration in the direction of flow. This reflects the expectation that residents leave their homes in the morning and come home in the evening whereas the office was a work destination with clients coming and going throughout the day. Additional data regarding the impact of the 10,000 sq feet of commercial uses has not yet been provided by the applicant.

The City's on-call engineers at Olsson Associates have reviewed the Trip Generation Assessment and the proposed 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.

### On Site/Off-Site Public Improvements

The developer is responsible for installation of on-street parking and streetscaping (sidewalk, street trees, benches, bike racks, street lights, etc) around the perimeter of the development. 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 8-foot wide sidewalk clear zone along Johnson Drive must be provided in addition to adequate space for a streetscape amenity zone (street trees, tree wells, street lights, signage, etc.) Additional details are needed with final plans to ensure the Johnson Drive frontage provides adequate sidewalk dimensions to ensure a comfortable pedestrian environment for a successful retail and walking atmosphere. A minimum 5-foot wide sidewalk clear zone along Beverly Avenue is required for the same reasons. 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.

## Stormwater Management

The subject property generally drains southeasterly to below-ground stormwater infrastructure along Beverly Avenue collected in a 5'x5' inlet. The city recently installed an a reinforced concrete box (RCB) interceptor along Johnson Drive to collect and re-route stormwater heading to the site from the north side of Johnson Drive. Off-site drainage from the west of the building will be routed in an enclosed pipe system south of the proposed building to allow it to continue to mimic existing conditions. The proposed development results in a slight reduction in the overall impervious surface therefore no detention is required for the project.

The City's on-call engineers at Olsson Associates have reviewed the Preliminary Stormwater Study and the proposed preliminary site plans for storm water control. 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.

## Sustainable design and construction practices

The Mission Sustainability Commission has developed a rating and certification system for development projects. The proposed plans were reviewed by the Sustainability Commission with the applicant at their May 1<sup>st</sup> meeting and received a favorable opinion. The final scoring will be provided to the Planning Commission at the time of Final Site Plan review.

## **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.

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 can 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 Johnson Drive design guidelines 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 Spanish Mission style architecture similar to buildings in the surrounding neighborhood.

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 sidewalks and on-street parking will be addressed with preparation of a revised final plat.

### **Staff Recommendation**

The proposed development conforms with the Comprehensive plan, meets the overall intent of the "MS1" 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 # 17-04 Mission Trails to the City Council with the following stipulations:

1. Approval of the requested deviation to height to allow a maximum building height of five stories and or 65 feet.
2. Approval of the requested deviation to allow for residential and offices uses on the ground floor with the condition that retail and service uses be required to make up the majority of the Johnson Drive frontage.
3. A final traffic study and final stormwater drainage design plan must be submitted for review with the final site plan. The appropriate text, maps, drawings and tables must be included.
4. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic or storm drainage related concerns have been addressed.

**Planning Commission Recommendation**

The Planning Commission, at their May 22, 2017 meeting, voted 6-2 to recommend approval of the Preliminary Site Development Plan for Case # 17-04 Mission Trails to the City Council with the 4 stipulations as proposed by staff above.

## Project Narrative

Date April 10, 2017

**Revised May 12, 2017**

Mission Trails

Mission Kansas

Residential Mixed-Use

Johnson Drive and Beverly Avenue

The Preliminary Plan application for Mission Trails is a residential mixed use development, located on the southwest corner of Johnson Drive and Beverly Avenue and is currently the location of a single level office building. Immediately on the corner is the restaurant referred to as The Bar. The proposed development consists of a five level residential building, surrounding interior amenities courtyard, with a four level parking garage located behind The Bar and on Beverly Avenue.

We respectfully request the approval of the submitted Preliminary Plans and the additional following conditions:

1. Installation of a diagonal streetscape parking on Johnson Drive, with additional ROW to be provided and Plated with the Final Plan approval.
2. Deviation from the allowed (3) three-story and 45 feet height, to (5) five story and 65 feet in allowed building height.
3. Request for an open air or no building easement, on the southern adjacent city property for approximately 8-9 feet on the south side of the parking garage to permit this side to remain open to the south. This area is currently approximately 30 feet of grass to the Community Center parking lot. Building Code will require 10 foot clearance from property line on each side of the Parking garage to remain open (not a 3 hour rate wall with no openings) and the existing property width would not permit both sides to remain open.
4. Deviation from the strict language of the Design Guidelines, to permit the street frontage retail at a reasonable depth along Johnson Drive. The interpretation that the entire first level be retail or office is not appropriate for the foot print of this building. The depth of the building is over 270 feet. Traditional industry standards for retail depths vary from 40 to 80 feet. The surrounding retail along Johnson Drive is also within this parameter.

The residential portion of the project will consist of 200 units in approximately 203,125 SF. The retail/restaurant on the south east corner will be approximately 5,000 SF surrounding a covered 2,500 square-foot courtyard area. The Retail presence on Johnson Drive will consist of the leasing office, a style bar, massage therapy and fitness center. This will equate to ground level retail of approximately

10,000 SF not including the 2,500 SF open covered courtyard. Total gross building area would be 213,215 SF

Parking consists of the addition of 21 diagonal street parking, continuing the current development theme within downtown, 17 reserve spaces for the restaurant area on the entrance drive, and a parking garage consisting of 287 parking stalls for a total of 325 Parking stalls. The residential parking will be gated upper level structured parking of 235 parking spaces that will connect direct to the 2-4 floor levels. The parking garage spaces there are currently 52 public parking spaces on the ground level that connects to Beverly Avenue. The 52 public parking spaces are still in discussion with city for quantity needed and public financing.

The Downtown District does not have any specific parking requirements, however based on the developers past experience, they are proposing providing 1 parking stall for each one bedroom apartment or studio, and 1.5 parking stalls for each two bedroom apartment. Which would require a total of 225 parking spaces based on the current apartment mix?

EPC has developed several Mixed Use projects and the parking requirements have varied from project to project based on Municipality requirements. The current projects under design and construction, where permitted, has now established the current standard of 1 parking stall per 1 bedroom and 1.5 parking stalls per 2 bedrooms. The most common requirement has been one parking stall per bedroom. Based on practical experience and review of their stabilized properties this requirement has proved to be excessive with stalls remaining empty. This is of particular concern when the parking for the residences is structured parking.

EPC's first structured garage residential project was Village at Mission Farms. It was parked at a required ratio of 1stall/1BR and 2 stalls/2BR at a 45/55 split. The result was a 1.6 space per apartment ratio and was over parked by approximately 40 spaces or roughly 20%.

Their 51 Main projects had a lower requirement at 1 stall/1BR and 1.75 stalls/2BR at a 65/35 split and was a 1.3 spaces per unit ratio and was over parked by approximately 25 spaces or roughly 10%.

The Mission Trails project is proposed at the current standard of 1 stall/1BR and 1.5 stall /2BR at a 75/25 split and was roughly a 1.2 spaces per unit ratio with provided parking.

The exterior design is a Mission style with stone bases, stucco, Spanish concrete tile roofs and synthetic wood timber canopy elements. The massing of the building is sensitive to the streetscape environment and has only four stories on the southeast corner and the fifth level, where provided are stepped back from the front to reduce the overall façade massing. The Mission style is consistent with the existing architectural character of the Sylvester Powell center to the South of this project site and in particular the Capital Federal building at the corner of Johnson Drive and Nall. The overall street presence enhances a pedestrian scale for a walkable public streetscape as well as the courtyard providing for covered amenity areas that provides for public gatherings as well as restaurant users and for the

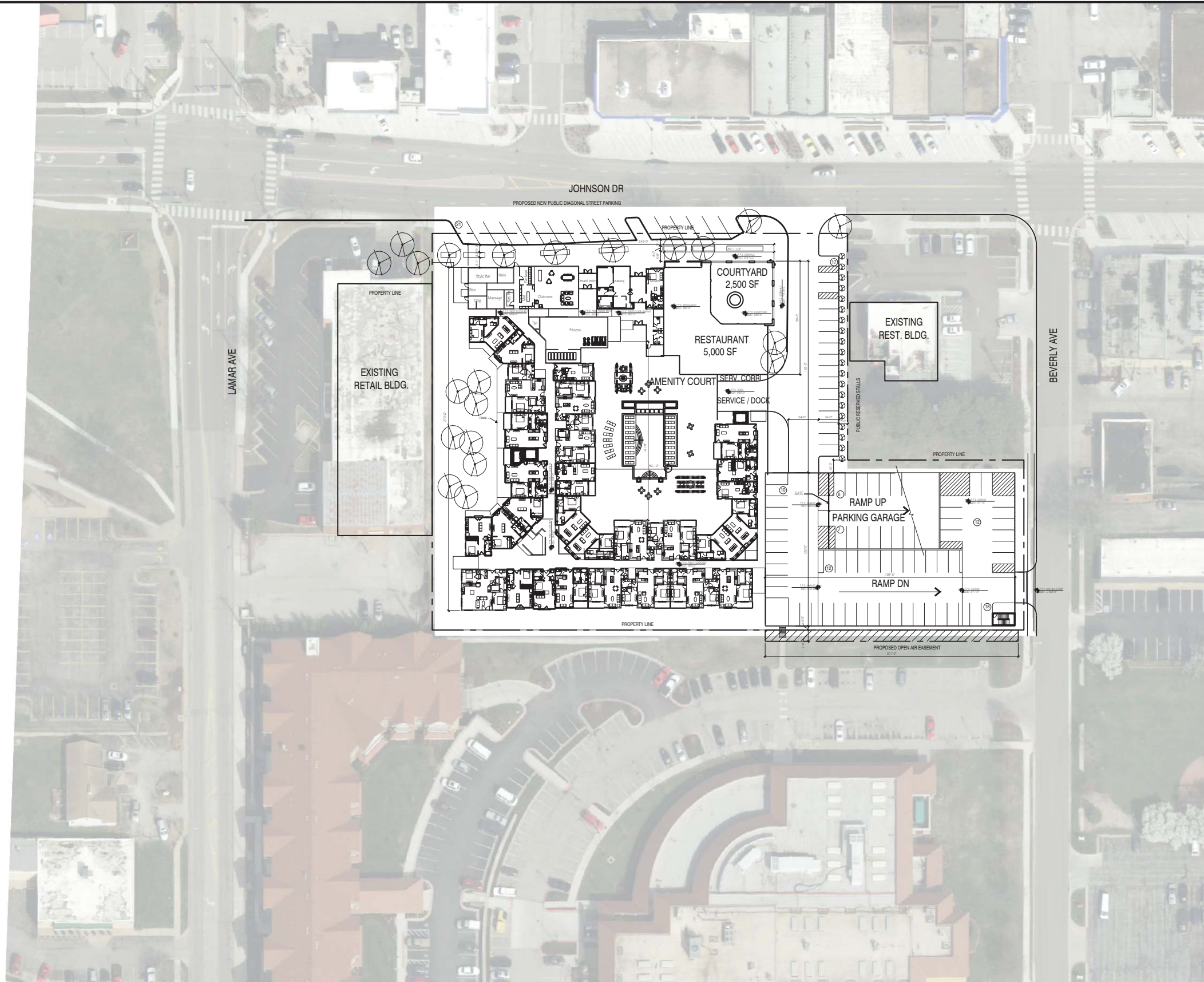
enjoyment of the surrounding neighborhood. The retail presence has a variety of exterior entrances and protected canopies for signage identification and an anticipated blade sign program.

The interior residence amenity courtyard is anticipated to have a pool, BBQ grills and trellises and fire pits of the residences. The trash and loading dock are internal and enclosed and accessed off of the interior drive from Johnson Drive.









SITE DATA	
SITE ACREAGE:	2.820
5 STORY BUILDING WOOD FRAMING ON POOLUM	
TOTAL UNITS:	200
RESTAURANT:	5,000 SF
COMMERCIAL:	5,000 SF
RESIDENTIAL:	203,125 SF
TOTAL SF:	213,125 SF
COURTYARD NOT INCLUDED 2,500 SF	
<b>PARKING REQUIRED:</b>	
200 UNITS	= 225 STALLS
@ 1 PER 1 BED & 1.5 PER 2 BED	
RETAIL / REST. PARKING	
@ 10 PER 1000 SF	= 50 STALLS
<b>TOTAL REQ:</b>	<b>275 STALLS</b>
<b>PARKING PROVIDED:</b>	
SURFACE STALLS:	38 STALLS
GARAGE STALLS:	287 STALLS
<b>TOTAL PARKING:</b>	<b>325 STALLS</b>
<b>PARKING GARAGE BREAKDOWN:</b>	
OPEN GARAGE PARKING:	52 STALLS
APARTMENT PARKING:	235 STALLS

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INCORPORATED

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project title

MISSION TRAILS  
JOHNSON DRIVE  
MISSION, KS

project number  
17042.001

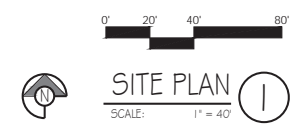
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drawing revisions  
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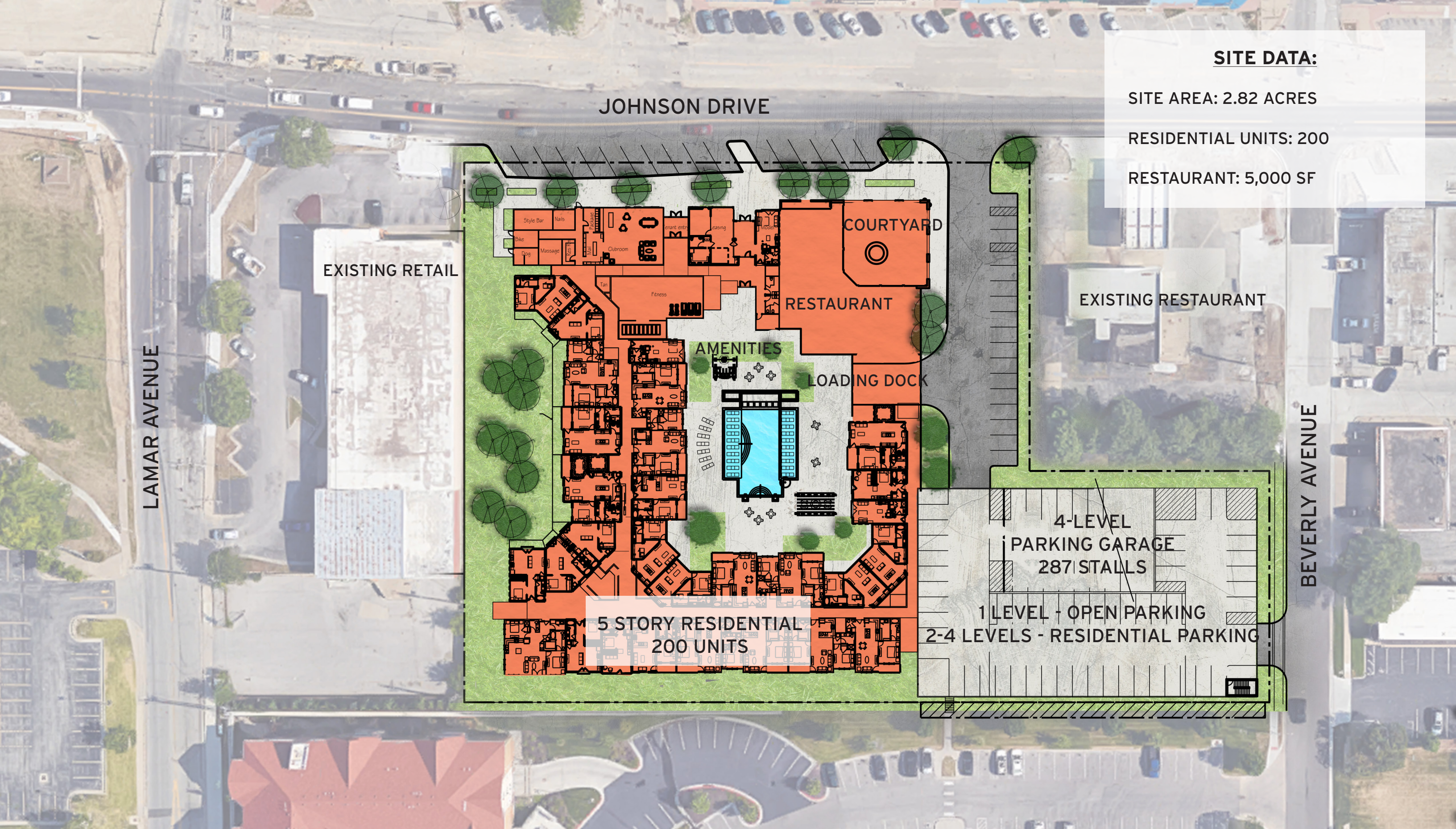
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drawing title  
ARCHITECTURAL  
SITE PLAN

drawing number  
**AS100**







**SITE DATA:**  
 SITE AREA: 2.82 ACRES  
 RESIDENTIAL UNITS: 200  
 RESTAURANT: 5,000 SF

**COLORED SITE PLAN**



VIEW 1



VIEW 2



VIEW FROM MARTWAY ST



VIEW FROM BEVERLY AVE LOOKING WEST



VIEW FROM LAMAR AVE



VIEW FROM BEVERLY AVE LOOKING NORTHWEST





TOP OF TOWER	63'-0"
ROOF LINE	55'-0"
FIFTH FLOOR	43'-6"
FOURTH FLOOR	33'-0"
THIRD FLOOR	22'-6"
SECOND FLOOR	12'-0"
GROUND FLOOR	0'-0"

EAST ELEVATION



TOP OF TOWER	63'-0"
ROOF LINE	55'-0"
FIFTH FLOOR	43'-6"
FOURTH FLOOR	33'-0"
THIRD FLOOR	22'-6"
SECOND FLOOR	12'-0"
GROUND FLOOR	0'-0"

NORTH ELEVATION



TOP OF TOWER	63'-0"
ROOF LINE	55'-0"
FIFTH FLOOR	43'-6"
FOURTH FLOOR	33'-0"
THIRD FLOOR	22'-6"
SECOND FLOOR	12'-0"
GROUND FLOOR	0'-0"

WEST ELEVATION



TOP OF TOWER	63'-0"
ROOF LINE	55'-0"
FIFTH FLOOR	43'-6"
FOURTH FLOOR	33'-0"
THIRD FLOOR	22'-6"
SECOND FLOOR	12'-0"
GROUND FLOOR	0'-0"

SOUTH ELEVATION



## VISION IMAGES



## VISION IMAGES



## VISION IMAGES

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

**May 22, 2017**

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, May 22, 2017. Members also present: Jim Brown, Dana Buford, Scott Babcock, Robin Dukelow, Brad Davidson, Charlie Troppito and Frank Bruce. Absent was Stuart Braden. Also in attendance: Danielle Sitzman, City Planner; Brian Scott, Assistant City Administrator and Nora Tripp, Secretary to the Planning Commission.

## **Approval of Minutes from the April 24, 2017, Meeting**

Ms. Sitzman: There were some edits that have been incorporated into the copies in front of you tonight.

Ms. Tripp: On page 3, Mr. Brown had a correction. He said that instead of “two feet,” it was “two football fields.” Also, the date was incorrect at the top.

**Ms. Dukelow moved and Mr. Babcock seconded** a motion to approve the minutes of the April 24, 2017, meeting, as corrected.

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

## **Case #17-04 Preliminary Site Development Plan-Mission Trails – Public Hearing**

Ms. Sitzman: This is a preliminary site plan, which involves a two-step process. In the past, we’ve had applicants come to you with both the preliminary and the final site plan. We’re no longer doing that, so tonight is simply the preliminary site plan. At some future date, they will come back to you with a final site plan. A preliminary site plan tends to deal more with the big picture, the layout of the site, the massing of the buildings, etc. It does not get into the finer details that you’ll see at final site plan, such as specific streetscape and landscaping plans, floor plans, specific materials on the exterior of the building, etc. This is a public hearing this evening. You will make a recommendation on this plan, and the plan will then advance to City Council for their final determination. Then, when a final site plan is submitted to you, you will be the final deciding body.

So, this is the preliminary site plan for what is being called Mission Trails, at 6201 Johnson Drive. It’s the former Pyramid Life or Continental General Insurance building. It’s about a 46,000-square foot office building. The property is zoned Main Street District 1 and is located in the Downtown District, subject to the Johnson Drive design guidelines, which was a zoning district created by the City in about 2006. The intent of that zoning district and the Comprehensive Plan in this area is to reinforce the existing character and the core of the downtown, with characteristics that make up the downtown.

As I noted, this is in the Downtown District and surrounded by other downtown zoning districts similar to MS-1 and MS-2 zoned properties nearby. The Comprehensive Plan says that the Downtown District is appropriate for small businesses and is a pedestrian-oriented environment, with ground floor retail and upper floors including housing and office uses. As you may already know, the property was purchased from Waddell & Reed by the RH Johnson Company in 2016. This group also has a stake in

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the ownership of The Bar next to it at 16101. Since the time that they purchased it, they had been marketing the property for sale. At this time, the applicant, Steve Coon of EPC Real Estate, is requesting this preliminary site plan for development of the site. The site would include a mix of uses consisting of retail, office, and primarily housing.

That being said, housing would be the largest component in this, approximately 200 Class A apartment units in a 5-story building over the top of ground-floor retail, with an attached 4-story parking structure adjacent to it. The ground floor uses would primarily be a restaurant and several other small retail and service uses fronting Johnson Drive. The apartment complex would be structured around an open internal courtyard, and the breakout of the different uses are included in a table in the staff report. About 200 units of housing, about 7,500 square feet of restaurant, retail and service uses. Also, there will be a leasing office for the residential, about 2,500 square feet. And then, a parking structure of about 287 stalls, and surface parking including the new on-street parking along Johnson Drive that is proposed, and the surface parking lot to the east side of the apartments, totaling 38 to 40 parking spaces, depending on design.

As I said, this is zoned Main Street District 1, which is a planned zoning district, and therefore, eligible for consideration of deviations. We talked about the section of our zoning ordinance that deals with deviations recently when we made some edits to that section, which was in anticipation of projects like this that asked for deviations. So, deviations of planned districts are a zoning tool or technique that are intended to create additional flexibility in the application of zoning standards. It's not limited to but includes things like height, which they are asking for a deviation from. The zoning tool allows for case-by-case review of specific development proposals, and the stated intent of our code is that it encourage quality development by permitting these small changes from the base zoning in order to encourage large-scale redevelopment, efficient development of smaller tracts, innovative and imaginative site planning, conservation of natural resources, and a minimum waste of land. So, encouraging that higher-density infill redevelopment in projects such as this.

Let me talk about the requested deviations. First is for height. The base zoning in the MS-1 zoning district limits a building's maximum height to three stories and/or 45 feet. The applicant is requesting that to be increased to a maximum allowance of 5 stories and 65 feet. Included in your packet was their project narrative, in which they explained that the massing of the building is designed to respect the intent of the code by providing a streetscape environment that's not overwhelmed by the height of the building; incorporates setbacks from the lower floors to the upper floors, and reducing the massing in the street. Reducing the building height at the corner of the building; and including various wall articulations for the vertical and horizontal. Also, a covered courtyard space that is welcoming to the pedestrian, which is located at the north and east corner of their current site plan. So, the applicant is requesting that additional height so that they can build additional apartment units in their design.

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I will just say, from staff's perspective, that basically mimics other projects that they have done, which have been successful. They're looking for an apartment similar to past projects. That is in exchange for the predictability on their part of having a project similar to other ones that they've done. The project then generates additional density, is more efficient of its use of land and mission, potentially generates higher property values, and is a better-quality project. So, granting the deviation would not waive any other design requirements of the Johnson Drive design standards, which are looked at at final site plan. Those are also intended to safeguard and reinforce the pedestrian scale of the streetscape.

The second deviation they are requesting is a use deviation. Main Street District 1 prohibits residential and office uses from being located on the ground floor. In this case, they're requesting to have residential and offices on the ground floor, as you can see along the front of the north end of the project. It is stated in their project narrative that in reviewing the other retail line, the Johnson Drive corridor typical retail is anywhere from 40 to 80 feet in depth. They think that the retail side of their building mimics that pattern, but that the project that they're building is on a site that is much deeper than a typical commercial use. So, in addition to providing the retail in the front 40 to 80 feet, they would like to include additional residential around the back side of their units, but still on the ground floor.

Again, the proposed layout of the ground floor results in a more predictable outcome for the applicant. Also, the proposed building is nearly twice as deep as other commercial structures in the downtown. So, by focusing the retail along the street, it does reinforce that already-established pattern. So, patrons and shoppers who expect to find retail along that frontage of Johnson Drive, they might not be expecting to find additional layers of retail behind that. So, it kind of reinforces the expectations of the shoppers that are there. It does [*inaudible*] hiding retail out to the depths of the building, which may not be as successful. It also kind of limits the overall size of a retailer to the scope and scale of other smaller downtown businesses. However, we do think that in granting the stipulation, there should be some reservation for the amount of retail along Johnson Drive. We've suggested that the majority of the frontage of Johnson Drive be required to still be retail or service use. Certainly, it's up to you to discuss whether that is an appropriate threshold, or whether a greater or higher threshold of retail open to the public is more appropriate.

Included in the staff report are the findings that are required to be made in order to grant a deviation. Those are what we discussed in the Chapter 405 amendments that we made not too long ago. We have provided staff's opinion on those findings. You're certainly welcome to discuss those or other findings you'd rather submit. We do generally find that the requested deviations meet the findings that are required, so you could grant them as such. And, included in the staff report is a recommendation of approval and the wording for granting those deviations.



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The rest of the staff report goes through some of the physical development aspects. Typically, a final site plan is going to delve more deeply into those Johnson Drive design guidelines. You will be looking at streetscape and landscape plans, as well as the exterior building materials and the actual architectural design of the building at the time of final site plan. Their general concept at this point is a Spanish Revival or Mission Revival architecture consisting primarily of stone, stucco, tile roofs and synthetic wood accents.

Regarding parking, they are proposing a four-level parking garage on the southeast corner of that site. Contained in that parking garage are parking for the residential units, which will be reserved on the 2<sup>nd</sup> through 4<sup>th</sup> floors. The ground floor of the parking structure, at this point, is in negotiations to be reserved for public use, which would be about 50 to 52 stalls, depending on final design. The District 1 zone where this is located does not actually require any parking. It's part of the downtown commercial corridor. When that was established, the intent was that parking would be shared along the Johnson Drive on-street parking. We looked at this with our on-call engineers and had them evaluate what the impacts of the commercial portion of this building would be on that shared parking along Johnson Drive. We have looked at that shared parking in the past when other businesses nearby redeveloped or revitalized, maintaining an eye on whether this is actually functioning the way it was expected to function in 2006 when it was established.

Overall, the commercial uses still function okay with that shared parking. There are certainly some behaviors in parking that will have to change if any development happens on this lot. Right now, that large parking lot is vacant. There are new office users in the building, so the neighborhood is using that parking lot for various reasons. There are certainly some folks who park there because of the community center; there are some that park there to go to the nearby restaurant; there are some that store vehicles when they are working on them. That seems to generally work okay. There are places for those people to go alternatively when this redevelops. The larger impact that we looked at with our consulting engineers was the impact to the residential. Main Street District 1 design didn't anticipate 200 apartments using the on-street parking. So, we asked the applicant to provide us with some information from their past experiences in their developments that are similar to this, what they see as the parking demand, and how they would accommodate that in their parking structure.

Included in the project narrative is background information about that. Basically, they're providing or anticipating a higher mix of one bedroom apartments in this development than their other ones, and they are fine-tuning the number of parking stalls. Generally, they are looking to provide one parking stall for each one-bedroom apartment, and 1.5 parking stalls for a two-bedroom apartment. They are anticipating a 75 percent mix of one bedroom and a 25 percent mix of two bedrooms in their development. So, with those counts and those ratios, they expect to need about 225 parking stalls for residential, which would be accommodated in the parking structure.

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Hand in hand with parking is traffic. We had them do a traffic study to gauge how many trips are generated by the uses on the site. They compared that to the former use, which was office use. Sometimes we forget when a building is vacant that the surrounding road network was set up for office at the time. So, even though it's been vacant, they look at the former condition, which was office. So, there's a little flip-flop that happens in traffic generation when we switch from the site primarily being a destination for people to go to work, and the site becoming basically people's homes, and they're leaving from there to go to work. So, the traffic generation report basically said that there wouldn't be a great change in the total number of trips; they would just be going in the opposite direction. People start at the site and leave versus coming to the site for work. There would be a little bit of difference between an office use that had clients coming to it during the day. There is still some further information that the traffic engineers want to see in regards to the impact of businesses at this location, as well, and the preliminary numbers didn't capture all of that. So, the traffic engineers have also reviewed the trip generation and are generally satisfied. They do recommend reserving the right for further comment based on a final study. So, staff has added the condition that the final study be submitted with the final site plan before completing any design. Overall, they have looked at the access points and the surrounding street and believe it can be accommodated with very little change. If there are any changes that need to be made, those would be the responsibility of the developer, as well as the on-site improvements to put the on-street parking in, as well as streetscape in other areas that eventually would be turned over to the City.

Talking about those in general, we have provided the applicant with the design standards that we use for the Johnson Drive Rehabilitation Project, which has all the landscaping standards that we use elsewhere in the corridor, so that they can design to those. There are some basic requirements in the design guidelines that we always follow. Those have to do with the eight-foot clear path along Johnson Drive on the sidewalks. Beverly Street would only require a five-foot wide. So, we'll look at all those details at final site plan, but they have been made aware of those, too.

There's a bit of discussion about signs. When you look at the preliminary exterior elevations of the building, you will see signs hung on there. We have encouraged them to pursue sign criteria, which seems like an appropriate thing for this development. They wouldn't have to have one; they're not exactly a shopping center or something larger. However, it seems like it would fit to consider some alternate sign criteria.

Also included in the staff report is a discussion about stormwater. That is another study that has been started and is under review by our engineers. Basically, the site drains to the southeast and there is accommodation for that drainage in an existing underground stormwater infrastructure. However, we do still check all the numbers to make sure there are not any unintended impacts to the stormwater system. So, again, there is a condition in the staff report requiring that the study be finalized before we're completely satisfied. They have already met with the Sustainability Commission and reviewed a

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favorable opinion of their design development. I don't have the final score. The Sustainability Commission does a scoring review and then issues a score as to how sustainable the project is. So, when I have that, I will include that in the final for you.

Also included in the staff report are the findings that are required to be made for basically any site plan. Of the most interest is the finding that has to do with the degree of harmony. Again, this project would be subject to those Johnson Drive design guidelines, which are a key factor in making that determination at final site plan.

There is also a dedication of right-of-way that needs to happen. That would be taken care of by a separate document that amends the plat.

I think that concludes staff's report. We do find that it conforms with the Comprehensive Plan. We think it meets the overall intent of the MS1 zoning district, and it does meet the findings as stated in the staff report. Therefore, staff does recommend that the Planning Commission recommend approval with stipulations, which have to do with the deviations and the outstanding reports that are needed, the studies that are needed for traffic and stormwater. First, approval of the deviation to height to allow building height of five stories or 65 feet. Second, approval of the deviation in use to allow for residential and office uses on the ground floor. We stated in this that the condition be that the retail and service uses be required to make up a majority of the Johnson Drive project. Again, that's open for discussion, so if you would like to change that percentage allocation, you have the authority to do that. Third, that a final traffic study and final stormwater drainage design plan be submitted for review with the final site plan. That should include appropriate text, maps, drawings and tables, as needed. Finally, that staff reserves the right to provide additional comments or stipulations based on those reports.

As I said, there is a project narrative provided by the applicant in your packet, as well as two sets of drawings, the preliminary site plan drawings and a design package in color. That concludes the staff report.

Chairman Lee: Thank you. Would the applicant like to step forward and make a presentation?

*Steve Coon, EPC Real Estate, appeared before the Planning Commission and made the following comments:*

Mr. Coon: Good evening. We have read Danielle's report and agree with staff's analysis and recommendations. We do not have any negative things to say about what Danielle just said. We agree with everything she stated. We are very excited to be here. We love the site, we love Mission, love everything that has been done to Mission, to Johnson Drive, the improvements that have been done to the streets in the last few years, the streetscape, the common areas. That's one of the things that attracted us to the city and the area. We feel like the building will be good for us because we like sites that are walkable. We like sites that can blend into a community and be part of the community. We feel like this building and this project has every opportunity to be successful. Of all

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the projects we've done in the Kansas City area over the last six or seven years, this quickly became one of our favorites because we loved the architecture and the way that it fits into the fabric of the neighborhood. They don't all have the opportunity to do what we're able to do here, but I think that the authentic nature of the community, the people that live here, that this building and what we will offer will fit very well. Thank you for the opportunity. Are there any questions?

Mr. Babcock: Steve, the first thing is, you guys do great work. I really enjoyed the opportunity to see some of your other places, and I hope we can make this work. A couple things. One, in your parking plan, you mentioned that the Villas at Mission Farms, you had, I think, 40 extra spaces you were figuring at 1.6 average per unit. You said 51 Main, you had 25 extra that, it was at 1.3, and you had 25 extra spaces, and you're looking at 1.2 here. I come out with 240 spaces; I think Danielle said 225. My thing is, on your other projects, when you said "stabilize," what I understood is it's stabilized from a parking standpoint, but basically you didn't have any retail yet to speak of. At *[overlapping dialog]* Main, I thought the whole bottom floor was empty at the time we went through it. You have a restaurant coming on board --.

Mr. Coon: It is, but when we look at the demand for the apartments, we separate the retail. We have a gate.

Mr. Babcock: That was my question. Do you separate the apartments?

Mr. Coon: Yes.

Mr. Babcock: How do you track that? Do you ask each resident how many cars they have?

Mr. Coon: When we sign a lease, we know whether it's a one bedroom, there's one person living in it. We ask them how many cars they have. Typically, they'll pay so much per month for each car. So, we track it by lease, and we also visually track it. But, the retail is, we have a certain number of spaces for the retail. In fact, in this case, we have 90 stalls for visitors for retail. We also have a gate, and above that, we have a certain number of spaces which, in this case, is 235 stalls.

Mr. Babcock: I understand that part of this will be public parking. Do you have your retail set off separately?

Mr. Coon: Yes. You can see that we have street parking along Johnson Drive, and we have that whole line of parking next to The Bar. We count all of that. Plus, within the garage we have 90 stalls. So, 38 surface stalls, and the open parking is 52 stalls total. The visitor retail use is at 90. And on top of that, 253 for the apartments.

Mr. Babcock: Okay. And this is more of a statement than a question. The whole idea that Johnson Drive corridor is walking retail. And as I looked at your frontage along Johnson Drive, you've got a restaurant, and then you've got what I understand is the shops on the northwest corner, which would be open to the public, such as a nail salon, or whatever you anticipate in there. You have your gym facility, your leasing office, on

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Johnson Drive. I cannot support that. It's not walking retail. The rest of the bottom floor, I don't care, personally. Even though by the Master Plan it's supposed to be retail and not residential. I can live with that part. I cannot live with retail not being existing along the Johnson Drive corridor.

Mr. Coon: In this case, if you look at the restaurants and the courtyard here, it turns. All of that is –

Mr. Babcock: I understand.

Mr. Coon: Practically speaking, we need our leasing office, which is most of that area is our leasing office, we need that facing Johnson Drive.

Mr. Babcock: According to your plan, this place between the restaurant and the gym is your leasing office, but then your gym is actually a bigger space than the leasing office. According to the thing I was looking at – that one.

Mr. Coon: No, that's the club room.

Mr. Babcock: When you call it a "club room," is that your, like your bar area?

*Terence O'Leary, EPC Architect, appeared before the Planning Commission and made the following comments:*

Mr. O'Leary: Yes. When you go to the left, you come in –

Mr. Babcock: I'm with you.

Mr. O'Leary: You come into the left and that's the leasing office. In our leasing protocol, we have like a retail environment. So, our leasing store, so to speak, provides for an area here that shows our finishes, etc. And as you come this way, this is the social area. We'll use these as a community center, so we want it facing the street so we'll have like you get at a civic event there, or the residents can have an event there. So, it's a social space. We could have fundraisers in there, we could have a Chamber event, etc. So, we don't want to stick that in the back of the property; we want to open that to the street. This area here is like a bike store, nail salon – that's what this area is. You can kind of see the treadmills. This is the gym back here, which opens into the courtyard.

Mr. Babcock: My statement stands.

Mr. O'Leary: We also feel like there's lots of amazing retail in Mission. We have a pretty good model of what we need to make this successful from a frontage standpoint. And like Steve said, we do have leasing offices and retail on 51 Main, on the same frontage. Mission Farms, we have our leasing office and retail in the same frontage. So, we do have instances in several places that are like that, where we combine those. It's kind of our front door. That's why we like it like that.

Mr. Babcock: My statement stands.

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Mr. Troppito: Steve, it may be premature to expect an answer to this tonight, but if this proceeds to the final plan stage and drawings, with respect to the residential units, one thing that I would like to know is how you plan for internet connectivity in those units. The reason I bring it up is because of the frequent problems I see in residential units, the infrastructure within is, you end up with wireless routers in closets. Well, that's not line of sight. There are issues of bandwidth depending on where they locate their laptops, or whatever. But beyond that, it borders on health, you know, people who are increasingly relying on high bandwidth and internet connectivity for medical devices. Also for smart devices and appliances, etc. So, I'd like to see that addressed in later stages.

Mr. Coon: You think faster is better?

Mr. Troppito: Faster isn't necessarily better, but when you're paying for faster and not getting it where your device is located, that's a problem.

Mr. Coon: Well, we do everything we can to stay up with the latest technology available. We work with the different providers. How many different providers are we putting in there, Mr. O'Leary?

Mr. O'Leary: We put in three, at least. Right now with our projects, we put in fiber optic networks. AT&T bids a fiber optic network, a trunk into the building. So does Google, and so does [*inaudible*] and Time Warner. So, those networks are run into each apartment in addition to the public common areas. So, each apartment dweller can select which provider they want. They can have one for TV, one for internet, or whatever it is. You can buy the same speeds in an apartment as you can in a house. With Google or Time Warner, you can buy 100 mgs. You can get free Google service, which I think is 10 gigs or 5 gigs, something like that. But you have the same speed in each apartment in this as you do in any house that any of those providers provide in the city. So, we will have four big trunk lines that will come off where the infrastructure is in the street, working with civil and the City. We'll have six inch pipes that will work with all these providers. We've done that in all our projects. In fact, back in 2003, we built the first all-wireless apartment community in the United States, working with Southwestern Bell. We put in fiber, we put in T-1 lines. So, we've already been on the leading edge of that. We're the first one to have Google fiber in our 51<sup>st</sup> & Main project. And our project at Mission Farms, I think a lot of you have been in. We have Direct TV satellites, Time Warner, and AT&T in that project. So, we are very much on top of what people need, making sure we provide everything necessary for home businesses, security, safety, and general internet use.

Mr. Troppito: Thank you. I look forward to the specifics.

Mr. O'Leary: I assume you have all those services in Mission, so it will be the same as what you have in your houses.

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Mr. Coon: You'd be surprised at how many people look at our apartments who have home businesses. So, it's important to them that everything is fast. We do everything we can to get the fastest service we can.

Mr. Troppito: I look forward to seeing the distance calculations as you proceed through your plan.

Ms. Dukelow: I have a question. Just as a point of clarification, we have talked a little bit about the retail on the ground floor. With regards to the northwest corner, are those services – nails, bike – is that bike storage?

Mr. Coon: Bike repair and bike storage.

Ms. Dukelow: And are those services for the residents, for the public, or both?

Mr. Coon: Both.

Ms. Dukelow: So, those will be accessible from the Johnson Drive sidewalk?

Mr. Coon: Yes. That's the intent. We don't have a side lease with anybody yet, but that is the intent.

Ms. Dukelow: The intent is to lease the space to an outside operator for the public and the residents.

Mr. Coon: Yes.

Chairman Lee: Thank you. At this point, we will open the public hearing. Is there anyone who would like to step forward?

*Virginia Cuppage appeared before the Planning Commission and made the following comments:*

Ms. Cuppage: I'm an import from Shawnee, and I have lived at Mission Square for six years. We love it here. It's a wonderful place to be. We love the city. I want to thank both the architect and the City for coming to Mission Square and sharing with us a lot of what you've heard. But, he's raised a few more questions that I want to try to address.

Our biggest concern is the height of the building, and also the outside structure of the building. We are very pleased and think Mission did a great job with the Sylvester Powell center, and also with Mission Square. As a representative from Mission Square, I am expressing to you a number of our questions.

Would there be any way that the outside of the building could conform more with what we already have? That would be Sylvester Powell. I think that Mission Square has requested to have the same architecture as the Powell Center. It does. And we've had many people come and comment. The balconies are wonderful, and it's a beautiful building. So, the actual outside is so entirely different than anything here in Mission. That's a concern. We would like something on that parking lot. It's not very pretty, and I happen to live on the north end, where it's really not pretty. And the empty building there

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isn't either. So, we realize Mission needs the income, and needs to have something added to that particular place. That would be a concern for us, is the architecture, and also the height of the building. The buildings they have built are gorgeous and fit beautifully in Mission Farms and the other areas.

I think you've noticed that the one at 80<sup>th</sup> and Metcalf is right on the sidewalk. There is no parking in front. Parking has been proposed for the front of this building, and already those of us who live in Mission know that backing out onto Johnson Drive is a very interesting chore, especially at busy times. The other place that isn't that difficult is in front of Lucky's and the post office, where parking is set back from the street, and actually double to what they would have here, probably. It would be easier and safer if the parking could be pushed back and you could safely back out and pull out onto Johnson Drive. That's a concern.

We were wondering about trash pickup, and the driveway that is there on the front, that's the only place there's a loading dock. So, coming in and out of there with trash pickup is – the loading dock or whatever would need to be brought into the restaurant, right off of Johnson Drive. There are more than cars. It wouldn't be cars. It would be delivery of that type of merchandise.

The other thing is the corners. You have a traffic study that says that there will be, I believe the gentleman said that at least Mission Square, there would be one additional car per minute at the busiest times, which would be going to work and coming home. But, the corner of Beverly and Johnson Drive now is difficult. And the corner of Beverly and Martway is very difficult. Also those coming in off of Mission Square, because the call center is where we drive in and out, that's a difficult place to get in and out. It would not be any easier. Has there been any thought to a traffic light at Beverly and Johnson Drive? That would be another question. Other than that, I think it's a wonderful walking city, and I hope we can keep it that way. Thank you.

*Kathryn Koca, appeared before the Planning Commission and made the following comments:*

Ms. Koca: I am also a resident of Mission Square. We recently celebrated our anniversary in Mission Square, is six years on Saturday. So, we have been with that building since the very beginning. I would like to second whatever Virginia said. My concerns also are with the height of the building, and the fact that the building does not blend in with Sylvester Powell and Mission Square. I believe when Mission Square was first built, there was a requirement or something that said that it should be designed to match Sylvester Powell. I may be wrong about that, but I think that's what there was.

Another concern is the traffic. Lamar and Johnson Drive and Martway are all busy streets as of right now. There are 55 units in our building that use those streets. I have a unit that faces Sylvester Powell. I can watch out the window when they have special occasions, and the amount of traffic that comes into Sylvester Powell. And I can see



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people going around and around, trying to find parking spots. So, that would be one of my concerns.

Also, my concern as a citizen of Mission would be that we have another big project with a big empty space that's been sitting there for very long time, and I do not know the details of why that is. But, are we as citizens of Mission going to be able to have two large apartment complexes, and to fill them? I doubt it, but that would be something to be determined later on. But it would make our square block have 55 of our residents – 55 units – 220-plus units in the new building, on one square block, plus a community center, plus a Salvation Army store, plus a bar/restaurant, and other restaurants that would be built. So, my concern is this type of building, the traffic that would be involved, and the density of that particular block. So, thank you for your time and consideration.

*Linda Sisney appeared before the Planning Commission and made the following comments:*

Ms. Sisney: Brian Sisney and I have owned a building at 6001 to 6005 Johnson Drive for about 40 years. We have watched Mission through the ebb and flow of the 80's and 90's. My husband is a retired commercial real estate broker who did a lot of leasing here on Johnson Drive. We were part of the committee, I'm not sure how long ago, but it was about the time we were redeveloping and putting nice updates to Mission, Kansas. We were part of a committee that was looking into the parking for the retail shops in Mission. We spent a lot of time on that committee. We spent a lot of time going to different areas of our city, looking at how they handled parking for their retail. I heard this young lady talk about people who were parking in places – and I can't remember exactly what you said, but something about parking in places where they maybe don't belong. Partly it's because it's very, very hard to find parking for the retail shops that have people coming in. Some of our smaller retail along Johnson Drive don't have the ability to have people come because they just don't have the parking places in front that they would like to have. So, we are very fortunate with our building. We have a very big back parking lot, and we are probably one of very few people on Johnson Drive that have the parking lot behind our building, which is used a lot by everybody, not just people in our building. That's one of my concerns, is just how that is going to be handled. I don't have a packet, so I don't have all the specifics on what they said about how much parking they have for everything, but I just wanted to bring that up. I think that's really a concern that we need to look at.

Chairman Lee: Thank you. Anyone else? Seeing no one, we will close the public hearing and bring it back to commissioners to discuss.

Mr. Brown: I'm kind of in agreement with Mr. Babcock. My personal opinion is that the short side of the building along Johnson Drive, that entire front should be retail and service uses that are open to the public. I don't really have an issue with granting an exception to the height of the building. The testimony that the two ladies gave, I thought they did a good job of making the building look congruous with the community center,

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bringing in arches and tile work that we were doing. So, I'm kind of at a loss for your comments in that regard.

As far as parking goes, they're building a parking garage that's going to have 200-plus stalls in it. So, I think they're trying to accommodate parking for the residents and the visitors to this, which I hope will take care of it. I would support modifying number 2 to say, "approval of the requested deviation to allow residential and office uses on the ground floor, with the condition that the retail and services be required to occupy all of the Johnson Drive frontage."

Ms. Buford: My question is, you want them to come and make the investment in this project that is your project, but you don't want them to have to their front door of their business to their customers? I'm trying to understand why you wouldn't want them to have a front door to their office.

Mr. Babcock: I can answer that. They've got two doors there. One door, if you look at the restaurant, there's a door to the left, to the west of the restaurant. I personally look at that as, you can still say "leasing office" and bring it into the interior. My thing is, as it is, the current plan, which we are the keepers of the plan, right? The current plan says that the ground floor in that area will be all retail. I don't think either of us are saying that it needs to be all retail. But, if you look at the spirit of what we're trying to do along the corridor, it's walking retail.

Ms. Buford: But 90 percent of their business is going to be walking in off that street, though. Their business is going to come off that street, walking into this apartment –

Mr. Babcock: I do not believe that leasing is considered retail business.

Ms. Buford: It's walk-in business, though.

Mr. Babcock: I don't think that's in the spirit. If you go through and look at all the businesses that the plan is looking for in that corridor, that's not what they're looking for. Now, that being said – and I've talked to Danielle about it – I do think we need to discuss after this particular portion of the meeting that there are changes that need to be made in the zoning, because there are some businesses that are being told that they can't occupy because of the way the zoning is right now – an example is an insurance agency – on the back side of the buildings that make up Dickenson Theater. I personally don't think that is walk-in retail back behind there. But, that corridor along Johnson Drive, I think we need to be fairly hard and fast with that. We're already considering a waiver for the rest of the ground floor. We're giving them a height waiver, which I personally have no problem with because at one end, you have Mission Bank, which is taller; the other end is Mission Bank, which is taller. And then, I think ScriptPro in the middle, which is about the same height. I think that's a reasonable thing to do.

I'm sorry, I don't completely agree with you, ma'am. It's a Mediterranean type design. I think that's kind of keeping with the area. So, I'm fine with the design. I actually love what they have done with their other properties. When we look at the grand scope of the

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project, I think they can still have their front door; they'll just have a longer hallway to the office. That's my personal thought.

Ms. Dukelow: I wanted to ask if we could see a rendering.

Ms. Sitzman: The color or the line drawings?

Ms. Dukelow: Something like that, yes.

Ms. Sitzman: This small white box at the bottom is the Salvation Army store.

Ms. Dukelow: I was just thinking that if the, you know, I think it looks great. But, if it were a little darker, a little deeper tones, there might not be as much contrast between this building and the others. I mean, it's a design decision. Certainly limestone panels meet the intent of the Johnson Drive guidelines.

Mr. Bruce: Mr. Chairman, I'd like to ask the two ladies if they could be more specific about their concerns regarding the height.

Ms. Cuppage: Yes. Maybe it's my concern at the changes. We were told that there would be 180 apartments; I don't know how many parking places that would be. All of a sudden, it's now 23 additional, and it's an extra story higher. I think the original one we heard about didn't seem to be that invasive, but I think that extra story on top of it is what our concern would be. Mission Square is three stories high, but it also sits down another story. So, it's really two stories high on the outside. I think their buildings are beautiful in Mission Farms and in other areas. And they coincide with the areas where those are. I think your suggestion of a darker outside would really make it more a part of Mission. I guess that is a Mission design; I don't know enough about design to know what's Mission and what isn't. It's probably a contemporary Mission design. It doesn't really look like the Mission I'm familiar with, like in Arizona.

Mr. O'Leary: I probably wouldn't call it contemporary, but it's also not an old Mission style church architecture. It adds an urban/Mission flair to the streetscape.

Ms. Cuppage: That's my concern, that it changed.

Mr. Bruce: Is it just the units on the north side of your complex that have the concern about the height? Obviously, the west and south would not. Maybe the east.

Ms. Cuppage: I don't think it's an individual person or apartment. I think it's the general look from Johnson Drive, that there are lower buildings right next to it that are also set back from the street. This is directly on the street. Yes, it has eight feet, I believe.

Mr. O'Leary: Twenty feet.

Ms. Cuppage: Twenty, including the parking?

Mr. O'Leary: No. The sidewalks, are they going out 20 feet?

Ms. Sitzman: You designed about 15 to 20. It's not set yet.

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Ms. Buford: What would that be, including the parking?

Ms. Sitzman: The parking is another 16 or 18 feet in depth, I believe. So, 45 –

**[Break in recording.]**

Ms. Cuppage: ... extra story. Is it going to get any bigger? That was a concern. And I think darkening the outside would be *[inaudible]*.

Chairman Lee: I have a question for the applicant. The percentage of retail currently along Johnson Drive, what percentage of that is retail?

Mr. O'Leary: As far as lineal frontage?

Chairman Lee: How much of that section is retail?

Mr. O'Leary: Our architect and civil engineer *[inaudible]*. They are worth what we're paying them, but I'm not sure -- *[Laughter.]* I don't know exactly. It appears to me to be about half. I mean, if you just take, you know, I know that's eight inches. So, it looks like if we take that and add that, I'd say it's about 50/50 or 55/45. We are in a lot of areas like the City Centre in Lenexa; we have a project in Flagstaff, Arizona, where everything is retail around us. And the developer is a retail developer, and everything on both sides of us is retail, which is similar to this. And we have our clubhouse and social room in the front to engage the street, which is part of the reason people like to move into these areas and these types of buildings. We have to have windows that open up to the streetscape and talk to the street, etc. That's part of our business, and that's what our residents want. So, we want to keep those who live in Mission, whether they live here or are moving here, to experience the great streetscape that has been developed. We program these based on what our residents need for amenities.

This is a \$40 million project. We have to prove to our investors that things are located in the right areas. These projects are highly amenitized now. It's highly competitive in the marketplace. Windows, light and positioning is very important. We really can't put a clubhouse on the side and put retail there. That's the only area we could find to put loading docks. This isn't really a concept. This is pretty close to final plan, although we obviously have to do more work on details. But the layout has been very well thought out. People like gyms located looking into the courtyard area. The restaurant kinds of talks to the inside and outside of the building. Fortunately, we had enough room to accommodate this green space in here, pull this back so these residents aren't right on top of the – It's kind of a nice little green space there on top of this wall. This loading dock, we have the, at the fronts or sides of all of our buildings. They are covered loading areas, they just don't have trash spilling out.

So, again, that's our business, and we want to speak to the street as well as the retail, because we want our customer to park right in front and walk in. That's the way it is at both the Mission Farms property and the City Centre in Lenexa. And, we're getting ready to build 80,000 feet of office and retail right across the street from that. We love this location because of the retail. We're not in the retail business. If the area needs

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retail to help support our residents, then we would add more retail. But, this building runs north-south and we don't have a lot of frontage, as you can see. So, we think if you take half the frontage and dedicate it to where it's additional retail in the area, that adds retail. So, that's generally why we put things where we did. We really are concerned about putting things where the residents like them, and how they work with the street, etc.

Mr. Babcock: Your clubhouse isn't exterior at Mission Farms.

Mr. O'Leary: Yes, it is.

Mr. Babcock: The leasing office is to the right as we walked into the building.

Mr. O'Leary: You're talking about 106 or the first one?

Mr. Babcock: The one that we got taken to.

[*Overlapping dialog.*]

Mr. Babcock: That's your building, right?

Mr. O'Leary: Yes.

Mr. Babcock: That one, the clubhouse is interior, right?

Mr. O'Leary: Well, the club room is sandwiched in there because the configuration of the site was more triangular. We put two guest suites. We didn't want to put the clubhouse up front because it was right next to –

Mr. Babcock: My point is that you can get a clubhouse interior. You're making that one work. If I remember right, the Lenexa City Centre square, the leasing office was to the right, a salon to the left, and then you went back farther to the clubhouse –

Mr. O'Leary: It's about from that wall to right here.

Mr. Babcock: But it didn't have an external window.

Mr. O'Leary: No, that one doesn't, and it's actually a problem. So, we always try to improve and do things that are better with each project, and the ones that have windows, which are most of them, that speak to the street retail areas, are the most successful amenity rooms that we have. I would prefer to not do either one of those. In fact, we thought about tearing that wall out and moving that back up front. We had that conversation last week. But, the reason it's like that is because the City said, they also have a stipulation that retail is along the whole first floor. And we said that we can't do that. They invited us to come out to that area and we said, if we're going to come there, this is the way we think it's going to work. They asked if we would just put something, somewhere. So, we stuck that in part of our clubroom, and that was a mistake. They'd like to take it back out. So, that's why it's there. Not because we put it there.

The way things were programmed in Mission 106, that got shoved back based on a site configuration issue that was not preferred, that works okay based on how the [*inaudible*]

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sets up. Again, it's not preferred. But the one across the street, Mission Farms, our first one is on the street. Our Highlands one, which you may have driven by, that has a separate clubhouse. If we can't put club rooms on the street, we'll put them up top. So, if you wanted us to add a sixth floor, we could put it up top. We do need that access.

One of the other reasons is that our front door at Mission 106 we didn't feel was important, the front door, because that place is a retail center, and it funnels people right into our project. So, you have to take into consideration some of those external factors. We do have site constraints with the various projects, and we do the best we can. But where we can, we prefer to have our leasing office entrance and the windows to the clubroom on the street. And we want this to be as successful as possible. We don't see another really good place to put the clubhouse. The club is a social room. We don't want it facing a parking lot on the side; we don't want it facing the wall. So, it makes a lot of sense.

Mr. Coon: One other thing. Mr. O'Leary actually came up with this idea about a courtyard, again, to draw people from the sidewalk and street. So, we put the courtyard in the corner, and then said, well, we really need to wrap the courtyard with retail. So, I think the way that we configured this is going to be extremely popular. So, we took a lot of what might have been retail along the street and concentrated it here around this courtyard.

Mr. O'Leary: If we hadn't done that and just pushed all the retail square footage to the front, how much square footage would we add? Even if you take out a little entrance, it's probably pretty similar to what's there. The other thing is that retail has to be 70 feet deep.

Mr. Babcock: How deep is, like, your office and that clubhouse?

Mr. O'Leary: Our widths here are 65 to 70 feet, and this here is 35 to 40 feet. So, you need bigger depths. You'd have to basically make this whole section retail like that to go across. One of the problems at 5100 Main, which was an accommodation based on site constraints, was that that retail was only 55 feet deep, and it's been sitting vacant for three years. They finally have a restaurant at the corner, [*inaudible*] the people who lease these spaces, because we've done a lot with Red Development in other cities such as Denton, Texas, so we are very familiar with what the small-shop retail looked like, or needs. You know, for back of house or anything else, it's 60 to 70 feet. So, we give up that whole front area. And then you have back-of-house issues with loading, etc. So, these projects, it's hard to fit retail in the correct way. It changes the complexion of the project quite a bit.

Ms. Dukelow: I have another question related to what you're talking about. The clubhouse that fronts Johnson Drive, what is the use for that space? Is that for the residents or the community?

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Mr. O'Leary: It's both. We use it for community functions, fundraisers, chamber events. It's a social area for the residents.

Ms. Dukelow: I'm just wondering logistically how a person – They'd have to reserve it?

Mr. O'Leary: It's not like an open public space.

Ms. Dukelow: It's not like a coffee bar or anything like that.

Mr. O'Leary: No. I mean, there's coffee in there for residents, but it's not for the public use. It can be by reservation. We've done a lot at our facilities for community events, chamber events, fundraisers, in Lenexa and Overland Park. We've done hospital fundraisers for Children's Mercy at Mission Farms. So, it is open for use for other than just the residents.

Ms. Dukelow: What is the approximate capacity?

Mr. O'Leary: I don't know. I would say 60 people. That one particular room, if you open up the lobby areas, the corridor there, and the gym area, if you're having a big open house, you could get more people in there, I guess. But if you just had the one area, it's about 60 people. We also have had community events in our courtyards.

Mr. Davidson: I have a question for Danielle. How many apartments are on that fifth floor?

Ms. Sitzman: I'm not sure I have the detailed floorplan floor-by-floor yet. They might be able to speak to how many units per floor they anticipate.

Mr. O'Leary: Thirty-six to 38 apartments.

Mr. Davidson: Okay. The concern I'm mulling over is I agree a little bit with Virginia, that this building does push the envelope as far as the elevation in this area. Yes, we have the Mission Bank towers on each end, but this is up at a higher elevation from where Sylvester Powell is. I've seen all the elevations, which are wonderful. It fits very well with the architecture, especially around Sylvester Powell.

Another concern that I'm hearing is the traffic issue. Danielle, you said that traffic engineers are going to do more studies as far as bringing in that fifth floor of 36 plus/minus apartments. That would reduce some of the load on the traffic. And I understand as a development, the economics have to work for the investors, and for the project. Biggest bang for your buck, so to speak. It's all done very well. So, that's just a concern. I generally bring things up to the group of what I'm thinking about. Also, if possible, if you drop this thing to four stories, can it possibly be a three-level parking garage? I know you've done all your economic studies, but it's just something I wanted to throw out there.

Another concern that I'm sure will go into the final drawings is the buffers on the west side of the facility, when you have those residential units on the first floor. I have no clue what the back of that Salvation Army building looks like, but it's probably not that

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attractive to look at in terms of residential units. There is a retaining wall there, I guess. Are you guys above the elevation or below that?

Mr. O'Leary: That wall is 8 or 10 feet, and we will landscape that wall. That's why we pushed those units back. There's quite a bit of depth for some green space.

Mr. Davidson: Basically, your first-floor elevation is basically eight feet below the Salvation Army first floor?

Mr. Coon: That's probably about right.

Mr. O'Leary: On average, if you're right at the street level, it's obviously not that. It goes down as you go. It might be 10 feet at one end and 2 or 3 feet on the other. I think right where the building is, the site is probably up 2 or 3 feet, even at that point. It gets greater as it goes down.

Mr. Davidson: What type of retaining wall, and what is that wall proposed to do?

Mr. O'Leary: Well, it's already in. It's an existing wall. It's a stone wall right now.

Mr. Davidson: Okay. Maybe it's a dry-laid stone, now that I've seen some of this. That was just a question that I had. And as far as the main color of the building, is that an EFIS?

Mr. O'Leary: It's real stucco, not EFIS. And we will bring real color options. The rendering is showing the – If you go to the night shot, it trends down a little bit. We'll study that and bring some color options.

Mr. Coon: We have studied the color, and to Virginia's point, we looked at the colors of Mission Square and Sylvester Powell, and we love it. But do we want to mask that and make everything look like a campus? We don't really want to create a campus. I think that's the last thing we want. We want variety. So, our task to our architects was Mission style, Mission style, Mission style. And we just threw up Mission style on a wall and started picking out details that we liked, and they came up with what we're showing you tonight. Capitol Federal at the corner of Nall and Johnson Drive is a great-looking building. It's white, and it has a nice contrast, a lot of distinctive architectural features, and it looks really good. So, whether it's light white, or off-white, we think with the design that we've come up with, that a lighter color looks better.

Mr. Davidson: I totally agree. You don't want to make it look like a campus. I think the architecture and the colors are superior. I just wanted to state those concerns to the group.

Mr. Coon: And to address the unit count, five stories versus four stories, we did look at four stories, around 180 units, like Virginia said. We did do that. We couldn't make the numbers work. That's one. Secondly, we've built four and five stories, depending on the size of the site. Quite frankly, the five-story buildings that we build look every bit as good as the four-story buildings. And the way that we've terraced the corners, our intention is to terrace the corners down, which is a very effective architectural treatment to minimize



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the height. So, yes, we were 180 units, but that wasn't our official unit count. We were still studying the cost.

Mr. Bruce: My last comment is I really don't have a problem with the leasing office on the front. I think that is a walk-in business type operation. If you look at the general thrust is to get high density, so having five floors of high-density housing as opposed to four floors seems to work with what the thrust is, which is to get more people in less square footage in the city. Those are my last two comments. Thank you.

Ms. Dukelow: I just want to say that I agree, I mean, I understand that the developers and the plan is made to suit the needs, and that you've done your research on what works. I guess I'm trying to figure out a number here. If there's a nail salon, and you've got something else going on over here on the northwest corner, I think we could probably reach 75 percent of that frontage. If we're considering restaurant retail. With walk-in, I think we're closer to 75 percent.

Mr. O'Leary: It's 1/3 leasing, 1/3 retail and 1/3 restaurant. But I will reiterate again that unless we take that whole depth of the front and turn it all into retail like we did for the restaurant and that other retail space --. You can put in a mom-and-pop bike store, bike repair, which the residents like that, especially in that area. Also, some type of dry bar, etc. We can fit that in there, but we can't take that whole rest of the frontage and put in retail and move our leasing area, our clubroom, and our exercise room all to the sides of the building. It just doesn't work. You can't lease a 40-foot depth store in the marketplace. So, even if we wanted to, we'd have to change that whole frontage depth.

Chairman Lee: Any more comments? [*None.*] I would entertain a motion.

Mr. Troppito: Mr. Chair, I recommend to approve Case #17-04, the Preliminary Site Development Plan for Mission Trails to the City Council, with the following stipulations 1 thru 4:

1. Approval of the requested deviation to height to allow a maximum building height of five stories and or 65 feet.
2. Approval of the requested deviation to allow for residential and offices uses on the ground floor with the condition that retail and service uses be required to make up the majority of the Johnson Drive frontage.
3. A final traffic study and final stormwater drainage design plan must be submitted for review with the final site plan. The appropriate text, maps, drawings and tables must be included.
4. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic or storm drainage related concerns have been addressed.

Ms. Dukelow: I'll second the motion.

The vote on the motion was taken, (6-2). **The motion carried.** Mr. Brown and Mr. Babcock voted in opposition to the motion to approve.

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## **Case # 17-05 TIF Project Plan-EPC Mission Trails**

Ms. Sitzman: According to state statute, when a TIF project plan is submitted, it's the role of the Planning Commission to review it in regards to its compliance with the Comprehensive Plan. In April of this year, the Mission City Council did just that, establishing the boundaries of the TIF district for this property. Included in the packet tonight was that plan. Included here with the TIF application is the required documents of the applicant. The applicant submits details of their development plans. Staff does find that the submitted plan you're reviewing tonight, per deviations in the zoning, does meet the Comprehensive Plan and the intent of the Comprehensive Plan. Included in the memo are some additional details reiterated that we spoke recently about. Again, the memo references the Downtown District and the appropriate design there.

Staff does recommend approval of the resolution that's included in your packet, finding that the Mission Trails Tax Increment Financing redevelopment project plan is consistent with the Comprehensive Plan. Brian Scott is here tonight if you have any questions about the redevelopment plan. Basically, the Planning Commission's role is just to review the development aspects of that as it pertains to site planning and Comprehensive Plan. The City Council will then review the actually proforma numbers that are involved in the predevelopment agreement process that goes through them.

Chairman Lee: Any questions or comments? [*None.*]

Ms. Dukelow: I move that the Planning Commission approve Case #17-05 TIF Project Plan EPC Mission Trails, as proposed.

Mr. Troppito: Second.

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

## **Case # 17-06 TIF Project Plan-Gateway Project**

Ms. Sitzman: This one is a little less recent. The original TIF district was, again Comprehensive Plan conformance for a tax increment financing redevelopment project plan. In this case, it's for the Gateway Project on the east end of town. The City Council established the physical boundaries of the district in 2006, and the Planning Commission reviewed the final site plan for the site in March of this year. So, a little less recent, but I hope you all remember that project. Their project plan does reflect consistent descriptions of their project from what you saw on that final site plan. The project is a mix of retail, hotel, apartments, as well as some office space and a parking structure. That is all the same as what you reviewed back in March of this year.

Again, City Council will go through and review the proforma of the economic impacts of the project. I should say, there is a phasing plan included in their proposal that matches the phasing plan that was drawn up, which you reviewed. Staff does recommend that the Planning Commission approve the resolution, finding that the third amended Mission

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Gateway Tax Increment Financing redevelopment project plan is consistent with the Comprehensive Plan for the redevelopment in the city of Mission.

Chairman Lee: Any questions? Comments? [*None.*]

Ms. Troppito: I move that the Planning Commission approve Case #17-06 TIF Project Plan – Gateway Project, as proposed.

Mr. Babcock : Second.

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

**Staff Update**

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

**ADJOURNMENT**

With no other agenda items, **Mr. Troppito moved and Mr. Bruce seconded a motion to adjourn.** (Vote was unanimous). The **motion carried.** The meeting adjourned at 9:00 P.M.

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Mike Lee, Chair

**ATTEST:**

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Nora Tripp, Secretary



## MEMORANDUM

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**Date:** June 15, 2017  
**To:** Mayor and City Council  
**From:** Laura Smith, City Administrator  
**RE:** Questions and comments from Mission Square Residents

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As you know, staff, Council, and the developer of the Mission Trails project have had meetings with and corresponded with residents of Mission Square regarding the proposed apartment project at 6201 Johnson Drive. Late last month, I received several questions from Harlan & Kathryn Koca and Virginia Cuppage which staff responded to in writing. You have already been provided a copy of those questions and answers, but I felt it was important to include a copy in the agenda packet for the June 21, 2017 City Council meeting.

In addition, I am including an e-mail I received this week from Virginia Cuppage in which she asks the City Council to consider some modifications to the project as currently proposed.

If you have questions regarding the project or any of the associated packet materials, please do not hesitate to contact me.

**Questions from Residents of Mission Square**  
**Mission Trails Project - June 2017**

TAXES/IMPACTS TO PUBLIC SERVICE DELIVERY

How does a TIF work? How can the City afford two TIF projects?

In a Redevelopment TIF district, the incremental revenue generated by the increase in the property's value as a result of the project can be used to offset the costs of the development. Only the additional incremental revenue may be used in this way. When the district is formed, the property values are frozen in what becomes known as the "base year" and all taxing jurisdictions continue to receive revenues based on the base year valuation, as they did before the development took place. Kansas statutes define the specific project costs which are eligible for reimbursement and establish the maximum time period for a TIF project at 20 years. TIF revenues are commonly used for installation of utilities, construction of parking lots or parking garages, and public improvements such as streets or stormwater. The City carefully monitors the use of the TIF revenues to ensure that they are property spent.

When considering TIF, the City evaluates not only the property tax revenues a project may generate, but other revenues which may be impacted by a project - franchise fees, building permits, sales tax, stormwater utility fees, etc. Depending on the type and scale of a project, these benefits to the City may be significant. In addition, the City will evaluate the opportunity costs of the project not proceeding without the incentives.

How does it affect other services provided by the City?

As mentioned above, the City is not "losing" current revenue, but rather foregoing or deferring future revenue, assuming the project would not proceed without incentives.. Each project is assessed on a case by case basis to determine its anticipated impacts on City service delivery. These issues are factored into the analysis and negotiation of a specific incentive request or redevelopment agreement.

What will be the cost to taxpayers of the City?

Please see responses above.

Does the City have the necessary equipment for fires and other emergencies?

Fire protection and emergency medical services are provided by Consolidated Fire District #2 (CFD#2) and Johnson County Med-Act. Both agencies forecast service needs, plan for growth, and monitor their response times. MED-ACT operates from 17 fixed stations with 140 employees. CFD #2 operates out of three fire stations. The Fire

District received the Mission Trails project plans for review and comment, and they did not indicate any concerns. They confirm that they are currently equipped to fight fires and respond to emergencies in multi-storied buildings.

Police protection is provided by the Mission Police Department which is currently staffed with 29 commissioned officers. In the event of an emergency which exceeds Mission's resources, other Johnson County departments will assist as part of an ongoing mutual aid agreement. At this time, the Mission Trails project in and of itself does not trigger a need for increased police staffing. The Department continually monitors anticipated developments, and will make staffing requests as appropriate.

## BUILDING

What is the total cost of the project?

The Developer currently estimates total project costs at approximately \$40 million.

Why was it necessary to increase the height of the building beyond what is allowed in the City Code?

According to the Developer, increasing the building height allows them to maximize cost efficiencies. Constructing a certain number of apartments allows them to offset the cost of land and amenities necessary to provide the level of service required by their residents.

Would returning the building to 4 stories (loss of approximately 38 units), as originally presented alleviate concerns of traffic congestion?

Reducing the building from 5 stories to 4 stories would have negligible impact on traffic. A 5-story building, even at 95% occupancy, generates an insignificant increase in the number of cars coming and going according to the traffic engineer. The traffic engineer has stated the impact at peak times (8:00 A.M. and 5:00 P.M.) adds only one car per minute to the area. Traffic impact during the rest of the day is far less than that.

Will offices and/or apartments occupy space above the restaurant?

All floors above the ground floor will be occupied by apartments or facilities for the residents of the property.

How close to existing buildings can this building be constructed?

Setbacks are regulated by both zoning and building codes. The zoning code allows for infill projects to have setbacks similar to the character of the existing downtown

neighborhood. In this district, buildings are required to be built up to the street and are not limited in the development of side and rear yards, meaning no minimum setback is required. The building code allows for a range of separations depending on the materials used to construct the building.

How will service vehicles, trucks, moving vans, trash trucks, etc. have access and be accommodated?

Access to the service dock and service elevator will be via the driveway to the surface parking lot on the northeast side of the development off of Johnson Drive. The service dock is 40' deep and 25' wide. Delivery and pickup times can be scheduled including an initial move in period, similar to what is/was done at Mission Square. Turning templates for these vehicles will be checked by the City's on-call engineers at the Final Site Plan stage of the review process to ensure the design is adequate.

Will there be room for cars to pass and/or back out of parking spaces?

The service dock depth will be checked by the City's on-call engineer to ensure it is adequate for typical trash/service vehicles. Cars will be able to back out of parking stalls and pass. All of these items will be confirmed at the time of Final Site Plan approval.

Is the access lane a two-way or will vehicles have to back out onto Johnson Drive?

The proposed access is two-way.

Where will air conditioners be located? How much noise will be produced?

This will be determined at a later date. All exterior mechanical units such as air conditioner condensers must be screened from view from the adjacent streets according to the City Code.

Where will garbage collection be located?

Garbage will be collected by a contract waste hauler with access to the covered service dock on the northeast side of the building. Trash will be consolidated within the building prior to collection.

Will a sufficient sprinkler system be installed?

The building construction is regulated by the adopted building codes, and does require a sprinkler and an alarm system with specifications determined by the size and layout of the building.

Will the present retaining wall be extended to cover the entire area?

No new retaining walls are proposed. The existing retaining wall between the Salvation Army property and the Mission Trails project will not be altered. The natural grade change from west to east along the south side of the property does not require a retaining wall.

Does the City Code require fire escapes on the outside of the building?

This will be determined at a later date, but is unlikely as other means of safe egress are typically provided interior to the building much like they are in Mission Square.

#### TRAFFIC/PARKING

How many open car spaces will be available?

The preliminary plans show approximately 21 on-street angled parking stalls along Johnson Drive, 17 off-street parking stalls in a surface parking lot along the east side of the building, and 287 parking stalls in a parking garage. Approximately 52 of the stalls in the parking garage located on the ground floor may be reserved for general public use and the remaining 235 reserved for residents of Mission Trails. Final parking counts and configurations will be determined at the time of Final Site Plan approval.

Will they provide enough spaces for public, party house, visitors, other Johnson Drive businesses and restaurants?

See above. The parking currently shown on the preliminary plan conforms with the City's parking requirements.

Would set-back parking, like is found on south side of Johnson Drive between Nall and Roe, be considered to allow additional room for safer access and more cars?

The project will include on-street (head in) parking consistent with the character of downtown Mission. On-street parking is designed to meet the safety standards of accepted traffic engineering practices.

Will traffic from the garage be able to exit into the Sylvester Powell parking areas thereby compounding their parking problems?

Parking provided at the Community Center and adjacent lots leased by the City has been assessed and found to be sufficient for normal operations and special events. Current plans for the Mission Trails project does not show vehicle access from the garage to the Community Center parking lot. Pedestrian access will be provided.



Has a traffic study been done to determine the increase in use on already busy streets? Johnson Drive and Lamar are already heavily traveled streets. Martway and Beverly are access streets for Sylvester Powell, Mission Square, a theater, two banks, a garage and other small businesses.

A traffic memorandum including trip generation was provided by the Developer and reviewed by the City's on-call engineers. The City's engineers have not identified any specific concerns at this time based on the traffic volumes anticipated.

Will additional traffic signals be considered?

The Developer is in the process of updating the traffic memorandum to match the Final Site Plan. However, based on the current analysis provided and the potential changes to the site plan, the change in trips is not expected to trigger the need for additional traffic control devices, including a traffic signal.

## CONSTRUCTION

How long will the construction take?

Based on the current project timeline, construction would begin in early 2018 and would be completed in approximately 20 months.

Will there be any time requirements?

Typically, when the City agrees to participate in a project through the use of incentives, project milestones are outlined in a Development Agreement. This agreement has not yet been negotiated.

Who is the contractor? Who will supervise this project?

The Developer has not yet selected a contractor. EPC requires all of its contractors to properly oversee their projects. This generally includes 5 or 6 employees on-site every day that work is going on.

How will the existing restaurant, store (Salvation Army), community center and Mission Square residence be affected during construction?

As with any project, the surrounding properties may experience a some increased levels of noise, dust, and access during construction. Every effort will be made to minimize or eliminate these concerns for surrounding property owners.

Who will be responsible for any damage and cleanup to streets and other nearby buildings?

Any unintended/accidental damage will be the responsibility of the Developer to repair.

How will construction trucks and equipment enter the area? Will Beverly Avenue need to be closed at any time? Will utility services (water, electricity, sewer, cable, etc.) to the surrounding area be interrupted?

All of these details will be determined at a later date, and will be part of ongoing conversations and project management between the City and the Developer. We anticipate street closures will be minimal.

Will the duration of road closures on Johnson Drive and Beverly impact the business of current retail (reference 80th Street and Metcalf for EPC project similar to Mission Trails and disruption of traffic during recent Johnson Drive reconstruction)?

Significant detours or road closures will be determined at a later date, but are unlikely due to existing street network which allows for multiple ways to access the same areas of the Johnson Drive corridor. Generally, the contractor will be working interior to the project site, which presents different challenges than the Johnson Drive reconstruction projects.

Is the cost of additional traffic control signage the responsibility of EPC or the City?

Any traffic controls required during construction are the financial responsibility of the Developer. Traffic control plans are reviewed by the City's on-call engineers.

Will construction be limited to daytime hours?

Mission's ordinances limit construction work to the following hours:

Monday through Friday — 7:00 A.M. to 6:00 P.M.

Saturday — 8:00 A.M. to 6:00 P.M.

Sunday — All Work Prohibited

Construction work is defined as involving earth-moving equipment, trucking, concrete work, exterior carpentry and masonry, exterior plumbing, exterior painting, and exterior electrical work. Extended work hours may be granted as needed to accommodate special circumstances.

## LANDSCAPING/GREEN SPACE

How much green space will be provided?

The preliminary plans show open landscaped areas on the west and south sides of the development. Landscaping incorporated into the sidewalk area, will be required along the north side. An additional outdoor space will be provided in the covered courtyard on the northeast side and the open courtyard interior to the building.

Will the green space planned on the west and south sides of the building be adequate in height and depth to provide a shield for Mission Square?

The landscaped areas on the west and south sides of the building are intended to distance the residents of Mission Trails from the surrounding retail activity and provide space for the required site trees.

Will landscaping on the north side of the building allow a safe sight line for cars entering and exiting Johnson Drive from parking alley on the east side of the building?

Lines of sight have been and will continue to be reviewed by the City's on-call engineer.

Does the City Code require a certain amount of greenspace related to size of building?

No, the City Code encourage the efficient use of land for dense infill projects such as Mission Square and Mission Trails.

Will a retaining wall be built between the Salvation Army building and the new project?

There is an existing retaining wall along this area which will not be altered as a part of the project.

Who will be responsible for and oversee maintenance of the pool and green space within the complex?

EPC prides itself in providing a high level of exterior maintenance. EPC will provide three on-site maintenance staff who will be responsible for maintaining the common areas, including the pool. EPC's staff also oversees multiple outside vendors who provide lawn maintenance and complete various repairs.

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**Response to your questions**

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pgcuppauge@aol.com &lt;pgcuppauge@aol.com&gt;

Tue, Jun 13, 2017 at 8:57 PM

To: lsmith@missionks.org, arothrock@missionks.org, nschlossmacher@missionks.org

Laura Smith,

Thank you for your response to our many questions.

The answers were very informative and ones I did not have the resources to research. They satisfied many issues but did not completely mitigate my concerns.

I am pleased that the City Council will be carefully studying some key points before there is a final vote on the project.

To that point I would respectfully request that the Council consider returning the project to the initial plans as originally presented in March by EPC - i.e. a building of 4 stories plus cupola for 180 apartments and 3 stories of parking for residents plus ground parking for the public. This would be more in keeping with the height of the buildings in the immediate area.

The removal of approximately 23 units should not greatly impact the financial return on the project to EPC; upon completion it should insure a greater percentage of occupancy in a timely manner.

Even a small decrease in density would alleviate some of the traffic impact.

Perhaps more importantly, this change would create good will among the many neighbors who live and wish to continue shopping in Mission.

I look forward to seeing an updated memorandum from the traffic engineer that addresses the congestion on Johnson Drive, Beverly Street and Martway, as well as a report addressing "turning templates" for larger vehicles within the footprint of the building.

Should this request be submitted to the City Council before the meeting on June 21, or presented by me, personally, at the meeting?

Once again, I thank you for addressing my concerns.

Virginia Cuppage

[Quoted text hidden]

[Quoted text hidden]

**CONFIDENTIALITY NOTICE:**

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<b>City of Mission</b>	Item Number:	6a.
<b>ACTION ITEM SUMMARY</b>	Date:	May 31, 2017
<b>Administration</b>	From:	Laura Smith

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

**RE:** Extending the implementation dates for Gateway CID Districts #1 and #2

**RECOMMENDATION:** Approve the ordinances amending the implementation date for the Gateway Community Improvement Districts (CIDs) to an effective date of July 1, 2018.

**DETAILS:** On February 20, 2013, the City Council approved Ordinance Nos. 1376 and 1377 which established the CIDs for the Gateway Redevelopment Project. The ordinance specified the districts were to take effect January 1, 2015. Since that time, the Council has amended the implementation dates for the districts on three other occasions.

The Developer is now requesting that the implementation dates be adjusted to July 1, 2018 (letter attached). This is not an approval of new incentives, but simply an extension of the date when CID taxes will begin to be collected by the taxing authorities. With no retailers on site generating sales tax, it is not in the City's best interest for the Districts to become active at this time. Delaying activation preserves the entire 22 year period for collecting revenues within the district, and provides the Council with the greatest degree of flexibility in evaluating how CID revenues might be used. Once activated, the CID "clock" cannot be reset.

The State requires that dates for sales tax implementation coincide with the start of a quarter. They also require notice of any changes at least one quarter in advance of the implementation date. In this case, we are required to provide the Kansas Department of Revenue information on the implementation dates for the two Gateway CID Districts by June 30, 2017.

The developer has submitted a new CID Application associated with the current project, which will replace the two separate districts with one. As indicated in their letter, the developer intends to request termination of the existing districts upon approval of the new CID District.

**CFAA CONSIDERATIONS/IMPACTS:** NA

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



May 31, 2017

Laura Smith  
City Administrator – City of Mission, KS  
6090 Woodson  
Mission, KS 66202

Re: Mission Gateway Community Improvement District

Dear Laura,

Aryeh Realty, LLC, is the owner of record of all property within two (2) certain Community Improvement Districts (CIDs) within the City of Mission, Kansas created under Ordinances Nos. 1376 and 1377, as amended by Ordinances Nos. 1408 and 1409, Ordinances Nos. 1428 and 1429, and Ordinance Nos. 1440 and 1441 (the "Ordinances"). The Ordinances established that the CID Sales Tax for both districts was to commence on January 1, 2015, and that date was extended by subsequent action of the City to October 1, 2017.

As you are aware, the property within the CIDs is still under consideration and no businesses currently operate there. Please be advised the Cameron Group, LLC, as agent for Aryeh Realty, LLC, is requesting to extend the CID Sales Tax commencement date from October 1, 2017 to July 1, 2018.

In the event that new ordinance(s) are passed creating a new Community Improvement District for the Gateway project, we will request termination of the existing districts. We would appreciate the City communicating this request to the Kansas Department of Revenue.

Sincerely,

A handwritten signature in black ink, appearing to read "MV", written over a white background.

Matthew Valenti  
Cameron Group, LLC

*(Published in The Legal Record on \_\_\_\_\_, 2017)*

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING ORDINANCE NUMBERS 1376, 1408, 1428, AND 1440 AUTHORIZING THE CREATION OF THE MISSION GATEWAY COMMUNITY IMPROVEMENT DISTRICT #1 IN THE CITY OF MISSION, KANSAS; AUTHORIZING THE MAKING OF CERTAIN PROJECT IMPROVEMENTS RELATING THERETO; APPROVING THE ESTIMATED COSTS OF SUCH PROJECT IMPROVEMENTS; LEVYING A 0.5% CID SALES TAX, PROVIDING FOR SPECIAL ASSESSMENTS AND PROVIDING FOR THE METHOD OF FINANCING THE SAME, INCLUDING THE ISSUANCE OF SPECIAL OBLIGATION BONDS AND FULL FAITH AND CREDIT BONDS.**

**WHEREAS**, on February 20, 2013, the City of Mission, Kansas adopted Ordinance No. 1376, creating the Mission Gateway Community Improvement District #1 ("District"); and

**WHEREAS**, said Ordinance No. 1376 in Section 4 thereof established a date of January 1, 2015 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, on September 17, 2014, the City of Mission, Kansas adopted Ordinance No. 1408, amending Ordinance No. 1376 to establish a date of January 1, 2016 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, on September 16, 2015, the City of Mission, Kansas adopted Ordinance No. 1428, amending Ordinance Nos. 1376 and 1408 to establish a date of October 1, 2016 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, on July 20, 2016, the City of Mission, Kansas adopted Ordinance No. 1440, amending Ordinance Nos. 1376, 1408, and 1428 to establish a date of October 1, 2017 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, the City wishes to amend said Section 4 of Ordinance No. 1376 and Section 1 of Ordinance Nos. 1408, 1428, and 1440 to provide that the commencement of the CID Sales Tax within the District shall be July 1, 2018.

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



**SECTION 1. Amendment of Section 4 of Ordinance No. 1376 and Section 1 of Ordinance Nos. 1408, 1428, and 1440.** That Section 4 of Ordinance No. 1376 and Section 1 of Ordinance Nos. 1408, 1428, and 1440 are hereby amended to read as follows:

***SECTION 4. Imposition of Transportation District Sales Tax.** In order to provide for the payment of the Projects, the Governing Body of the City hereby imposes the CID Sales Tax within the District in an amount of 0.5% on the selling of tangible personal property at retail or rendering or furnishing services taxable pursuant to the provisions of the Kansas retailers' sales tax act within the District with such CID Sales Tax to commence on July 1, 2018, or such other date as shall be approved by ordinance of the City.*

**SECTION 2. Ratification; No Repeal.** Except as amended herein, Ordinance No. 1376, Ordinance No. 1408, Ordinance No. 1428, and Ordinance No. 1440 are hereby ratified, shall remain in full force and effect, and shall not be repealed hereby.

PASSED by the Governing Body this 21st day of June, 2017.

SIGNED by the Mayor this 21st day of June, 2017.

CITY OF MISSION, KANSAS

By: \_\_\_\_\_  
Steve Schowengerdt, Mayor

[SEAL]

ATTEST:

\_\_\_\_\_  
Martha Sumrall, City Clerk

APPROVED AS TO FORM ONLY:

\_\_\_\_\_  
David K. Martin, City Attorney

*(Published in The Legal Record on \_\_\_\_\_, 2017)*

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING ORDINANCE NUMBERS 1377, 1409, 1429, and 1441 AUTHORIZING THE CREATION OF THE MISSION GATEWAY COMMUNITY IMPROVEMENT DISTRICT #2 IN THE CITY OF MISSION, KANSAS; AUTHORIZING THE MAKING OF CERTAIN PROJECT IMPROVEMENTS RELATING THERETO; APPROVING THE ESTIMATED COSTS OF SUCH PROJECT IMPROVEMENTS; LEVYING A 0.5% CID SALES TAX, PROVIDING FOR SPECIAL ASSESSMENTS AND PROVIDING FOR THE METHOD OF FINANCING THE SAME, INCLUDING THE ISSUANCE OF SPECIAL OBLIGATION BONDS AND FULL FAITH AND CREDIT BONDS.**

**WHEREAS**, on February 20, 2013, the City of Mission, Kansas adopted Ordinance No. 1377, creating the Mission Gateway Community Improvement District #2 ("District"); and

**WHEREAS**, said Ordinance No. 1377 in Section 4 thereof established a date of January 1, 2015 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, on September 17, 2014, the City of Mission, Kansas adopted Ordinance No. 1409, amending Ordinance No. 1377 to establish a date of January 1, 2016 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, on September 16, 2015, the City of Mission, Kansas adopted Ordinance No. 1429, amending Ordinance Nos. 1377 and 1409 to establish a date of October 1, 2016 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, on July 20, 2016 the City of Mission, Kansas adopted Ordinance No. 1441, amending Ordinance Nos. 1377, 1409, and 1429 to establish a date of October 1, 2017 for the commencement of the CID Sales Tax within the District, or such other date as shall be approved by ordinance of the City; and

**WHEREAS**, the City wishes to amend said Section 4 of Ordinance No. 1377 and Section 1 of Ordinance Nos. 1409, 1429, and 1441 to provide that the commencement of the CID Sales Tax within the District shall be July 1, 2018.

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

**SECTION 1. Amendment of Section 4 of Ordinance No. 1377 and Section 1 of Ordinances 1409, 1429, and 1441.** That Section 4 of Ordinance No. 1377 and Section 1 of Ordinance Nos. 1409, 1429 and 1441 are hereby amended to read as follows:

***SECTION 4. Imposition of Transportation District Sales Tax.** In order to provide for the payment of the Projects, the Governing Body of the City hereby imposes the CID Sales Tax within the District in an amount of 0.5% on the selling of tangible personal property at retail or rendering or furnishing services taxable pursuant to the provisions of the Kansas retailers' sales tax act within the District with such CID Sales Tax to commence on July 1, 2018 or such other date as shall be approved by ordinance of the City.*

**SECTION 2. Ratification; No Repeal.** Except as amended herein, Ordinance No. 1377, Ordinance No. 1409, Ordinance No. 1429, and Ordinance No. 1441 are hereby ratified, shall remain in full force and effect, and shall not be repealed hereby.

PASSED by the Governing Body this 21<sup>st</sup> day of June 2017.

SIGNED by the Mayor this 21<sup>st</sup> day of June, 2017.

CITY OF MISSION, KANSAS

By: \_\_\_\_\_  
Steve Schowengerdt, Mayor

[SEAL]

ATTEST:

\_\_\_\_\_  
Martha Sumrall, City Clerk

APPROVED AS TO FORM ONLY:

\_\_\_\_\_  
David K. Martin, City Attorney

<b>City of Mission</b>	Item Number:	6b.
<b>ACTION ITEM SUMMARY</b>	Date:	May 25, 2017
<b>Administration</b>	From:	Laura Smith

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

**RE:** Repealing Chapter 145 of the Mission Municipal Code relating to the Transportation Utility Fee.

**RECOMMENDATION:** Adopt the ordinance repealing Chapter 145 of the Mission Municipal Code relating to the Transportation Utility Fee (TUF).

**DETAILS:** In August 2010, the City Council adopted Ordinance 1332 which established the Transportation Utility Fee and outlined how it would be applied and administered within the City of Mission. On April 7, 2017, the Kansas Supreme Court published a decision upholding the findings of the Court of Appeals determining that the TUF was illegal.

Although the matter will return to District Court for any remaining details to be finalized, it is appropriate to repeal Chapter 145 of the Code related to the Transportation Utility Fee.

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

Related Statute/City Ordinance:	Chapter 145 - Mission Municipal Code
Line Item Code/Description:	NA
Available Budget:	NA

**ORDINANCE NO. \_\_\_\_\_**

AN ORDINANCE REPEALING CHAPTER 145 TRANSPORTATION UTILITY FEE AND DELETING FROM THE CODE OF THE CITY OF MISSION, KANSAS.

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

Section I. Chapter 145 Transportation Utility Fee is hereby repealed in its entirety and deleted from the Code of the City of Mission, Kansas.

Section II. This Ordinance shall take effect and be in force from and after publication as required by law.

PASSED AND APPROVED by the City Council this 21<sup>st</sup> day of June, 2017.

APPROVED by the Mayor this 21<sup>st</sup> day of June, 2017.

---

Steve Schowengerdt, Mayor

(SEAL)

ATTEST:

---

Martha M. Sumrall, City Clerk

APPROVED BY:

---

Payne & Jones, Chtd.  
11000 King, Suite 200  
P. O. Box 25625  
Overland Park, KS 66225-5625  
Tel: (913) 469-4100  
Fax: (913) 469-8182

<b>City of Mission</b>	Item Number:	6c.
<b>ACTION ITEM SUMMARY</b>	Date:	May 16, 2017
<b>Police</b>	From:	Ben Hadley

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

**RE:** Purchase of 2017 Ford Explorer

**RECOMMENDATION:** Approve the purchase of one 2017 Ford Explorer for the Police Department.

**DETAILS:** The Police Department's capital equipment budget for 2017 included \$55,000 to purchase two new vehicles (a van and Ford Taurus). After a review of the fleet, it was determined that one new Ford Explorer (equipped with a police package) would meet the Department's needs at this time. There will be no equipment (except a spotlight) installed in this vehicle as it will be used for training, travel, errands, and evidence transport.

The vehicle is being secured under MARC's cooperative purchasing agreement, and will be purchased from Shawnee Mission Ford. The cost for the vehicle is:

2017 Ford Explorer	\$30,760
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The department will sell a 1997 Plymouth Voyager van (DARE vehicle) and a 2006 Ford Taurus (old detective vehicle).

The purchase of the Explorer, versus a sedan, is recommended so that in the event one of the existing patrol vehicles is damaged beyond repair, its equipment could be transferred to this pre-wired vehicle and the Department would have a vehicle back on patrol in about a week (assuming the equipment is not damaged). Wiring a vehicle can take several days and having it pre-wired at the time of initial purchase saves time and money. The color and body style is the same as the recent patrol vehicle purchase which keeps the fleet as flexible and functional.

The Police Department's 2017 capital budget line item will realize savings of approximately \$24,240 by replacing one vehicle instead of two. Staff recommends: 1) transferring any savings to the Equipment Replacement Fund; and, 2) depositing proceeds from the sale of the two existing vehicles to the Equipment Replacement Fund.

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

Related Statute/City Ordinance:	NA
Line Item Code/Description:	01-30-403-01 - Police Vehicles
Available Budget:	\$55,000

# Shawnee Mission Ford

11501 SHAWNEE MISSION PARKWAY • P.O. BOX 3179  
SHAWNEE, KANSAS 66203-0179 • 913/631-0000 • FAX 913/268-6521

May 9, 2017

David Moloy  
City of Mission

2017 Ford Utility PI AWD (**K8A**)

Exterior: Shadow Black (**G1**)

Interior: Charcoal Cloth Front / Vinyl Rear (**9W**)

Base Price: \$26,786

Options:

- Pre Drilled Head Lamps (**86P**) \$119
- Pre Drilled Tail Lamps (**86T**) \$58
- LED Driver Side Spot Light (**51R**) \$190
- Keyed A Like (**59B**) \$49
- Courtesy Lamps Disable \$ Inc
- Red / White Cargo Dome Light (**17T**) \$49
- Hub Caps (~~Delete~~ **65L**) \$(40)
- Heated Mirrors (**549**) \$58
- Rear View Camera in mirror (**87R**) \$ N/C
- Reverse Sensors (**76R**) \$261
- Eco Boost (**99T**) \$3,130
- Weather Tech Floor mats Front \$100

Total \$30,760

Thank you for your time and interest.

Sincerely,

Jay Cooper



Government Fleet Sales

<b>City of Mission</b>	Item Number:	6d.
<b>ACTION ITEM SUMMARY</b>	Date:	5/23/2016
<b>PUBLIC WORKS</b>	From:	John Belger

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

**RE:** 2017 Residential Street Maintenance - Chip Seal Program

**RECOMMENDATION:** Approve an agreement with Harbour Construction for the completion of the City of Mission's 2017 Chip Seal Program in an amount not to exceed \$105,833.70.

**DETAILS:** Chip sealing is an intermediate street maintenance treatment which focuses on preserving the streets that are already in good condition by extending their useful life. It is a critical component of the City's annual street maintenance program. Streets are constantly deteriorating, and a proactive seal program helps maintain good streets, delaying more expensive repairs for as long as possible. The City has historically budgeted approximately \$350,000 to be used for the residential street maintenance program which includes chip seal, mill and overlay, and other miscellaneous curb, gutter, and sidewalk repairs.

Chip seal is a surface treatment that extends the useful life of existing streets. The process is performed in two steps. First an asphalt binder is applied directly to an existing roadway and is followed by a granite aggregate that is evenly spread on top of the binder. This process creates a seal on the road and provides a uniform driving surface. Chip seal can be driven on as soon as the aggregate is spread and rolled in. Following the initial application, excess rock is swept from the road surface. The contractor is responsible for two sweepings, one within 24 hours of application and another within a week of application. City staff follows up as needed for additional sweeping.

The streets proposed to be sealed in the 2017 program are attached both in list form and on a map. If approved, the 2017 Program will chip seal approximately 5.38 lane miles of streets. At the April Community Development Committee meeting, the Council asked staff to include Dearborn (north of 51st Street) on the bid list. This street section was included in the 2017 Program at an estimated cost of \$12,164.99.

The City has approximately 80 lane miles of residential streets. Once the 2017 program is complete, the City will have chip sealed more than 42 lane miles (53%) at a total cost of \$708,277.40

Related Statute/City Ordinance:	
Line Item Code/Description:	03-90-801-11 Special Highway Fund (50%); 25-90-805-09 Capital Improvement Fund (50%)
Available Budget:	\$286,600



<b>City of Mission</b>	Item Number:	6d.
<b>ACTION ITEM SUMMARY</b>	Date:	5/23/2016
<b>PUBLIC WORKS</b>	From:	John Belger

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

<b>Program Year</b>	<b>Residential Lane Miles Sealed</b>	<b>Annual Program Cost</b>
2011	10	\$169,687.08
2012	5.85	\$96,685.18
2013	3.62	\$59,899.88
2014	6.07	\$88,896.49
2015	5.49	\$87,493.37
2016	6.30	\$99,781.70
2017 (recommended)	5.38	\$105,833.70
Total	42.71	\$708,277.40

This work is anticipated to take place late this summer. Staff will share information on the resident communication process as it is finalized.

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

Related Statute/City Ordinance:	
Line Item Code/Description:	03-90-801-11 Special Highway Fund (50%); 25-90-805-09 Capital Improvement Fund (50%)
Available Budget:	\$286,600

BID

**CITY OF MISSION, KANSAS  
2017 CHIP SEAL PROGRAM**

**THIS BID IS SUBMITTED TO:  
CITY OF MISSION, KANSAS  
6090 WOODSON  
MISSION, KS 66202**

A. The undersigned BIDDER proposed and agrees, if this Bid is accepted, to enter into an Agreement with CITY in the form included in the Contract Documents to perform and furnish all Work as specified or indicated in the Contract Documents for the Contract Price and within the Contract Time indicated in this Bid and in accordance with the other terms and conditions of the Contract Documents.

B. BIDDER accepts all of the terms and conditions of the Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid Security. This Bid will remain subject to acceptance for sixty (60) days after the day of Bid opening. BIDDER will sign and submit the Agreement with the Bonds and other documents required by the Bidding Requirements within seven days after date of CITY'S Notice of Award.

C. In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that:

1. BIDDER has examined copies of all the Bidding Documents and of the following Addenda (receipt of all which is hereby acknowledged):

Number	Date	Signature of Receipt
--------	------	----------------------

<u>N/A</u>		
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2. BIDDER has familiarized itself with the nature and extent of the Contract Documents, Work, site, locality, and all local conditions and Laws and Regulations that in any manner may affect cost, progress, performance or furnishing of the Work.

3. BIDDER has obtained and carefully studied (or assumes responsibility for obtaining and carefully studying) all such examinations, investigations, explorations, tests and studies which pertain to the subsurface or physical conditions at the site or otherwise may affect the cost, progress, performance or furnishing of the Work as BIDDER considers necessary for the performance or furnishing of the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, explorations, tests, reports or similar information or data are or will be required by BIDDER for such purposes.

4. BIDDER has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports or similar information or data in respect of said Underground Facilities are or will be required by BIDDER in order to perform and furnish the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents.

5. BIDDER has correlated the results of all such observations, examinations, investigations, explorations, tests, reports and studies with the terms and conditions of the Contract Documents.

6. BIDDER has given CITY written notice of all conflicts, errors or discrepancies that it has discovered in the Contract Documents and the written resolution thereof by CITY is acceptable to BIDDER.

7. This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; BIDDER has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; BIDDER has not solicited or induced any person, firm or corporation to refrain from bidding; and BIDDER has not sought by collusion to obtain for itself any advantage over any other Bidder or over CITY.

8. BIDDER is familiar with and understands the Overland Park Collector/Thoroughfare Chip Seal Application Standards as described in Article 1.2 of the Contract Documents and can perform the work itemized in this agreement according to those standards.

D. BIDDER will complete the Work for the following prices. Quantities are not guaranteed. Final Payment will be based on actual quantities.

**Bid Table**

<b><u>ITEM</u></b>	<b><u>EST. QUANTITY</u></b>	<b><u>UNIT</u></b>	<b><u>UNIT PRICE</u></b>	<b><u>TOTAL</u></b>
1. Bituminous Surface Treatment				
a. Chip Seal Manipulation	35,232	SY	@ <u>\$2.00</u>	= <u>\$70,464.00</u>
2. Sweeping				
a. First Sweeping	1	LS	@ <u>\$5,515.00</u>	= <u>\$ 5,515.00</u>
b. Second Sweeping	1	LS	@ <u>\$5,515.00</u>	= <u>\$ 5,515.00</u>
3. Permanent Traffic Markings-				
a. 30" Crosswalk (per location)	5	EA	@ <u>\$540.00</u>	= <u>\$2,700.00</u>
b. 24" Stop Bar (per location)	2	EA	@ <u>\$300.00</u>	= <u>\$ 600.00</u>
4. Traffic Control	1	LS	@ <u>\$6,000.00</u>	= <u>\$6,000.00</u>
5. Mobilization	1	LS	@ <u>\$10,000.00</u>	= <u>\$10,000.00</u>

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SUB-TOTAL = \$100,794.00

+ 5% Contingency = \$ 5,039.70

**TOTAL BASE BID AMOUNT = \$105,833.70**

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E. The bidder agrees that the work will be substantially completed within 60 days from the date when the Contract Time commences to run and completed and ready for final payment within 60 days from the date when the Contract Time commences to run. BIDDER accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the Work on time.

F. The following documents are attached to and made a condition of this Bid:

- Required Bid Security in the form described in the Instructions to Bidders
- Exhibit 1 - City of Mission - Chip Seal Program 2017 Details & Map
- Chip Seal Mix Design Specifications

G. Communications concerning this Bid shall be addressed to the following:

Name: SCOTT HARBOUR

Organization: Harbour Construction, Inc.

Address: 2717 S. 88<sup>th</sup> Street

City, State, Zip: Kansas City, KS 66111

Phone: (913) 238-5885

Email: sharbour@everestkc.net

H. The terms used in this Bid which are defined in the Instructions to Bidders included as part of the Contract Documents have the meanings assigned to them in the Instructions to Bidders.

SUBMITTED on June 1, 2017.

If BIDDER is:

An Individual

By \_\_\_\_\_  
(Individual's Name)

doing business as \_\_\_\_\_

Business address: \_\_\_\_\_

\_\_\_\_\_

Phone Number: \_\_\_\_\_

A Partnership

By \_\_\_\_\_  
(Firm Name)

\_\_\_\_\_  
(General Partner)

Business address: \_\_\_\_\_

\_\_\_\_\_

Phone Number: \_\_\_\_\_

A Corporation

By Harbour Construction, Inc.  
(Corporation Name)

Kansas  
(state of incorporation)

By Scott Naborn  
(name of person authorized to sign)

Project Manager  
(Title)

(Corporate Seal)

Attest Pat Harbour  
(Secretary)

Business address: 2717 S. 88<sup>th</sup> Street  
Kansas City, KS 66111

Phone Number: (913) 441-2555

A Joint Venture

By \_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Address)

By \_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Address)

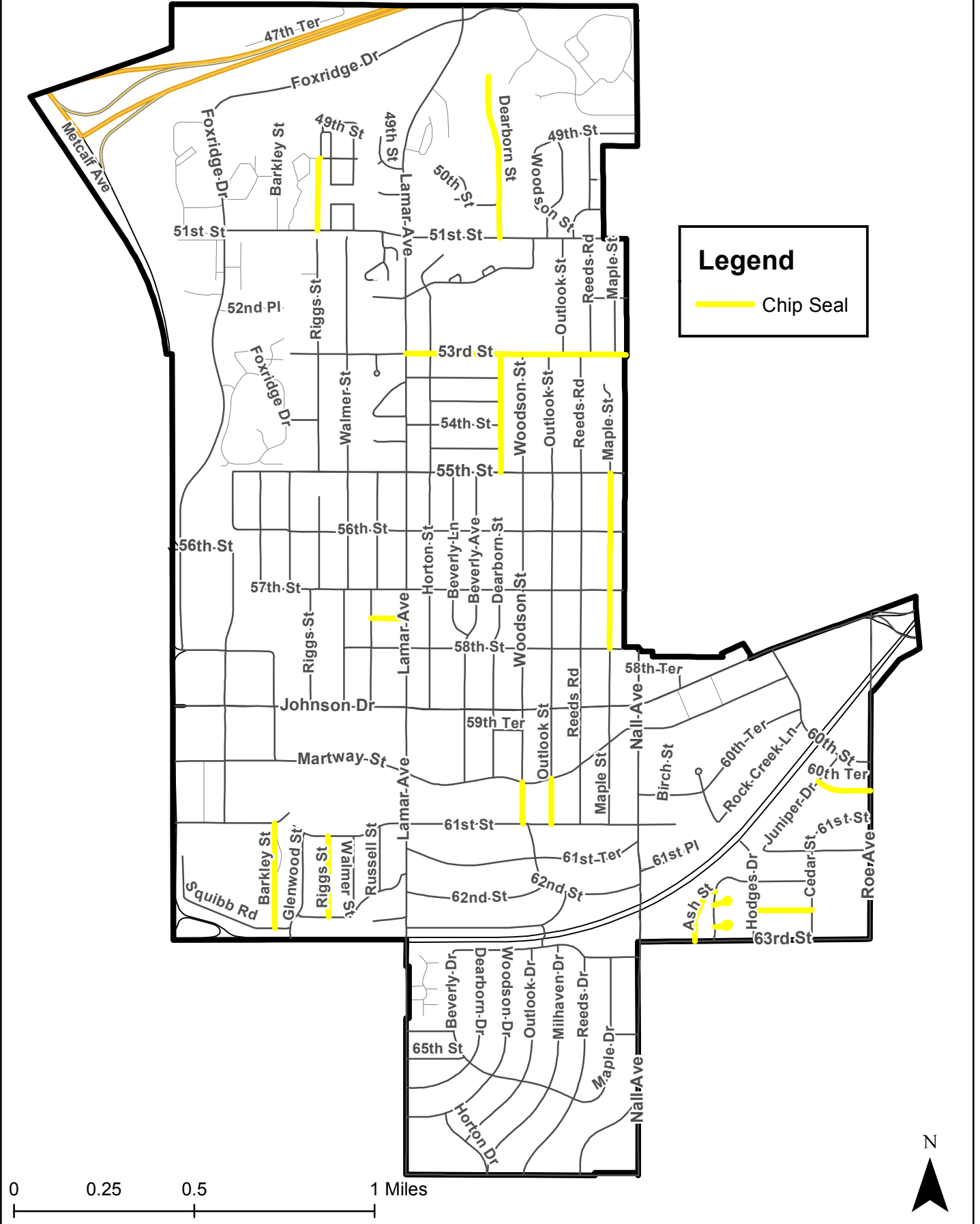
(Each joint ventures must sign. The manner of signing for each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above.)

END OF SECTION

	<b>Branch</b>	<b>From</b>	<b>To</b>
53S-01	53rd Street	East City Limits	Maple Street
53S-02	53rd Street	Maple Street	Reeds Road
53S-03	53rd Street	Reeds Road	Outlook Street
53S-04	53rd Street	Outlook Street	Woodson Street
53S-05	53rd Street	Woodson Street	Dearborn Street
53S-06	53rd Street	Dearborn Street	Horton Street
53S-07	53rd Street	Horton Street	Lamar Avenue
57T-01	57th Terrace	Lamar Avenue	Russell Street
60T-01	60th Terrace	Roe Avenue	Juniper Drive
62T-01	62nd Terrace	Cedar Street	(dead end)
ASH-01	Ash Street	63rd Street	Rosewood Street
BRK-01	Barkley Street	Squibb Road	61st Street
DBN-06	Dearborn Street	55th Street	54th Terrace
DBN-07	Dearborn Street	54th Terrace	54th Street
DBN-08	Dearborn Street	54th Street	53rd Place
DBN-09	Dearborn Street	53rd Place	53rd Terrace
DBN-10	Dearborn Street	53rd Terrace	53rd Street
DBN-11	Dearborn Street	51st Street	50th Street
DBN-12	Dearborn Street	50th Street	(dead end)
MPS-04	Maple Street	58th Street	57th Street
MPS-05	Maple Street	57th Street	56th Street
MPS-06	Maple Street	56th Street	55th Street
OLS-01	Outlook Street	61st Street	Martway Street
RGA-01	Riggs Avenue	51st Street	49th Street
RGS-01	Riggs Street	62nd Street	61st Street
RSC-01	Rosewood Court	Rosewood Street	(dead end)
RSC_02	Rosewood Court	Rosewood Street	(dead end)
WDS-01	Woodson Street	61st Street	Martway Street



# City of Mission 2017 Street Program



<b>City of Mission</b>	Item Number:	6e.
<b>ACTION ITEM SUMMARY</b>	Date:	5/24/2017
<b>PUBLIC WORKS</b>	From:	John Belger

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

**RE:** Stantec Asset Inventory and Condition Update

**RECOMMENDATION:** Approve a contract with Stantec to perform a Street Asset Inventory and Condition Update, including sidewalks and curbs in an amount not to exceed \$30,000.

**DETAILS:** During the initial planning phases for the City’s comprehensive Street Maintenance Program, all streets were given a Pavement Condition Index (PCI) score. PCI measures the condition of the pavement surface and the smoothness of the road. A numerical rating is assigned to each section of road, with 0 being the worst and 100 being the best.

At the time the program was developed, the Council set a goal of maintaining all streets in Mission at a PCI rating of 70 or higher. Using the PCI scores, street sections were assigned the treatment best suited for the road’s current condition. This information was then used to develop budget estimates to aid the City is reaching it’s goal of touching/treating every residential street in the City within 8-10 years.

PCI is a useful tool when looking at street maintenance. It provides information on the current condition of the road network, as well as how roads deteriorate over time. PCI scores should be updated on a regular basis in order to track the performance of various maintenance types as this information is critical to the budgeting and planning processes for street maintenance. The City also use other tools, such as geotechnical analysis, as a complement to PCI to assist in assigning the correct treatment for each street.

The Council approved a contract with Cartegraph (May 2016) in the amount of \$43,400, to complete an inventory. In the process of coordinating the transfer of GIS files, Cartegraph advised that because of a change in their imagery provider, they could not proceed with the project without doubling the initial contract price. Staff researched other providers, and after evaluating all options, the Cartegraph contract was cancelled.

Stantec will inventory and assess all streets, curb and sidewalks in the City and assign a condition rating to each asset. The information will be delivered in GIS or Excel form, which can be easily translated to our current asset maintenance software. Stantec has performed or is performing similar work for the cities of Lenexa, Kansas City, MO, Roeland Park, Fairway, and Edgerton.

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	\$43,300

<b>City of Mission</b>	Item Number:	6e.
<b>ACTION ITEM SUMMARY</b>	Date:	5/24/2017
<b>PUBLIC WORKS</b>	From:	John Belger

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

The project was originally budgeted in 2016, and since it was not completed, the unused funds rolled into fund balances in the Special Highway and Capital Improvement Funds. Staff recommends reallocating these funds to the Stantec contract. The City expects to save approximately \$13,300 in making the switch in providers.

**CFAA CONSIDERATIONS/IMPACTS: NA**

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	\$43,300



**Stantec Consulting Services Inc.**  
1000 Young Street Suite 470, Tonawanda NY 14150-4100

May 12, 2017  
File: 1620814015.012.240

**Attention: John Belger, Director of Public Works**  
City of Mission  
4775 Lamar  
Mission, KS 66202

Dear Mr. Belger,

**Reference: Automated Pavement Condition Assessment and Asset Inventory**

As per our recent discussions, Stantec Consulting Services Inc. is pleased to provide the following quotation to conduct a pavement condition survey and inventory of curb and sidewalk assets for the City of Mission, KS.

## PAVEMENT DATA COLLECTION

Stantec's Road Tester 3000 (RT3000) incorporates the latest in mobile laser, GPS, and crack recognition technology. The RT3000 is a fully mobile solution specifically developed to accurately and efficiently collect pavement condition data. Integrated with lasers, inertial GPS, and high-definition digital imagery, the RT3000 can simultaneously collect pavement profile, rutting, surface distress, roadway geometrics, pavement and right-of way (ROW) imagery, and infrastructure assets.

Stantec's Laser Road Imaging System (LRIS) is composed of two high-resolution linescan cameras and narrow spectrum (non-visible) infrared laser illuminators that are configured to capture pavement imagery, up to 13 feet in width, providing 1mm resolution, at traffic speeds.



The laser illumination of the pavement surface results in the removal of shadows, sun glare, and the effects of pavement texture, thus providing superior resolution of the pavement surface. This technology enables Stantec to capture cracking distresses as low as 1mm in width. The technology excels at providing accurate, low severity distress rating capabilities, which can be used in the development of pavement preservation practices, which is a very cost-effective approach to pavement management.

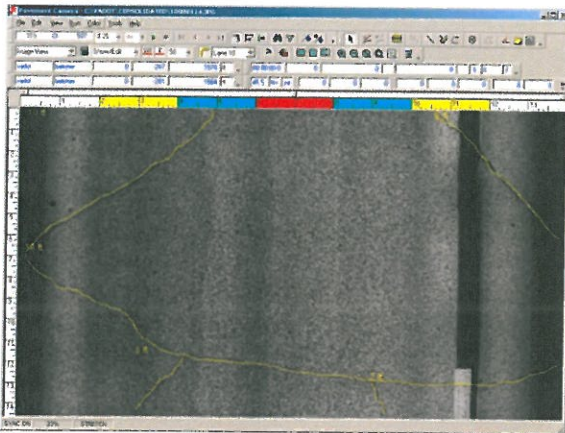
The resulting pavement images are synchronized with corresponding right-of-way images, to provide a full set of digital imagery, for accurately assessing the condition of the City roads.



May 12, 2017  
 John Belger, Director of Public Works  
 Page 2 of 8

**Reference: Automated Pavement Condition Assessment and Asset Inventory**

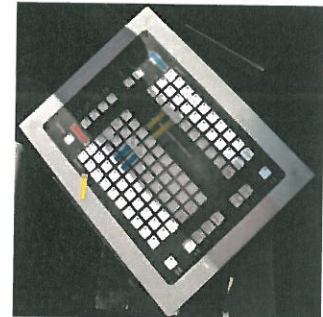
The collected pavement imagery is subsequently post-processed through Stantec's Imaging Workstation, which was designed specifically for pavement surface analysis, using the linescan pavement images and right-of-way images collected by the RT3000 vehicles.



The Imaging Workstation provides an efficient means of managing, analyzing, and maintaining pavement distress data.

Each distress is **measured**, not estimated, and tagged with a linear reference and corresponding GPS coordinates. The distress data is collected continuously and summarized at 100-foot intervals. Technicians can categorize, rate, measure, and save all pavement distress information, and export the results in several formats.

Stantec also employs a real-time event recording keyboard to capture any distress/attribute information that cannot be assessed by the linescan approach. Stantec technicians **do not** evaluate and quantify any cracking distresses while driving the roads. Rating cracking by means of a windshield approach, or non-linescan pavement view imagery, has proven to be more subjective, and can yield inconsistent results from year to year. Given our experience using various technologies, we feel the linescan image data process is the best method to ensure consistency and repeatability of the results.



**Distress Rating Protocols**

Pavement condition is generally evaluated based on the type and amount of pavement defects or distresses. For this project, pavement distresses will be rated in general accordance with the *ASTM D6433-11 Standard Practice for Roads and Parking Lots Pavement Condition Index (PCI) Surveys*, which includes the following distresses. However, distress rating criteria may be customized to fit any specific criteria.

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



May 12, 2017  
John Belger, Director of Public Works  
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**Reference: Automated Pavement Condition Assessment and Asset Inventory**

Each defect or distress is measured based on two components: severity and extent. **Severity** is defined as **'How bad is the defect?'** in terms of the width or degree of wear associated with the condition. An example of a severity measurement is the width of a crack.

The second component evaluates the **extent** or **'How much is there?'** in terms of the quantity of the surface the defect covers. Examples of measures used for extent would include the number or length of transverse cracks, length of longitudinal cracking, or the pavement area affected by alligator cracking.

The surface distress data will be summarized in 100-foot intervals, and an average **Pavement Condition Index (PCI)** will be provided for each roadway section included in the survey.

### **Roughness and Rutting**

The RT3000 incorporates an ASTM E950 **certified** Class I profiler configured to capture longitudinal profile measurements and **International Roughness Index (IRI)** determinations, in both wheel paths.

The collection of longitudinal profile/roughness data is fully automated. The IRI data is collected continuously and can be summarized at specific intervals, which will be 100-foot intervals, unless the City wishes to reduce the summary interval distance. Typically, the IRI data is expressed in terms of a **Ride Comfort Index (RCI)**, whereby the IRI data is correlated against people's perception of ride quality, on a 0 to 100 score.

The specialized profile measurement system, mounted on the front bumper of the RT3000 survey vehicle, employs two sensing devices:

1. **Laser Height Sensors** that measure the distance between the vehicle and the pavement surface, while the vehicle is traveling at posted speeds or less.
2. **Accelerometers** that measure the vertical acceleration of the vehicle as it bounces in response to the pavement surface profile.



The RT3000 will also measure transverse profile and rut depths, using high-precision, laser-based, height-measuring sensors. The lasers on either end of the rut bar are angled, to provide the complete transverse profile across the traveled lane, without the need for extension pods. Extension pods can pose a hazard to other drivers, cyclists, and pedestrians.



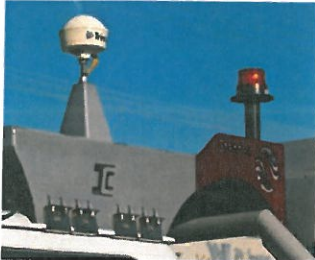
May 12, 2017  
John Belger, Director of Public Works  
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**Reference: Automated Pavement Condition Assessment and Asset Inventory**

## Location Referencing System (LRS)

Stantec's RT3000 uses two systems to measure location-referencing information, for all data sets, as they are collected.

The **Distance Measuring Instrument (DMI)** is used to provide a reference measurement of the vehicle as it traverses the road. This measurement provides stationing references, such as milepost location, for the collected data.



The RT3000 also uses **real-time differential GPS**, and an **Applanix POS LV inertial referencing system**, allowing for the provision of spatial location data (specified to +/- 1m accuracy) at all times, even in situations where the 'urban canyon' or tree coverage reduces the number of satellites available.



All real-time collected data can be further enhanced using the Applanix POSpac processing suite. Blending the received GPS information with IMU CORS data, raw GPS files from the RT will be post-processed with Applanix's POSpac software, to provide the highest attainable positional accuracy.

## PAVEMENT CONDITION DELIVERABLES

The deliverable to the City will be a street section listing (xlsx or mdb format) with sectional average IRI values, distress severity and extent summations, and resulting RCI and PCI scores. A GIS shapefile of IRI, RCI, and PCI scores will also be provided.

## RIGHT-OF-WAY (ROW) ASSET INVENTORY

As previously noted, high-resolution digital images are collected during the pavement condition survey, allowing Stantec to gather additional imagery for distress rating QA/QC as well as value added deliverables to the City.

Stantec's RT3000 collects the digital imagery using multiple camera configurations. All camera configurations are comprised of high-resolution, 5MP cameras that collect continuous digital images at user-defined intervals.

Our 360° camera system is composed of six 5MP cameras for individual or panoramic views.



**Design with community in mind**



May 12, 2017  
John Belger, Director of Public Works  
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### Reference: Automated Pavement Condition Assessment and Asset Inventory

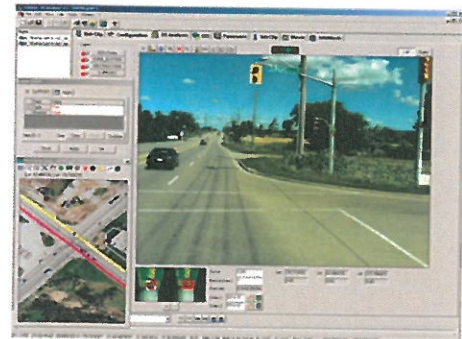
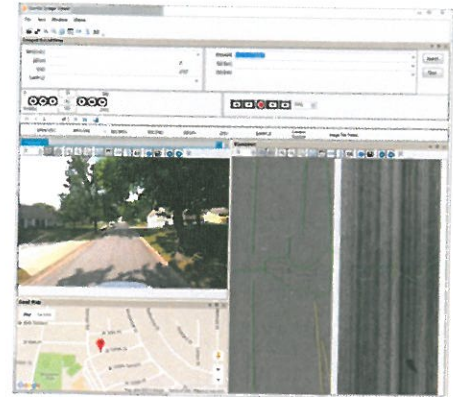
Each image is tagged with a GPS coordinate and Location Referencing System (LRS) data, to facilitate easy linkage, to the City's GIS and other management systems. The resulting image database contains industry standard JPEGs with geo-referenced information.

By combining the digital imagery and GPS coordinate data collected from the RT3000, a comprehensive inventory of infrastructure assets can be achieved.

Typical assets include but are not limited to:

- Signs and Supports
- Drainage Features
- Sidewalks and Ramps
- Street Lights
- Signals
- Fire Hydrants
- Guide Rails
- Pavement Markings and Striping

The collected imagery is geo-referenced with the GPS data, allowing for accurate location of assets within the ROW. Positional accuracy of the systems employed is rated at +/- 1 m, thus, providing an excellent mapping grade solution to inventory infrastructure assets, in a cost-effective manner.



By means of the Trimble Imaging Hub asset extraction workstation system, technicians are able to geo-locate and attribute any asset visible in the imagery. The Imaging Hub allows virtually any type of feature to be defined, for collection of location, attribute, and condition data. Once an attribute/asset is observed in the imagery, the operator toggles to the individual record input screen, and proceeds to input the appropriate attribute and associated information. "Pick lists" are employed to streamline the data entry function and provide consistent data throughout the inventory.

Each asset is defined either as:

- 3D Points – ramps, signs, supports, hydrants, manholes;
- 3D Polylines – linear feature that are contained in a single series of images, such as striping;
- 3D Extended Polylines – linear features that extend across multiple images, such as guide rails, curb & gutter, sidewalks, and so forth.

The location (x, y coordinates) and attribute data for each asset is extracted from the image, and stored as a GIS layer and associated geo-database.

Design with community in mind



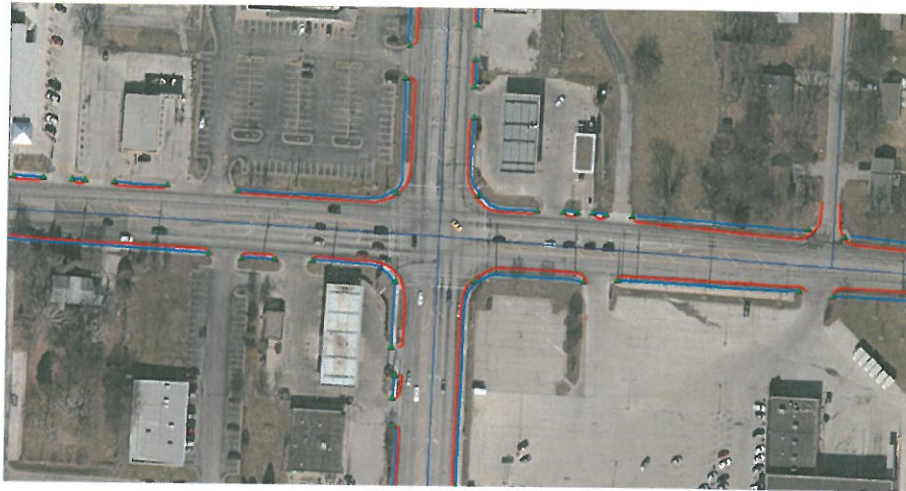


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 John Belger, Director of Public Works  
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**Reference: Automated Pavement Condition Assessment and Asset Inventory**

## CURB AND SIDEWALK INVENTORY DELIVERABLES

For this project, the Trimble Imaging HUB will be configured to collect curb and sidewalk geometry and attribute information, for each road segment included in the pavement survey. In addition, locations and attributes of current ADA ramps, as well as possible ADA ramp location needs, will be provided. All deliverables will be in the form of a GIS shapefile.



Various attributes may be defined for each asset. For this proposal, the following attributes would be included:

Attribute	Curb and Gutter	Sidewalks	Ramps
Location	X,Y linear feature	X,Y linear feature	X,Y point feature
Type	/e.g.: Barrier, Roll-over	e.g.: Monolithic Curb & Walkway, Commercial, Boulevard & Walkway	Ramp
Material	e.g.: Concrete, Asphalt, Cut Stone, Other	e.g.: Concrete, Asphalt, Brick/Stone, Other	e.g.: Concrete, Asphalt, Other
Geometrics	Length (ft)	Length (ft) Width: a) 4 feet or less b) 5 to 7 feet wide c) 8 feet and greater	Accessible: True/False Placement: a) Intersection b) Mid-block c) Other
Condition	Good/Fair/Poor	Good/Fair/Poor	Good/Fair/Poor
Other			Safety Texture: a) Truncated Domes b) Textured Concrete c) Other d) None



May 12, 2017  
John Belger, Director of Public Works  
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**Reference: Automated Pavement Condition Assessment and Asset Inventory**

## FEE SCHEDULE

The following fee schedule is based on the project scope stated herein. All fees are exclusive of any applicable taxes. The stated fees will remain in effect for 90 days.

Task #	Task Description	Task Fee
1	Project Initiation and Management	\$3,000
2	Survey Setup and Mobilization of RT3000	\$4,000
3	Pavement Condition Survey (up to 60 survey-miles)	\$7,000
4	Data and Image Processing	\$2,500
5	IRI/RCI/PCI Analysis and Deliverable Formatting	\$2,500
6	Trimble Imaging Hub Asset Extraction Configuration	\$2,000
7	Curb Inventory with GIS Deliverable on up to 60 survey miles	\$4,000
8	Sidewalk and Ramp Inventory with GIS Deliverable on up to 60 survey miles	\$5,000
<b>Lump Sum Total</b>		<b>\$ 30,000</b>

**Note:** project will be invoiced monthly on a percent complete basis

## SCHEDULE

The following timelines are anticipated for this assignment.

Task	Timing
Project Initiation and Survey Setup	July 2017
Mobilization and RT3000 Survey	July/August 2017
Data and Image Processing	August 2017
IRI/RCI/PCI Determinations	September 2017
Asset Inventory	October 2017



May 12, 2017  
John Belger, Director of Public Works  
Page 8 of 8

**Reference: Automated Pavement Condition Assessment and Asset Inventory**

Regards,

**STANTEC CONSULTING SERVICES INC.**

\_\_\_\_\_  
Fred Stephenson, B.Sc.  
Senior Project Manager,  
Infrastructure Management  
& Pavement Engineering  
Phone: 716-631-8030 Ext. 7475  
fred.stephenson@stantec.com

By signing this proposal, the City of Mission authorizes Stantec to proceed with the services herein described and the Client acknowledges that it has read and agrees to be bound by the attached Professional Services Terms and Conditions.

This proposal is accepted and agreed on the \_\_\_\_\_ day of \_\_\_\_\_, 2017.

Per: City of Mission

\_\_\_\_\_  
Print Name & Title

\_\_\_\_\_  
Signature

Attachment: Professional Services Terms and Conditions

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The following Terms and Conditions are attached to and form part of a proposal for services to be performed by Consultant and together, when the CLIENT authorizes Consultant to proceed with the services, constitute the AGREEMENT. Consultant means the Stantec entity issuing the Proposal.

**DESCRIPTION OF WORK:** Consultant shall render the services described in the Proposal (hereinafter called the "SERVICES") to the CLIENT.

**DESCRIPTION OF CLIENT:** The CLIENT confirms and agrees that the CLIENT has authority to enter into this AGREEMENT on its own behalf and on behalf of all parties related to the CLIENT who may have an interest in the PROJECT.

**TERMS AND CONDITIONS:** No terms, conditions, understandings, or agreements purporting to modify or vary these Terms and Conditions shall be binding unless hereafter made in writing and signed by the CLIENT and Consultant. In the event of any conflict between the Proposal and these Terms and Conditions, these Terms and Conditions shall take precedence. This AGREEMENT supercedes all previous agreements, arrangements or understandings between the parties whether written or oral in connection with or incidental to the PROJECT

**COMPENSATION:** Payment is due to Consultant upon receipt of invoice. Failure to make any payment when due is a material breach of this AGREEMENT and will entitle Consultant, at its option, to suspend or terminate this AGREEMENT and the provision of the SERVICES. Interest will accrue on accounts overdue by 30 days at the lesser of 1.5 percent per month (18 percent per annum) or the maximum legal rate of interest. Unless otherwise noted, the fees in this agreement do not include any value added, sales, or other taxes that may be applied by Government on fees for services. Such taxes will be added to all invoices as required.

**NOTICES:** Each party shall designate a representative who is authorized to act on behalf of that party. All notices, consents, and approvals required to be given hereunder shall be in writing and shall be given to the representatives of each party.

**TERMINATION:** Either party may terminate the AGREEMENT without cause upon thirty (30) days notice in writing. If either party breaches the AGREEMENT and fails to remedy such breach within seven (7) days of notice to do so by the non-defaulting party, the non-defaulting party may immediately terminate the Agreement. Non-payment by the CLIENT of Consultant's invoices within 30 days of Consultant rendering same is agreed to constitute a material breach and, upon written notice as prescribed above, the duties, obligations and responsibilities of Consultant are terminated. On termination by either party, the CLIENT shall forthwith pay Consultant all fees and charges for the SERVICES provided to the effective date of termination.

**ENVIRONMENTAL:** Except as specifically described in this AGREEMENT, Consultant's field investigation, laboratory testing and engineering recommendations will not address or evaluate pollution of soil or pollution of groundwater.

**PROFESSIONAL RESPONSIBILITY:** In performing the SERVICES, Consultant will provide and exercise the standard of care, skill and diligence required by customarily accepted professional practices normally provided in the performance of the SERVICES at the time and the location in which the SERVICES were performed.

**LIMITATION OF LIABILITY:** The CLIENT releases Consultant from any liability and agrees to defend, indemnify and hold Consultant harmless from any and all claims, damages, losses, and/or expenses, direct and indirect, or consequential damages, including but not limited to attorney's fees and charges and court and arbitration costs, arising out of, or claimed to arise out of, the performance of the SERVICES, excepting liability arising from the sole negligence of Consultant. It is further agreed that the total amount of all claims the CLIENT may have against Consultant under this AGREEMENT, including but not limited to claims for negligence, negligent misrepresentation and/or breach of contract, shall be strictly limited to the lesser of professional fees paid to Consultant for the SERVICES or \$50,000.00. No claim may be brought against Consultant more than two (2) years after the cause of action arose. As the CLIENT's sole and exclusive remedy under this AGREEMENT any claim, demand or suit shall be directed and/or asserted only against Consultant and not against any of Consultant's employees, officers or directors.

Consultant's liability with respect to any claims arising out of this AGREEMENT shall be absolutely limited to direct damages arising out of the SERVICES and Consultant shall bear no liability whatsoever for any consequential loss, injury or damage incurred by the CLIENT, including but not limited to claims for loss of use, loss of profits and/or loss of markets.

**INDEMNITY FOR MOLD CLAIMS:** It is understood by the parties that existing or constructed buildings may contain mold substances that can present health hazards and result in bodily injury, property damage and/or necessary remedial measures. If, during performance of the SERVICES, Consultant knowingly encounters any such substances, Consultant shall notify the CLIENT and, without liability for consequential or any other damages, suspend performance of services until the CLIENT retains a qualified specialist to abate and/or remove the mold substances. The CLIENT agrees to release and waive all claims, including consequential damages, against Consultant, its subconsultants and their officers, directors and employees arising from or in any way connected with the existence of mold on or about the project site whether during or after completion of the SERVICES. The CLIENT further agrees to indemnify and hold Consultant harmless from and against all claims, costs, liabilities and damages, including reasonable attorneys' fees and costs, arising in any way from the existence of mold on the project site whether during or after completion of the SERVICES, except for those claims, liabilities, costs or damages caused by the sole gross negligence and/or knowing or willful misconduct of Consultant. Consultant and the CLIENT waive all rights against each other for mold damages to the extent that such damages sustained by either party are covered by insurance.

**DOCUMENTS:** All of the documents prepared by or on behalf of Consultant in connection with the PROJECT are instruments of service for the execution of the PROJECT. Consultant retains the property and copyright in these documents, whether the PROJECT is executed or not. These documents may not be used for any other purpose without the prior written consent of Consultant. In the event Consultant's documents are subsequently reused or modified in any material respect without the prior consent of Consultant, the CLIENT agrees to defend, hold harmless and indemnify Consultant from any claims advanced on account of said reuse or modification.

Any document produced by Consultant in relation to the Services is intended for the sole use of Client. The documents may not be relied upon by any other party without the express written consent of Consultant, which may be withheld at Consultant's discretion. Any such consent will provide no greater rights to the third party than those held by the Client under the contract, and will only be authorized pursuant to the conditions of Consultant's standard form reliance letter.

Consultant cannot guarantee the authenticity, integrity or completeness of data files supplied in electronic format ("Electronic Files"). CLIENT shall release, indemnify and hold Consultant, its officers, employees, Consultant's and agents harmless from any claims or damages arising from the use of Electronic Files. Electronic files will not contain stamps or seals, remain the property of Consultant, are not to be used for any purpose other than that for which they were transmitted, and are not to be retransmitted to a third party without Consultant's written consent.

**FIELD SERVICES:** Consultant shall not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with work on the PROJECT, and shall not be responsible for any contractor's failure to carry out the work in accordance with the contract documents. Consultant shall not be responsible for the acts or omissions of any contractor, subcontractor, any of their agents or employees, or any other persons performing any of the work in connection with the PROJECT. Consultant shall not be the prime contractor or similar under any occupational health and safety legislation.

**GOVERNING LAW/COMPLIANCE WITH LAWS:** The AGREEMENT shall be governed, construed and enforced in accordance with the laws of the jurisdiction in which the majority of the SERVICES are performed. Consultant shall observe and comply with all applicable laws, continue to provide equal employment opportunity to all qualified persons, and to recruit, hire, train, promote and compensate persons in all jobs without regard to race, color, religion, sex, age, disability or national origin or any other basis prohibited by applicable laws.

**DISPUTE RESOLUTION:** If requested in writing by either the CLIENT or Consultant, the CLIENT and Consultant shall attempt to resolve any dispute between them arising out of or in connection with this AGREEMENT by entering into structured non-binding negotiations with the assistance of a mediator on a without prejudice basis. The mediator shall be appointed by agreement of the parties. If a dispute cannot be settled within a period of thirty (30) calendar days with the mediator, if mutually agreed, the dispute shall be referred to arbitration pursuant to laws of the jurisdiction in which the majority of the SERVICES are performed or elsewhere by mutual agreement.

**ASSIGNMENT:** The CLIENT and Consultant shall not, without the prior written consent of the other party, assign the benefit or in any way transfer the obligations under these Terms and Conditions or any part hereof.

**SEVERABILITY:** If any term, condition or covenant of the AGREEMENT is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of the AGREEMENT shall be binding on the CLIENT and Consultant.

<b>City of Mission</b>	Item Number:	6f.
<b>ACTION ITEM SUMMARY</b>	Date:	June 1, 2017
<b>Administration</b>	From:	Laura Smith

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

**RE:** Incentive program to encourage the removal of existing pole signs or pole sign structures.

**RECOMMENDATION:** Authorize \$15,000 from the MCVB Fund to create a one-time incentive program to address detached non-conforming signs.

**DETAILS:** Over the last year, the Planning Commission and the City Council considered revisions to the City’s sign code. One of the sign types that received a great deal of attention was pole signs. A pole sign amortization program was initially discussed, but ultimately not included in the final recommendations.

Neither the Planning Commission or the City Council expressed interest in removing pole signs from the list of prohibited sign types. Both felt that allowing the existing pole signs to be removed through normal attrition. However, several Councilmembers did express interest in creating an incentive program that might encourage businesses with pole signs, or other detached non-conforming signage to make changes sooner.

At the April Finance & Administration Committee meeting, staff presented a recommendation to use \$15,000 of the remaining MCVB Fund Balance to create a non-conforming sign removal incentive program. Staff is now seeking approval to offer a program on a first-come, first-served basis to Mission businesses with detached non-conforming signs or sign structures who are interested in removing and/or replacing them with signage that conforms to City codes.

The program is proposed to be structured/administered as follows:

- Grant applications may be made by either a business or property owner. All grant monies will be issued as a reimbursement to the applicant.
- Property or business owners cannot claim exemption from city, state, or federal taxes and must be current on their property taxes.
- Business must have a valid Occupational License with the City of Mission at the time of application.
- Award will be made for reimbursement of actual costs up to \$3,000. The overall sign improvement cost may exceed this amount, but reimbursement for eligible expenses is capped at \$3,000.
- New signs must meet all applicable Design Guideline, Form Based Code, Zoning, Sign and Building Code requirements.

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

<b>City of Mission</b>	Item Number:	6f.
<b>ACTION ITEM SUMMARY</b>	Date:	June 1, 2017
<b>Administration</b>	From:	Laura Smith

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

A draft grant application form, that includes more details on the program, is attached for your review. Staff recommends opening the program for applications on July 1st.

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

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

**APPLICATION  
POLE SIGN INCENTIVE PROGRAM  
MISSION, KS**

(Please Print)

**Applicant:** \_\_\_\_\_

**Business Name:** \_\_\_\_\_

**Business Address:** \_\_\_\_\_

**Applicant Phone No.** \_\_\_\_\_ **Email address:** \_\_\_\_\_

**Brief Description of Proposed Work:**

**Estimated Total Cost of Work:**

\_\_\_\_\_

**Reimbursement Amount Requested:**

\_\_\_\_\_

**Applicant's Signature:**

\_\_\_\_\_

**Date:** \_\_\_\_\_

**Program Description**

The Sign Incentive Program is a reimbursement program offered to assist retail and commercial property owners in removing or replacing detached non-conforming signs or sign structures. In order to improve the visual aesthetics of the City's commercial areas, the City Council is interested in incentivizing the removal of these signs more quickly than what might naturally occur through attrition.

All applications will be considered on a case-by-case basis and are subject to available funds. The program is being offered on a one-time, limited basis and the total budget available is \$15,000.

**To participate,** please complete this form, and return it to Danielle Sitzman via e-mail at



(dsitzman@missionks.org) or by mailing or dropping off to Mission City Hall (6090 Woodson). Please call Danielle at (913) 676-8363 with any questions.

**A. Program Eligibility**

1. Applicants can be either owners or current tenants (with landowner’s consent) of properties that currently have a detached sign which is classified as a non-conforming use. Current or proposed use of the property must conform to applicable zoning regulations.
2. Property or business owners cannot claim exemption from city, state, or federal taxes and must be current on their property taxes.
3. Applicant must have a current occupational license with the City of Mission.

**B. Eligible Expenses**

1. All expenses incurred by the applicant for material, labor, overhead, permits and inspections for removal of existing sign(s) and/or installation of new sign(s) that meet city regulations are eligible for reimbursement. The finished sign(s) must match the drawings and materials submitted by the applicant and approved by the City. Partial or uncompleted work is not eligible for reimbursement.

**C. Award/Reimbursement Procedures**

1. All applications will be considered on a case-by-case basis and are subject to available funds. Funding will be allocated on a first-come, first-served basis.
2. Proposed work, cost and new sign rendering(s) must be approved in advance by the City.
3. Award will be made for reimbursement of actual costs up to \$3,000. The overall project cost may exceed this amount, but reimbursement for eligible expenses is capped at \$3,000.
4. Project must be completed within ninety (90) days of notice of award.
8. Applicant agrees to maintain all sign improvements in “like new” condition for a period of five (5) years after completion of the work.

**Staff Use**

Date Received: \_\_\_\_\_

Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_

Approved Funding Amount: \_\_\_\_\_

<b>City of Mission</b>	Item Number:	6g.
<b>ACTION ITEM SUMMARY</b>	Date:	6/2/2017
<b>Public Works</b>	From:	John Belger

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

**RE:** 2017 Public Works Capital Equipment Purchases

**RECOMMENDATION:** Approve the purchase of two (2) 61” Grasshopper mowers, one (1) Ford F-250 ¾ ton truck, one (1) Ford F-450 1.5 ton truck, and one (1) EMAX shop air compressor.

**DETAILS:** The 2017 budget included \$315,000 in the Public Works capital line items to fund replacement of vehicles and equipment. The Caterpillar 918 Wheel Loader was purchased earlier this year for \$122,204. The budget for replacing the wheel loader was \$175,000.

Quotes were solicited for each of the items scheduled for replacement in 2017. The quotes are summarized in the tables below with descriptions for each item.

<b>Mowers (2)</b>	<b>Vendor</b>	<b>Price</b>
Grasshopper 327EFI 61”	Keister Equipment	\$19,801.20
Dixie Chopper Classic 60”	Keister Equipment	\$20,797.56
Exmark Lazer FX921	Kansas Golf and Turf	\$22,536.00

Over the past few years, the number of mowers at Public Works has been reduced from eight to four. This is due to contracting mowing services in 2010. Although we do not perform the majority of the City’s mowing activities in house, there is still a need for mowers in the fleet. The mowers are used for miscellaneous mowing and mulching leaves in the fall. These mowers will replace two current mowers, which will be declared surplus and sold. Staff recommends purchasing two Grasshopper 327 mowers. These units are equipped with Electronic Fuel Injection (EFI) which will reduce emissions and increase fuel efficiency. Budget for the replacement of the mowers is \$20,000.

<b>Ford F-250</b>	<b>Vendor</b>	<b>Price</b>
F250 Extended Cab	Olathe Ford	\$30,365.00
F250 Extended Cab	Midway Ford	\$30,912.38

Related Statute/City Ordinance:	NA
Line Item Code/Description:	01-20-403-03 (PW Vehicles) & 01-20-403-06 (PW Equipment)
Available Budget:	\$115,000 and \$200,000 respectively

<b>City of Mission</b>	Item Number:	6g.
<b>ACTION ITEM SUMMARY</b>	Date:	6/2/2017
<b>Public Works</b>	From:	John Belger

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

The Ford F-250 will replace Truck #529, a 2004 Chevrolet Silverado 1500. This truck is currently used by Parks & Recreation for various tasks. It is three years behind on the replacement schedule. The new truck will be used by Public Works and a similarly equipped truck, currently in our fleet, will be rotated into service for the Parks & Recreation Department. Truck #529 will be surplused and sold. Budget for the replacement of this truck is \$35,000.

<b>Ford F-450</b>	<b>Vendor</b>	<b>Price</b>
F450 Extended Cab	Olathe Ford	\$66,867.00
F450 Extended Cab	Midway Ford	\$69,545.68

The F-450 will replace Truck #550, a 2004 Ford F-450. This truck is used for street maintenance and snow plowing activities. The total cost includes both vehicle and upfitting costs. American Equipment provides and installs all of the equipment, such as the bed, lights, plow, and spreader. Truck #550 will be surplused and sold. Budget for the replacement of this truck is \$80,000.

<b>Air Compressor</b>	<b>Vendor</b>	<b>Price</b>
EMAX EP15	EMax	\$3,329.00
Ingersoll-Rand	NAPA	\$3,455.68
Mi-T-M	Anderson Rental	\$5,549.00

The air compressor will replace the current shop air compressor at the Public Works Building. This air compressor (1984 model) runs all of the air tools at Public Works. The current compressor will be surplused and sold. Budget for the replacement of the air compressor is \$5,000.

As presented, the recommended purchases included in this action item result in savings of approximately \$39,439. Staff recommends: 1) transferring the savings to the Equipment Replacement Fund; and, 2) depositing proceeds from the sale of the surplused vehicles and equipment to the Equipment Replacement Fund. Savings from the wheel loader purchase will be discussed later in the 2018 budgeting process.

Related Statute/City Ordinance:	NA
Line Item Code/Description:	01-20-403-03 (PW Vehicles) & 01-20-403-06 (PW Equipment)
Available Budget:	\$115,000 and \$200,000 respectively

<b>City of Mission</b>	Item Number:	6g.
<b>ACTION ITEM SUMMARY</b>	Date:	6/2/2017
<b>Public Works</b>	From:	John Belger

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

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

Related Statute/City Ordinance:	NA
Line Item Code/Description:	01-20-403-03 (PW Vehicles) & 01-20-403-06 (PW Equipment)
Available Budget:	\$115,000 and \$200,000 respectively