



**City of Mission Bus Tour
Wednesday, September 14, 2016**

Itinerary

5:00 p.m. Meet at shelter in Andersen Park (dinner)
5:30 p.m. Tour begins in Andersen Park
5:45 p.m. Bus departs Andersen Park

Tour destinations:

1. Andersen Park on foot
2. Creek behind Andersen Park
3. Stormwater failure on W. 62nd Street
4. Broadmoor Street between Johnson Drive and Martway Street
5. Foxridge Drive Phase I
6. Streamway Park on foot
7. Foxridge Drive Phase II
8. Street program improvements - Woodson Street & 58th Street
9. Street program improvements - Reeds Road
10. Active erosion example Martway Street and W. 60th Terrace on foot
11. City owned parking lots on Outlook
12. Stormwater failure at W. 61st Terrace

1. Andersen Park



Excerpt about Andersen Park from the Parks and Recreation Master Plan:

Strengths:

Andersen Park is a medium sized neighborhood park which is supported by its adjacencies to the Mission Family Aquatic Center. The large trees provide needed shade around the playground and shelter areas. Open lawn spaces provide opportunities for practices and city events such as the Backyard Campout held on site each year.

Opportunities:

Andersen Park is a highly used neighborhood park. Tennis Court removal and relocation should be considered as the creek along the western side of the site creates maintenance issues. Eliminating the tennis courts on this site would open additional space allowing for new structures and site amenities. Removal and replacement of older playground elements along with the wood mulch surfacing is needed along with sidewalk renovations to meet accessibility guidelines. Signage is needed to give the park identity as a City of Mission park. Residents have also identified sand volleyball and bocce as potential improvements for the site.

National Playground Safety Institute Public Playground Safety Standards and Guidelines

Surfacing

The surfacing under and around playground equipment is one of the most important factors in reducing the likelihood of life-threatening head injuries. Never use less than 9 inches of loose-fill material.

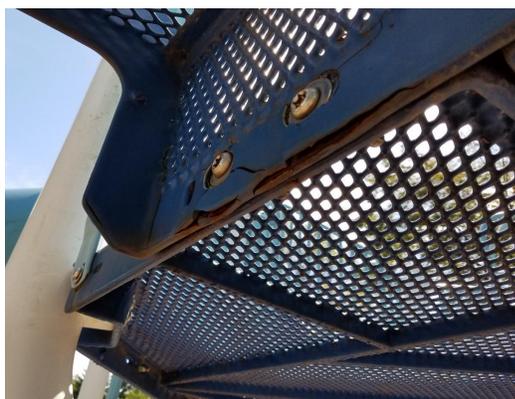


The perimeter of the playground should provide a method of containing the loose-fill materials. Surfacing containment walls should be highly visible.

Good drainage is essential to maintaining loose-fill surfacing. Standing water with surfacing material reduces effectiveness and leads to material compaction and decomposition.



The 'use zone' for a belt swing should extend to the front and rear of a single-axis swing a minimum distance of twice the vertical distance from the pivot point and the top of the protective surface beneath it. The distance required at Andersen would be 18 feet. They are currently 11 feet.



Maintenance

Paint and other finishes should be maintained to prevent rusting of exposed metals and to minimize children playing with peeling paint and paint flakes.



Access

Every playground element should have access for a wheelchair, walker, stroller.



3. Stormwater failure on W. 62nd Street

Pipe Failure at 6419 W 62nd Street



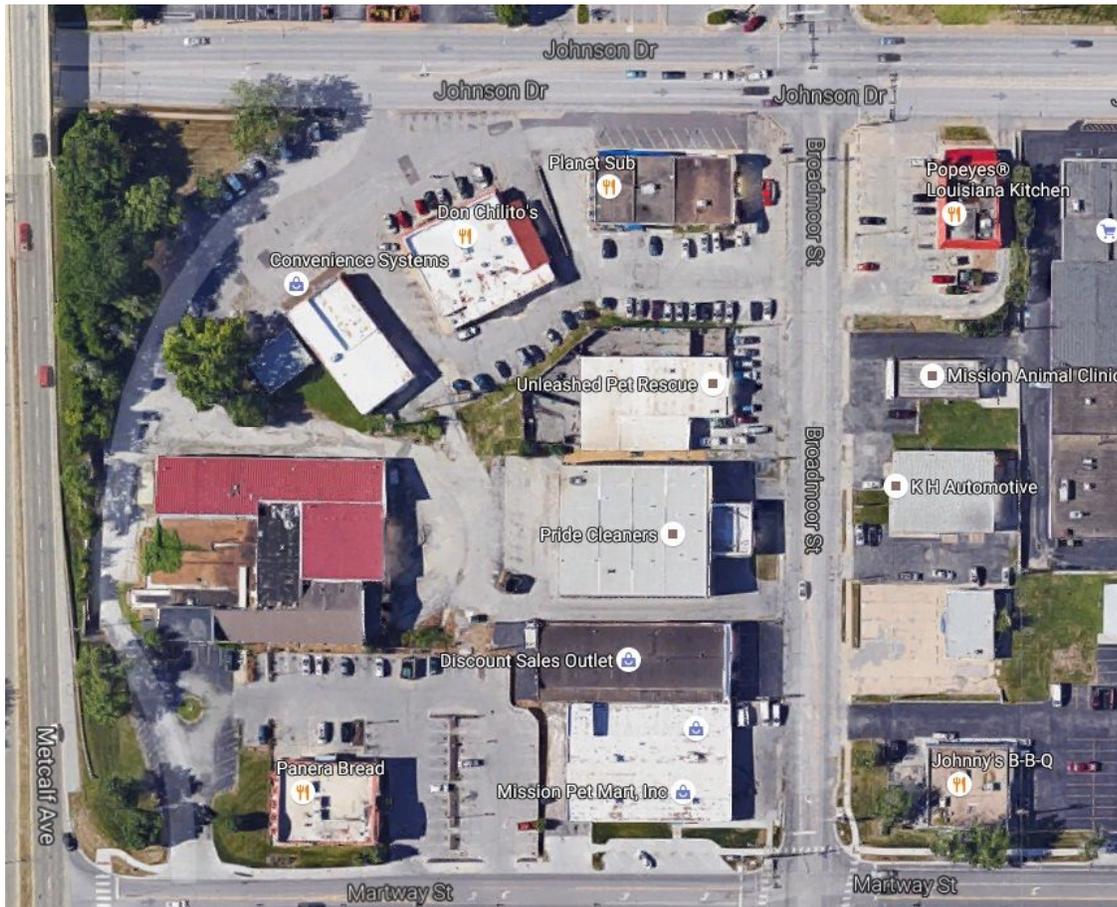
Pipe from 6419 failure ended up downstream in channel



View of failure from W. 62nd Terrace



4. Broadmoor Street between Johnson Drive and Martway Street



The project scope of the Broadmoor Street rehabilitation includes full pavement rehabilitation, stormwater conveyance, utility relocation, repaired or new sidewalks, new signalized intersection at Broadmoor and Martway, and replacement of signal at Broadmoor and Johnson Drive.

A design contract was awarded to Olsson in 2011 and approximately 60% of that contract has been spent to date. Meetings were held with affected property owners to review the design and those comments/concerns were recorded for use when the project was moved higher up on the priority list.

Broadmoor Estimated Project Budget (Revised 5/7/12)			
Costs			
Total Project Cost:		\$1,099,054.00	
Title & Invoice Date	Running Total	Contract Total	%
Design (Olsson)	\$65,828.24	\$110,000.00	59.84%
Construction Inspection (ENGINEER)		\$68,054.00	
Construction (CONTRACTOR)		\$881,000.00	
ROW Acquisition		\$25,000.00	
Utility Coordination		\$15,000.00	
Funding			
Total Project Funding:		\$1,099,054.00	
Title	Running Total	Total	%
Total County Share		\$0	
City Funding		\$1,099,054.00	



METCALF

WILLIAM L. NEFF

ORIGINAL BREAD, INC
7070 MARTWAY ST.

MISSION COMMONS
INVESTORS

CITY OF MISSION
5944 BROADMOOR ST.

DISCOUNT SALES OUTLET
5930 BROADMOOR ST.

R & K INVESTMENT GROUP
5924 BROADMOOR ST.

JOAN M.B. WELLS
5918 BROADMOOR ST.

BOOGALOO MANAGEMENT CORPORATION
6809 JOHNSON DR.

WHITE FAMILY, LLC
5958 BROADMOOR ST.

MARGUERITE M. BARKLEY, TRUST
5929 BROADMOOR ST.

JOHN D. HUTCHINSON
5925 BROADMOOR ST.

RUSSELL ECKSON
5915 BROADMOOR ST.

JOAN M.B. WELLS
5921 JOHNSON DR.

METCALF

JOHNSON DR.

BROADMOOR ST.

MARTWAY ST.

Broadmoor Street Reconstruction Martway to Johnson Drive

5. Foxridge Drive Phase I

Foxridge Drive, looking south



Stormwater failure at entrance to Hillsborough Apartments

Foxridge Drive, looking south



CARS Form A
2017--2021 Project Application for the
County Assistance Road System (CARS) Program

Submit one form for each project. Make copies of this form as needed.

Complete & Return by April 14, 2016

Submitting City: Mission Number 1 Priority (Y/N) Y

Project Location: City of Mission- Foxridge Drive- 56th Street to 51st Street

Joint Project With: N/A Administrating City: Mission

Contact Name & Title: John Belger, Public Works Director County Commission District(s)#: 1

Estimated Project Schedule: Start Date (mm/yy): 03/17 Completion Date (mm/yy): 12/17

Current Average Daily Traffic (ADT): 3,612 (2012) Accident History (Prior 3 Years): 17

Project Type: Capacity Major Maintenance Bridge Replacement
 Bridge Rehabilitation Route Enhancement System Management

Current Level of Service (LOS) [System Management Projects Only]: _____

Sufficiency Rating (Bridge Projects): _____ Pavement Condition: Good Fair Poor

Detailed Description of Existing Facility:

Foxridge Drive between 56th Street and 51st Street is a 32 foot wide minor collector serving multi-family residential, commercial, and industrial traffic. The existing pavement, curb & gutter, and drainage infrastructure are in poor condition. Sidewalks are in fair condition, although connectivity is incomplete and non-compliant with ADA.

Detailed Description of Project Scope:

Proposed improvements call for a 2" mill & overlay, of existing pavement, new curb & gutter, and replacement of stormwater infrastructure. Sidewalks will be replaced and brought up to ADA compliance. Street lighting will also be improved.

Project Cost Information *

1. Design Cost:	\$ 65,174.00
2. Right-of-way acquisition cost:	\$ 0.00
3. Utility relocation Cost:	\$ 4,290.00
4. Construction cost:	\$ 1,390,566.90
5. Construction engineering cost:	\$ 63,095.74
Total project cost:	\$ 1,523,126.64

Calculation of CARS Eligible costs:

A. Sum item # 4 & 5 above	(+)	\$ 1,453,662.64
B. Federal Aid Participation	(-)	\$ 0.00
C. State Aid Participation	(-)	\$ 0.00
D. Other Non-local Participation	(-)	\$ 0.00
Subtotal (CARS eligible costs)		\$ 1,453,127.64
CARS Funding request		\$ 725,000.00
<small>(Request cannot exceed 50% of the CARS eligible costs)</small>		

Funding participation by other cities:

City Name: _____ Funding: _____
City Name: _____ Funding: _____

*Program policies require that a licensed professional engineer prepare and seal construction cost estimates for upcoming fiscal year projects (i.e., 2017 Program Projects). A copy of the sealed estimates must be furnished for all 2017 CARS Program requests.

**City of Mission
Foxridge - 51st to 56th**

April 22, 2016

Engineer's Opinion of Probable Construction Costs

ITEM	DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL	COMMENTS
1	MOBILIZATION	LUMP SUM	\$84,000.00	1	\$84,000.00	
2	CONTRACTOR STAKING	LUMP SUM	\$21,000.00	1	\$21,000.00	
3	REMOVALS	LUMP SUM	\$10,000.00	1	\$10,000.00	
4	EXCAVATION AND GRADING	CY	\$35.00	500	\$17,500.00	
5	FULL DEPTH PAVEMENT REMOVAL	SY	\$15.00	2993	\$44,895.00	
6	2" MILLING DEPTH	SY	\$3.00	11225	\$33,675.00	
7	FULL DEPTH CRACK REPAIR	SY	\$80.00	112	\$8,980.00	1% of milled areas
8	HMA SURFACE (SUPERPAVE)	TON	\$75.00	1868	\$140,109.75	
9	REMOVE 4" CONCRETE SIDEWALK	LF	\$10.00	360	\$3,600.00	
10	PLACE 4" CONCRETE SIDEWALK	LF	\$50.00	2319	\$115,950.00	
11	INSTALL ADA RAMP	SY	\$150.00	149	\$22,350.00	
12	REMOVE CONCRETE CURB AND GUTTER	LF	\$10.00	7553	\$75,530.00	
13	PLACE CONCRETE CURB AND GUTTER	LF	\$20.00	7553	\$151,060.00	
14	REMOVE CONCRETE COMMERCIAL DRIVE	SY	\$15.00	534	\$8,010.00	
15	PLACE CONCRETE COMMERCIAL DRIVE	SY	\$75.00	534	\$40,050.00	
16	CURB INLET	EACH	\$5,000.00	8	\$40,000.00	
17	18" RCP	LF	\$90.00	292	\$26,280.00	
18	24" RCP	LF	\$150.00	63	\$9,450.00	
19	36" RCP	LF	\$200.00	59	\$11,800.00	
20	END SECTION	EACH	\$2,000.00	6	\$12,000.00	
21	SOD	SY	\$7.00	8	\$56.00	
22	EROSION CONTROL	LUMP SUM	\$5,000.00	1	\$5,000.00	
23	SIGN	Each	\$150.00	46	\$6,900.00	
24	SIGN POST	Each	\$300.00	20	\$6,000.00	
25	PAVEMENT MARKING - SOLID YELLOW CENTERLINE (4")	Lin. Ft.	\$1.50	7380	\$11,070.00	
26	PAVEMENT MARKING - SOLID WHITE STOP BAR (24")	Lin. Ft.	\$20.00	12	\$240.00	
27	TRAFFIC CONTROL	Lump Sum	\$10,000.00	1	\$10,000.00	
28	30" LED LUMINAIRES	Each	\$4,000.00	22	\$88,000.00	
29	STREET LIGHT CONTROLLER	Each	\$6,000.00	1	\$6,000.00	
30	JUNCTION BOX (TYPE 1)	Each	\$750.00	10	\$7,500.00	
31	3-1C#6 CABLE	Lin. Ft.	\$5.00	3690	\$18,450.00	
32	2" CONDUIT, TRENCHED	Lin. Ft.	\$15.00	3690	\$55,350.00	
33	10" LED PEDESTRIAN LUMINAIRES	Each	\$3,000.00	22	\$66,000.00	
34	FLASHING BEACON	Each	\$2,000.00	1	\$2,000.00	
SUBTOTAL:						\$1,158,805.75
OWNER'S CONTINGENCY ALLOWANCE:				20%		\$231,761.15
GRAND TOTAL:						\$1,390,566.90

6. Streamway Park on foot to see park facilities including trail pavements



Excerpt about Streamway Park from the Parks and Recreation Master Plan:

Strengths:

This wooded green space is truly the hidden gem of Mission's park system, providing many opportunities to expand service and program offerings.

Opportunities:

Streamway Park provides an opportunity to create a local nature center, environmental learning and interpretive center. The woodland character provides Mission with an opportunity to draw in patrons from the region to "escape" the city. Woodland playgrounds, interpretive signage, woodland soft surface trails, pavilions, and overlooks could all be incorporated as potential programming elements. Resident input has shown a desire for improved trails, a nature center, and disc golf as potential improvements within Streamway Park.

7. Foxridge Drive Phase II

Foxridge drive at 51st Street, looking north



Looking east, toward Quik Trip



Looking east, toward Quik Trip



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Submitting City: Mission Number 1 Priority (Y/N) Y

Project Location: City of Mission- Foxridge Drive- 51st Street to Lamar

Joint Project With: N/A Administrating City: Mission

Contact Name & Title: John Belger, Public Works Director County Commission District(s)#: 1

Estimated Project Schedule: Start Date (mm/yy): 03/18 Completion Date (mm/yy): 12/18

Current Average Daily Traffic (ADT): 2,777 (2012) Accident History (Prior 3 Years): 17

Project Type: Capacity Major Maintenance Bridge Replacement
 Bridge Rehabilitation Route Enhancement System Management

Current Level of Service (LOS) [System Management Projects Only]: _____

Sufficiency Rating (Bridge Projects): _____ Pavement Condition: Good Fair Poor

Detailed Description of Existing Facility:

Foxridge Drive between 51st Street and Lamar Ave is a 32 foot wide minor collector serving multi-family residential, commercial, and industrial traffic. Due to the street being located at the bottom of a hill, there is a significant amount of water damage to the pavement, subgrade and curb. Foxridge lacks sidewalks, leaving pedestrians to walk in the street.

Detailed Description of Project Scope:

Proposed improvements call for full depth pavement replacement, replacement of curb & gutter, and new stormwater infrastructure. An underdrain will be installed to better handle runoff. Pedestrian improvements, such as sidewalk and street lighting, will also be made.

Project Cost Information *

1. Design Cost:	\$ 484,400.00
2. Right-of-way acquisition cost:	\$ 280,000.00
3. Utility relocation Cost:	\$ 24,500.00
4. Construction cost:	\$ 3,656,905.00
5. Construction engineering cost:	\$ 360,500.00
Total project cost:	\$ 4,806,305.00

Calculation of CARS Eligible costs:

A. Sum item # 4 & 5 above	(+)	\$ 4,017,405.00
B. Federal Aid Participation	(-)	\$ 0.00
C. State Aid Participation	(-)	\$ 0.00
D. Other Non-local Participation	(-)	\$ 0.00
Subtotal (CARS eligible costs)		\$ 4,017,405.00
CARS Funding request		\$ 2,000,000.00

(Request cannot exceed 50% of the CARS eligible costs)

Funding participation by other cities:

City Name: _____ Funding: _____
City Name: _____ Funding: _____

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8. Street program improvements - Woodson Street & 58th Street

Mill and overlay, looking south



Chip seal, looking north



9. Mill and Overlay project-Reeds and Reeds Road bridge

Mill and Overlay, looking south



Reeds bridge, looking south



Reeds bridge, looking west



10. Active erosion example Martway Street and W. 60th Terrace



11. City owned parking lots on Outlook

Parking and trail, looking east



Outlook Street, looking north



Former Harleywoods Building and trail, looking west



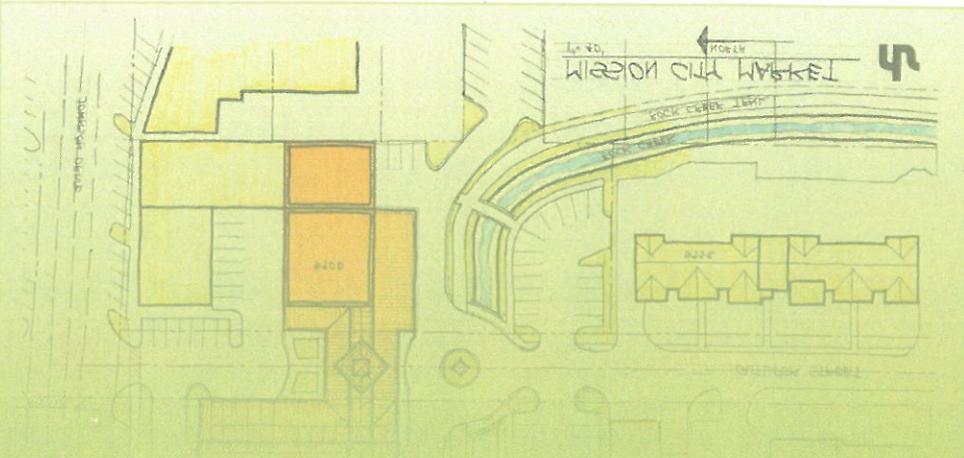
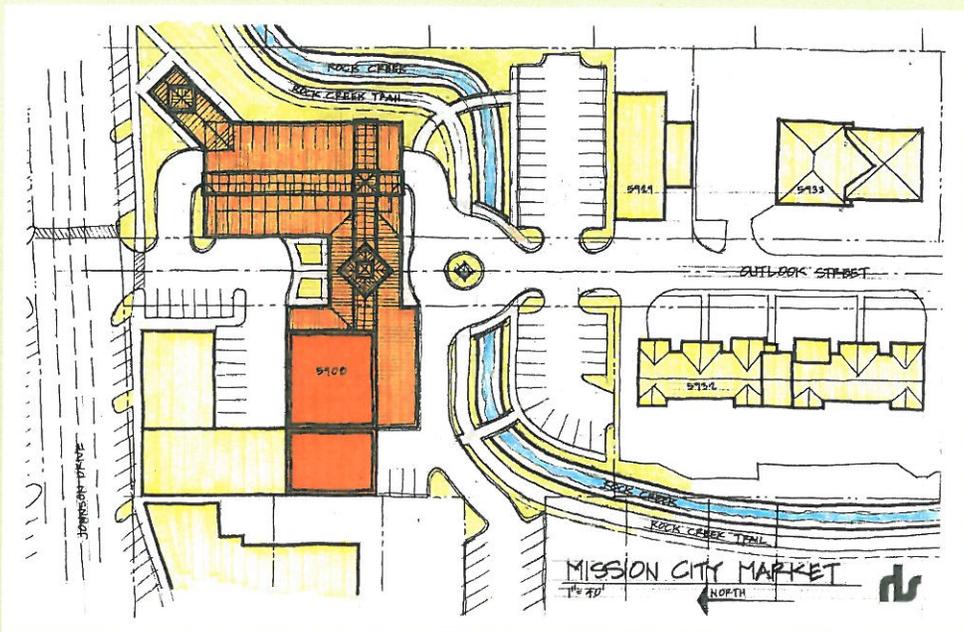
Rock Creek and gravel lot, looking west



Downtown Visioning Committee

Final Report

City of Mission, Kansas



Executive Summary

In November 2009, Mayor Laura McConwell appointed the Downtown Visioning Committee (DVC). The appointments included the following:

Ms. JoElla Hoye, resident
Ms. Becci West, business owner
Ms. Sharon Miller, business owner
Ms. Rachel Finn, business owner
Mr. Bill McCrae, resident
Mr. Bob Hartman, business owner
Mr. Aaron Henderson, resident*
Mr. Sam Hilleary, business manager
Mr. Dave Miller, business owner
Mr. Juan Swart, property manager

*In July 2010, Mr. Aaron Henderson was appointed to the DVC.

The purpose as outlined by Mayor McConwell in her appointment letters was:

“Over the last several years we have made significant investments in our City along Johnson Drive and the Rock Creek channel east of Nall. It is now time to turn our attention to that part of Rock Creek and Johnson Drive that is west of Nall. Before we get started with the design of these improvements, I want to put together a group of Johnson Drive property and business owners, as well as some residents of the community, to begin a discussion about the size and scope of these improvements. It is my intention that we will let the community guide our direction.”

The importance of this area has been noted in repeated planning studies over the last thirty (30) years and, most recently, was noted in reports/ studies that have been conducted in the last eight (8) years, including the HyettPalma Study of 2002, the Mission, Kansas Design Guidelines for the Johnson Drive Corridor of 2004, and the Mission /Rock Creek Redevelopment Master Plan of 2005.

The DVC began meeting in January 2010, and has been meeting for the

last 20 months. Membership on the Committee has wavered over time, but there has consistently been five members or more involved in the DVC discussions. The highlights and direction of the DVC's work can be found in a set of three resolutions that have been passed by the City Council in the last two years. Resolution 798, passed in May 2010 outlined a set of priorities and sub-priorities for the Committee including:

1. Mission Downtown Area Community Improvements
 - a. Covered Channel / Park
 - i. Park will be located between Maple to Woodson south of Johnson Drive / Area roughly where Rock Creek exists today
 - b. Farmers Market
 - i. Market should be large enough
 - ii. Reuse of Harley Woods building
 - c. Places for Civic Events
 - i. Amphitheater component
 - ii. Provide designated space for events

2. Mission Downtown Area Street and Pedestrian Improvements
 - a. Landscape/streetscape continuity that enhances walkability
 - i. Incorporate component of the Capital Federal landscaping plan
 - b. Shopping Area
 - i. Ease of customers / traffic
 - ii. Fountain component at Reeds
 - iii. Continue ease of parking
 - c. Maintain four-lane configuration of Johnson Drive

3. Mission Downtown Area Business Enhancement and Investment
 - a. Promote business diversity
 - b. Incentives to fill vacancies
 - c. Address aging infrastructure
 - d. Develop prototype section

The Committee, during their active engagement, discussed all of these priorities, and through a combination of public listening sessions and surveys (both non-scientific and scientific) developed a vision for what the redevelopment of the Downtown corridor should look like.

This report and the work developed by the Downtown Visioning Committee yielded the following recommendations.

Recommendation 1.

The redevelopment of the Downtown corridor should stress pedestrian improvements equal to those improvements suggested for automobiles.

Recommendation 2.

The redevelopment of the Downtown corridor should stress a unifying theme in both its landscape and streetscapes, and should reflect the spirit of the designs and ideas reviewed by the Downtown Visioning Committee.

Recommendation 3.

The redevelopment of the Downtown corridor should include substantial investments in public amenities that support the private businesses. This would include consideration of a Farmer’s Market area and reuse of the Harleywoods site, addition of a pedestrian plaza or “ArtWalk” area along Woodson, and development of an amphitheater east of Reeds.

Recommendation 4.

The redevelopment of the Downtown corridor requires there to be a collaborative investment model that allows for public/private partnerships to help redevelop the area.

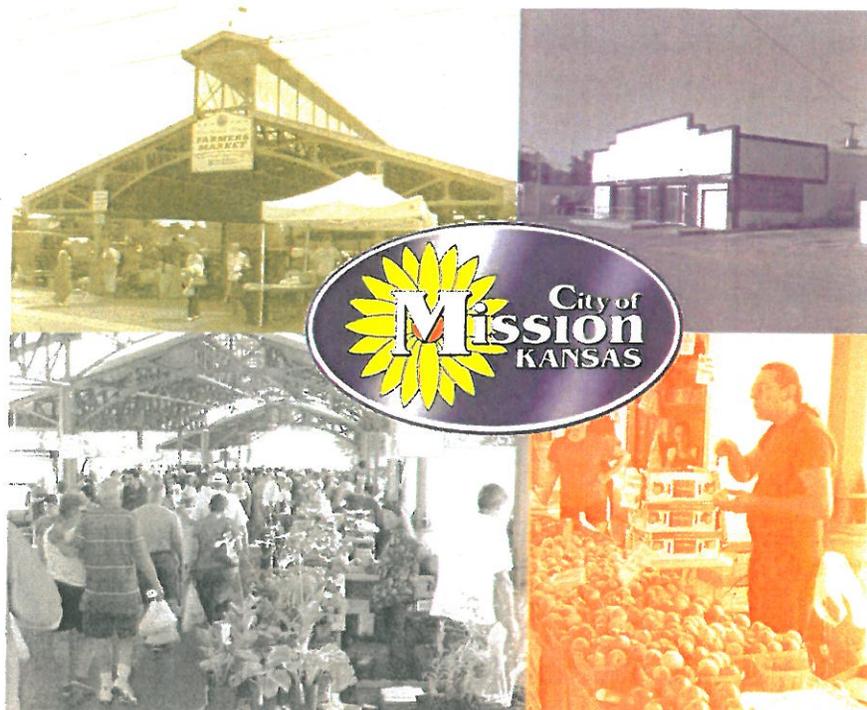
Recommendation 5.

The redevelopment of the Downtown corridor requires there to be an active and supported Downtown Business Council.

Preliminary Analysis

Mission City Market

5908 Outlook Street
&
Adjacent Properties



April 28, 2010



RLS Architects



April 28, 2010

Mr. Michael Scanlon
City Administrator
City of Mission
6090 Woodson Road
Mission, Kansas 66202-3597

Dear Mr. Scanlon,

According to our proposal dated June 30, 2009, RLS Architects is pleased to submit for your review this Preliminary Analysis as a first step to ultimately renovate the existing building at 5908 Outlook Street (Harleywoods/Hafkemeyer Motors) and related adjacent properties as a community market center, **Mission City Market**.

This analysis serves as an early step toward verification of the City's vision regarding the re-use of this building and the projects ultimate successful completion. The process to accomplish this vision will require dedication and foresight to see it through to its successful conclusion, and we appreciate the opportunity to assist the City of Mission accomplish this important early step. As well, we are looking forward to continuing to assist the City accomplish the work that this analysis envisions.

As the Table of Contents suggests, the analysis begins with a brief description of the condition of the existing building, as well as adjacent properties, and continues to include a preliminary site plan, market plan, existing building floor plan and perspective rendering incorporating the positive aspects of the planning, coordination and mutual effort the City is accomplishing with your citizens and businesses.

We are confident that this analysis suggests a reasonable and realistic re-use of one of the City's real and useful existing buildings. Conceived with proper programming and design for effective re-use, and coordinated with appropriate planning and utilization of adjacent properties, the imaginative re-use of 5908 will be the cornerstone of **Mission City Market**, which will be a useful and worthy addition to the community.

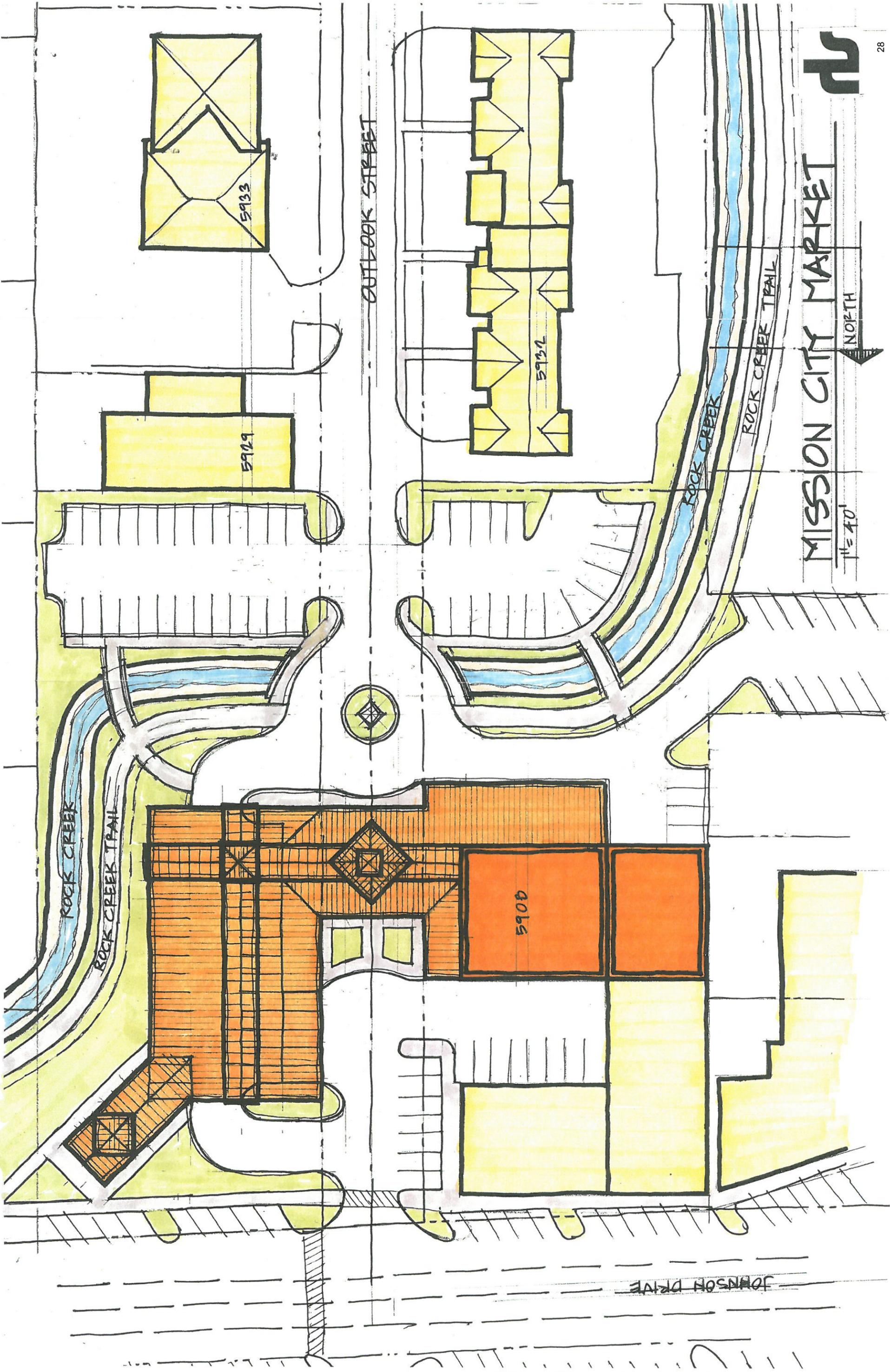
Thank you for the opportunity to be of service.

Ronald L. Shaffer, AIA
RLS Architects

Executive Summary

At the outset of the work of this Preliminary Analysis, and according to the City's vision, it was generally agreed that it is in the Communities best interest to find a way to realistically re-use the City owned 5908 Outlook Street building and it's adjacent City owned properties. The City's vision to secure and utilize these properties, not only for flood control of Rock Creek and continuation of the Rock Creek Trail, but also as a means to reinvest in the community, is yet another indication that the Governing Body has the foresight to develop and implement valid long range plans, and continues to address them in a proactive and progressive manner. Further, this vision included the opinion that the highest and best use for the building and site would be rehabilitation into a community agricultural center, a.k.a. **Mission City Market**, similar in nature to the Historic Market Square District in San Antonio, Texas, as well as other local community market facilities. Indeed, the San Antonio Market Square embodies the very essence of adaptive re-use providing for successful retail, restaurant, museum, office, and entertainment venues. As well, generous public areas allow for shows, parades, concerts and other community oriented events. Truly, it is a highly successful multi-use, multi-function community and tourist oriented gathering place.

This Preliminary Analysis confirms the assumption that the building and adjacent areas are worthy of adaptive re-use similar in nature and use to the San Antonio Market Square and other local community market facilities, and can be realistically and economically renovated to this use, and that its ultimate redevelopment is innovative to the point that the **Mission City Market** "will" become a community asset worthy of consideration, construction, and success for the City of Mission.



OUTLOOK STREET

JOHNSON DRIVE

MISSION CITY MARKET

1" = 40'

NORTH

ds



MISSION CITY MARKET

RFrye2010

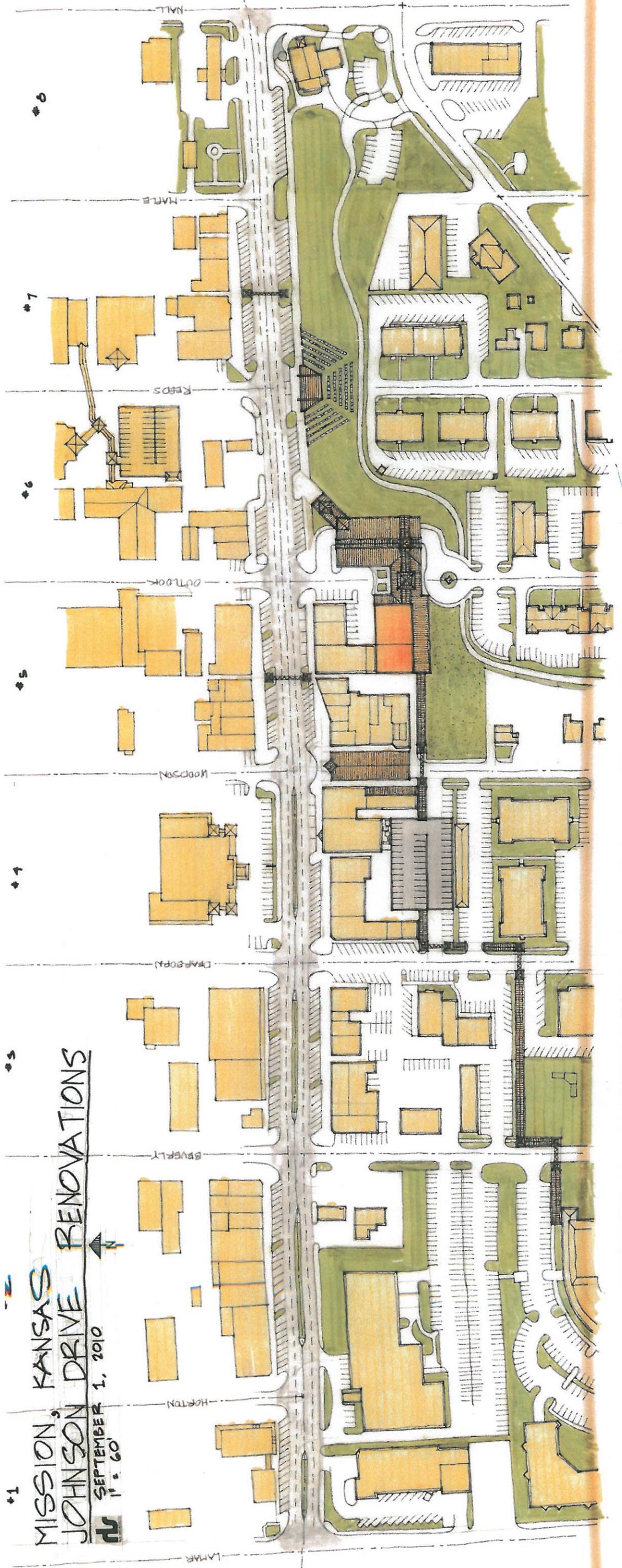


Johnson Drive (Lamar to Nall) Drawings

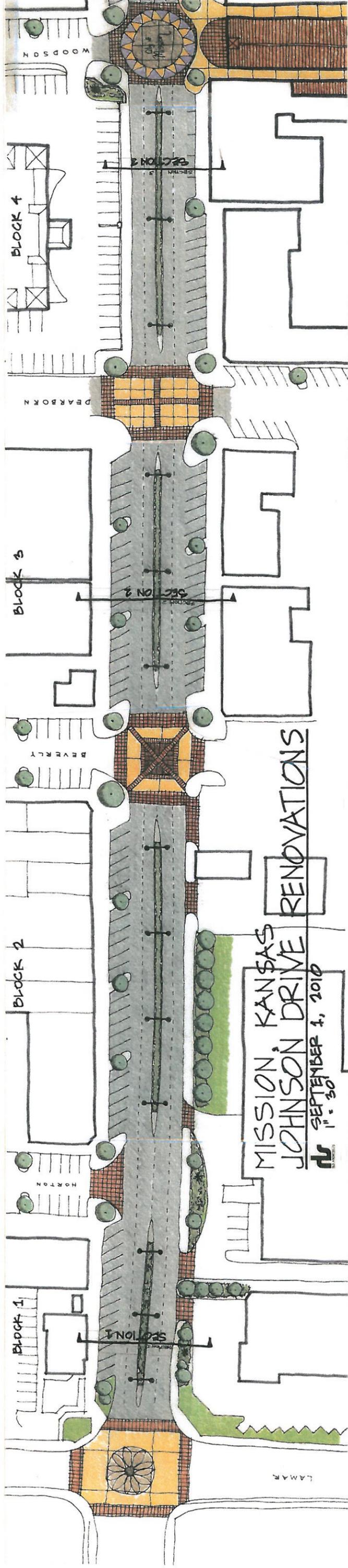
The following drawings are a set of two concepts regarding renovations to Johnson Drive between Lamar Ave. and Nall Ave. Drawing 1 (D-1) is a concept of public spaces surrounding the area, including an amphitheater, a city market, and public park space. The next two drawings (D-2A and D-2B) are one drawing divided into two segments. D-2A shows Johnson Drive from Lamar to Woodson and D-2B shows Johnson Drive from Woodson to Nall. D-2A and D-2B show concepts for the renovations to the road of Johnson Drive itself. Some of the features are stained concrete designs along certain segments and intersections of Johnson Drive.

D-1

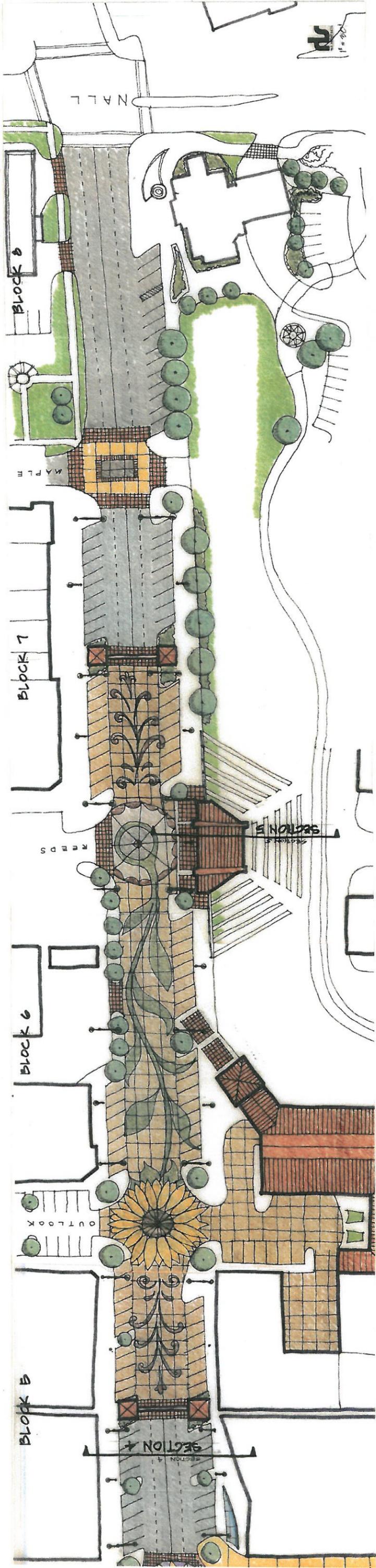
+1
 MISSION, KANSAS
 JOHNSON DRIVE RENOVATIONS
 ds SEPTEMBER 1, 2010
 1" = 60'
 ↑ N



D-2A



D 2-B



12. Stormwater failure at W. 61st Terrace

Previous Failure at 5820 W 61st Terrace



New Failure at 5820 W 61st Terrace

