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MEMORANDUM

To: Danielle L. Sitzman, AICP
From: Dave Mennenga, P.E, PTOE and Beth Fry, P.E.
Date: March 23, 2017
Subject: Mission Gateway – Preliminary Reviews & Recommendations

- GBA has reviewed the Final Stormwater Management Study for The Gateway, dated March 8, 2017, and conditionally approves this submittal. The responses, revised grading plan, and revised calculations provided in the March 8 letter were found to be acceptable under the condition that the vents of the RCB will be taken into consideration during the final design of Building A.
- GBA has also reviewed the revised Traffic Impact Study for The Gateway, dated March 2017, and conditionally approves this submittal. There is one remaining issue regarding the omission of Table 3 and correction of subsequent Table references throughout the document that will be addressed directly with the developer's consultant. Otherwise, the responses provided and revisions made to the TIS report were found to be acceptable. The final approval of the Traffic Impact Study is conditional upon review by the Kansas Department of Transportation (KDOT), which maintains jurisdiction over US-56 (Shawnee Mission Parkway) adjacent to the proposed development.
- GBA will continue to work with the development team through the process of developing construction drawings to address the provision of a safe north-south pedestrian crossing at the intersection of Shawnee Mission Parkway and Roeland Drive. Traffic signal and geometric modifications will likely be needed to ensure that this intersection / crossing is compliant with all ADA and MUTCD requirements. Sheet FDP-C1.1 may also need revision to better define this accessible route across Shawnee Mission Parkway, depending on the future review comments to be provided by KDOT.
- There are still four internal regulatory R1-1 stop signs that should be added onto Sheet FDP-C1.2 (two signs for Drive 2 onto Roeland Drive, and two signs for Drive 3). GBA will continue to work with the development team to address these traffic control needs through the preparation of construction documents.
- GBA has reviewed the public street lighting plans and found the design layouts and fixture details to be generally in compliance with both City

and industry illumination standards. The illumination calculations provided did not include several fixtures along the north side of Johnson Drive and east side of Roe Avenue, or those on the combination poles at the signalized intersections, that would further increase the lighting levels provided.

- GBA has reviewed the on-site lighting plans and noted numerous pedestrian areas where the City's minimum one-half foot-candle illumination level criterion is not satisfied. Also, there seem to be other inconsistencies within the photometric calculation grids that were provided. These items will need to be revised by the development team and reviewed again to ensure that the final on-site lighting design satisfies the City's standards.
- Site plans will need to be modified during the construction document process to ensure that the vehicular pathway is defined with pavement markings, at a minimum, from the Drive 6 location onto Roe Avenue through the truck dock and into the interior parking areas of the site.
- In conjunction with the future re-platting of right-of-way dedication, it would be helpful for the development team to provide a comprehensive exhibit depicting existing and proposed curb lines, R/W and property lines, lane utilizations, and pavement markings on the adjacent public streets, particularly along the Roeland Drive corridor. Specifically, GBA will continue to work with development team regarding the provision of a supplemental northbound right-turn lane for inbound vehicles at either the Drive 1 or Drive 2 location as the construction documents are developed.
- Regarding the constrained width of the Johnson Drive streetscape adjacent to Building E, GBA reviewed the currently proposed configuration of the adjacent on-street parking bay to assess whether any modifications could be accommodated. It appears that the current layout provides a parking stall depth of approximately 20 feet. The Urban Land Institute's (ULI) "Dimensions of Parking" provides guidance that a minimum 19-foot vehicle projection distance is recommended for the proposed 60-degree angle parking. Based on the recommended parking dimension criteria, changing the angle of the proposed parking stalls would be one way to gain additional streetscape width. Minimum vehicle projection distances of 17'-7" and 15'-1" are required for 45-degree and 30-degree parking angles, respectively.