



Civic Plaza at Nall Avenue & Johnson Drive

# Mission Vision

## Strategic Redevelopment Plan

Commercial Business District

*Mission, Kansas*  
2008



**CITY OF MISSION, KANSAS**

**RESOLUTION NO. 716A**

**A RESOLUTION ADOPTING THE 2008 UPDATE OF THE REDEVELOPMENT PLAN FOR THE CITY OF MISSION, KANSAS.**

**WHEREAS**, the City is a fully developed first tier suburb with aging structures and infrastructure; and

**WHEREAS**, the City has been experiencing stagnation of commercial property values and a loss in sales tax revenues; and

**WHEREAS**, the citizens have expressed a need for the reinvigoration of the Downtown District due to business turnover and outdated and declining appearances of buildings; and

**WHEREAS**, redevelopment is important to maintain and enhance the community's character, quality of life, and sustainability; and

**WHEREAS**, the citizens of Mission have identified that they want a Downtown that is a distinctive, picturesque, fun, and inviting environment; and

**WHEREAS**, the city has invested in five separate public processes to develop a vision for improving and redeveloping the Commercial Business District,

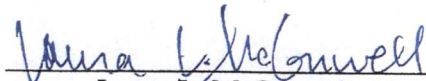
**WHEREAS**, the City Council adopted the 2006 Redevelopment Plan by Resolution 644 on September 13, 2006.

**NOW, THEREFORE**, be it ordained by the Governing Body of the City of Mission:


Section 1. The 2008 Update of the Redevelopment Plan is adopted by the City of Mission.

**PASSED AND APPROVED BY THE GOVERNING BODY OF THE CITY OF MISSION** on this 16<sup>th</sup> day of July, 2008.

**APPROVED BY THE MAYOR** on this 16<sup>th</sup> day of July, 2008.

  
\_\_\_\_\_  
Laura L. McConwell, Mayor

ATTEST:

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

# **REDEVELOPMENT PLAN**

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## Introduction

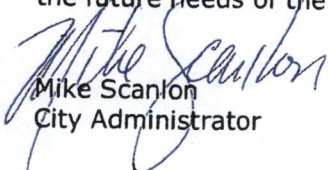
Mission experienced its greatest growth and investment during the 1960's and 70's—growing into a quality city with a current population approaching 10,000. It has been a great forty-five years!

Now the city is faced with meeting the financial and populace demands of the 21<sup>st</sup> Century with no significant amount of vacant ground remaining to support critical new investment. Many residential and commercial buildings are outdated. Housing options for people demanding modern day amenities are limited. The average household size is diminishing. Single story buildings predominate and large surface parking lots consume many valuable acres. Flooding and storm water drainage have created expensive and damaging problems for the city. Aging infrastructure must be replaced. Finally, overall land values have increased considerably over improvement valuations, thus indicating that there has been little investment in significant property improvements.

In order to maintain Mission as a vibrant city worthy of pride by its residents, the City must not only support, but must proactively pursue redevelopment of its commercial business district—creating a place of quality with a unique character that maximizes use of the limited land available. This will be accomplished through the creation of higher density housing options such as town homes, condominiums and multi-story commercial opportunities developed in harmony with green and community spaces.

Infill redevelopment projects in built-out urban areas are an inherently difficult proposition. Although Mission's location in the metropolitan area is more than desirable, challenges associated with redevelopment such as land assembly, site preparation, and infrastructure supply, among others, discourages many redevelopment projects from becoming a reality. However, the relatively high percentage of outdated infrastructure and buildings in the Commercial District currently creates an opportunity for redevelopment of certain areas with more efficient land uses.

In light of this, it is important for the City to have a well-defined municipal policy to assist in the redevelopment process. The 2008 Redevelopment Plan has been compiled incorporating studies and visioning processes conducted by the city over the past six years as well as ordinances, resolutions, and policies adopted by the governing body. The Plan also identifies relevant issues and proposes important policies to aid city leadership in moving forward proactively with redevelopment. In Section 3 goals and objectives inferred in recent processes and actions have been identified. A few objectives have been included that, once approved, will serve as proactive statements of city support for redevelopment—a position new to the city and governing body but one that is a logical sequence in the growing recognition of the future needs of the city.

  
Mike Scanlon  
City Administrator



## **Section 2. Identification of Needs, Deficiencies and Strengths**

### **History of the Redevelopment Area**

Repairs and cleanup after a major Rock Creek flood on October 4, 1998 cost the businesses, property owners, and the city of Mission well over \$1 million. Flood control engineering studies were immediately initiated for Rock Creek improvements but were later put on hold to accommodate floodplain surveys undertaken by the county. As concerns mounted over building aesthetics, increasing commercial vacancies, an influx of less desirable businesses, and parking problems, the city council in 2002 commissioned a study by HyettPalma to evaluate enhancement strategies for the commercial corridor along Johnson Driven. Based on public participation, the resulting analysis identified three distinct areas in the Commercial Business District: the East Gateway, Downtown, and the West Gateway. Strengths, opportunities, and weaknesses were identified and a course of action outlined to improve the area's business and housing environment.

In a HyettPalma survey, 35% of the residents and 49% of business owners rated physical improvement of downtown buildings as "very important." This study recommended preparation and adoption of Design Guidelines for rehabilitation of existing facades and exterior design and placement for new structures. Bowman, Bowman, Novick Inc. (BBN) was commissioned to develop these guidelines. Designers worked with a steering committee made up of business owners and residents and held a series of visioning focus group sessions and public workshops. *Design Guidelines for the Johnson Drive Corridor* was released in December, 2003 and adopted by Ordinance 1106 on January 14, 2004.

Revisions in the 100-Year Floodplain Map were published by Johnson County in April 2004. The survey revision placed more than 102 Mission businesses and \$51,238,620 in commercial and residential real estate in the floodplain. City leaders responded quickly. BNIM Architects was chosen to work with an appointed Flood Plain redevelopment taskforce in designing a redevelopment concept for the Downtown area from Johnson Drive to Martway and Woodson to Nall. The taskforce included local business owners, residents, and elected officials. At the same time a Floodplain Planning Committee worked with city staff and Black & Veatch on engineering plans. The goal was to remove commercial lands from the floodplain in conjunction with redevelopment to revitalize the affected Downtown District.

Concurrent with the completion of the Rock Creek vision process, the Mission Mall site was acquired by the Cameron Group of Syracuse, New York. To ensure a redevelopment design complimentary and contiguous with the Rock Creek Redevelopment Area, city leaders contracted with BBN and the planning firm of Collins, Noteis, & Assoc. (CNA) to provide a redevelopment vision for the East Gateway. The cities of Roeland Park and Fairway joined the effort resulting in incorporation of areas in these cities adjacent to or closely associated with the mall site.

Before the East Gateway study was completed, a third redevelopment vision plan was initiated for the West Gateway based on the availability of over twenty acres of developable land and city aspirations for a stoplight on Metcalf in the vicinity of 56 - 58<sup>th</sup> Streets. This third redevelopment vision would complete the city's vision for the future of the Commercial Business District. The city commissioned Bucher, Willis, Ratliff (BWR) and A. Nelessen & Assoc. (ANA) for the study that included commercial areas from Lamar to Metcalf and 56<sup>th</sup> Street to Shawnee Mission Parkway along Broadmoor. The City then followed up on this adopted vision by preparing the West Gateway Form Based Code, prepared by a team of consultants led by Gale Communities/HOK Architects.

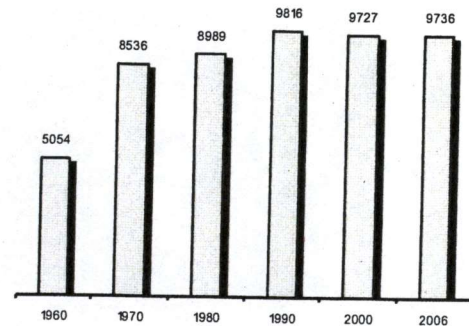


## Demographics and Trends

### Population

Over the past 48 years, population in Mission more than doubled with the greatest growth occurring between 1960 and 1980. Since 1980 *growth has slowed and has leveled off.* Assuming no significant changes in housing, economy, etc., it is anticipated that the 2010 census will actually show a decline. The median household income in 1999 was \$42,298 or 68% of the Johnson County median of \$61,455. (U.S. Census 200)

**Mission/Countryside  
Population Change 1960-2006**  
2003 Kansas Statistical Abstract/Census  
Bureau



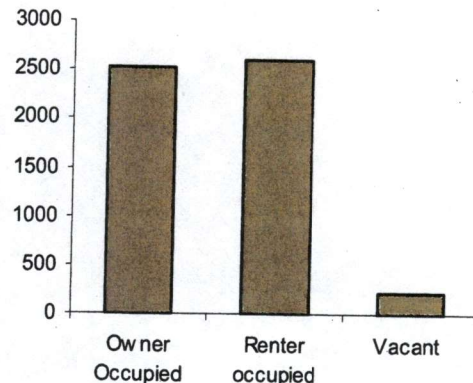
### Housing

According to the 2000 U.S. Census there were 5,329 housing units in Mission. Of those units that were occupied, 49% were owner-occupied and 51% were renter occupied.

*There has been no appreciable addition of housing units over the past twenty-five years.*

Source: 2000 U.S. Census

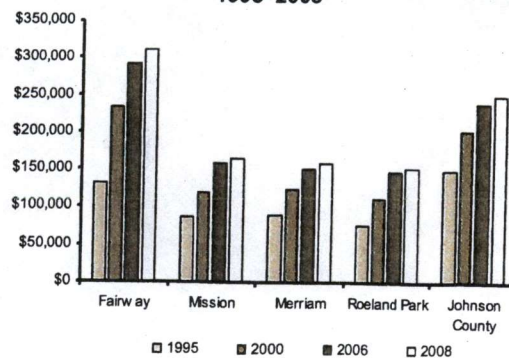
**Housing Units  
2000 US Census**



*Housing prices in Mission have increased 91% over the past 13 years but the rate of increase slowed since 2006. Market demand is keeping the sale price closer to appraised value which is a somewhat closer ratio than in the county.*

Source: Johnson County Appraiser's Office

**Residential Housing Prices  
1995-2008**



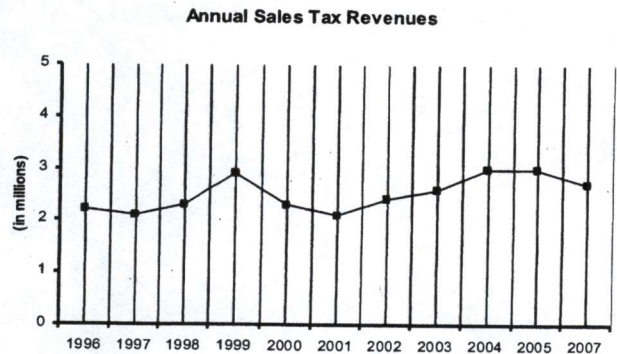


## Sales Tax

Sales tax revenues have been *relatively flat over the past ten years*. Revenue increases have most likely been due to two 1/4¢ increases.

Sales tax revenues leveled off in 2004 - 2005. During redevelopment of the Mission Mall site, (2006-2007) a decline in sales tax revenues is observed.

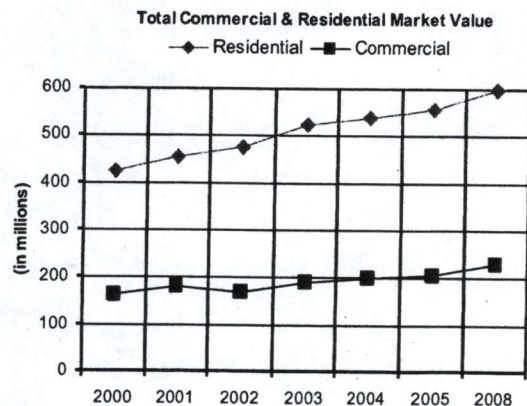
Source: Kansas Department of Revenue, Office of Policy and Research



## Commercial/ Residential Real Estate Values

Both total residential and commercial market values have increased 41% over the past seven years. *Although property value increases have seen a decrease in growth pressures lately, Mission values have continued their upward growth. It is not yet clear how the new market realities will impact values in future years.*

Source: Johnson County Appraiser's Office



Leading Economic Sectors	Employees	2002 Annual Payroll
2002 US Census Economic Fact Sheet		
1. Information	993	\$21,811,000
2. Professional, Scientific, & Technical Services	821	\$37,992,000
3. Health Care & Social Assistance	571	\$23,773,000
4. Accommodation & Food Service	907	\$10,096,000
5. Real Estate & Rental & Leasing	356	\$9,912,000



## Downtown Today

Mission has a great location and exceptional automobile transportation access, a rich social history, and a diverse shopping corridor along Johnson Drive featuring design elements ranging from Art Deco to Mission Style to Modernist to 'Nondescript.'

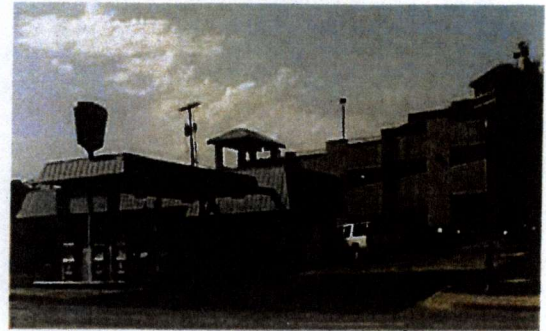
Mission shares traits with first ring suburbs everywhere. Disinvestment due to competition from outlying suburbs and aged buildings is obvious. Equally challenging is piecemealed development that, over time, has resulted in inconsistent building structure and design with an associated sense of lack of continuity.

## Aesthetics

A design cornerstone for the downtown area, the Mission Style architecture of the *Sylvester Powell Jr. Community Center* completed in 2004, clearly proclaims the importance of replacing non-contributing buildings with memorable ones.

*ScriptPro* has made significant private investment in developing a showcase campus on four blocks just north of Johnson Drive between Nall and Woodson. *Mission MedVet's* investment in extensive renovation of a former Luby's cafeteria created a landmark Mission Style architectural influence on Johnson Drive that complements other historical Mission Style buildings like 6909 Johnson Drive and buildings in the 5600 block of Johnson Drive. On a vacant lot at the corner of Johnson Drive and Lamar, owners of *Mr Goodcents* undertook the first new construction project subject to the 2003 Design Guidelines. The resulting building and ground are an outstanding example of how new construction with appropriate placement and building design can provide visual interest and enjoyable space that enhances an area.

**Mission shares traits with first ring suburbs everywhere.**



**Non-contributing buildings are being replaced by memorable ones.**





### **Business Mix**

The latest business survey conducted by the city was in 2002 in conjunction with the HyettPalma study. At that time, the primary trade area contained 218 retail businesses plus the Mission Mall and 188 various office occupants. Miscellaneous retail and eating and drinking establishments were the top two retail categories and together totaled half of the total retail businesses. Miscellaneous businesses included, among others: antiques, liquor, books, jewelry, hobby, optical, and floral.

The next three categories numbered approximately twenty businesses each: automotive dealers and service stations; furniture and home furnishings; and support services such as dry cleaners, beauty shops, shoe repair and video rental.

Office usage was led by publishing, health services, life insurance, and radio broadcasting businesses.

### **Pedestrian Orientation**

An informal walking survey hosted by MARC in 2005 revealed to local participants how pedestrian unfriendly the Downtown and East Gateway Districts have become. There are few sidewalks and many are in disrepair. Connectivity is nonexistent. Due to street width and traffic speeds during regular business hours, it is unsafe to cross Johnson Drive except at one of the five stoplights between Roe Avenue and Metcalf. During the West Gateway assessment process, more than half of the respondents indicated that sidewalks are not located where they are needed and are in poor condition in most places.

In summary, pedestrian orientation does not exist to any significant degree in the Downtown area. However, a City-wide sidewalk conditions inventory, and the East Gateway Streetscape Plan, are currently under way, which will hopefully address some of these challenges.

### **Top Retail Categories**

- 1. Miscellaneous retail**
- 2. Eating and drinking establishments**
- 3. Automotive**
- 4. Home furnishings**
- 5. Support services**

### **Top Office Categories**

- 1. Publishing**
- 2. Life Insurance**
- 3. Radio Broadcasting**

**Pedestrian orientation does not exist to any significant degree in the Downtown area.**



## **Streets, Intersections, Parking, and Traffic**

Business owners and residents differ regarding these transportation issues. In the 2002 HyettPalma study, more than 60% of resident responses ranked parking availability and convenience and traffic circulation as "good;" whereas only about one-third of business owners shared the same opinion. Downtown parking is accommodated by angled on-street or off-street business parking lots. ScriptPro added a 80+ stall parking garage in 2005.

An informal city survey in 2001 indicted that street conditions are for the most part in moderate or good condition in the Commercial Business District. More recently, however, street conditions overall seem to be deteriorating and the City has just started the process of conducting a thorough Street/sidewalk conditions inventory, in order to determine priorities for rehabilitation work.

An informal origin/destination survey conducted by TransSystems in November 2005 found that relatively small percentages of vehicles travel the entire distance between Broadmoor and Roe Avenue. Most of the turns onto side streets or into businesses occur west of Nall Avenue.

## **Housing**

The heaviest concentration of housing units in the Commercial Business District consists primarily of apartment buildings located in the blocks between Dearborn and Maple on both sides of Johnson Drive. These structures were built in the 60's and 70's

**Street conditions for the most part are in moderate condition. Some streets are in poor condition.**

**Apartments dominate housing options in the Downtown Area**





### Section 3. Major Goals, Objective and Policies

The Johnson Drive Corridor Redevelopment Plan represents a culmination of eight public processes beginning with the HyettPalma study in 2002. During the processes, the community identified the following strengths and weaknesses of the City.

- |  |   |
|--|---|
| ↑ Community Leadership                           | ↓ Fiscal Stability                              |
| ↑ Public Sector Leadership                       | ↓ Flooding in the Commercial Corridor           |
| ↑ Community Center                               | ↓ Stagnant Sales Tax Revenues                   |
| ↑ Citizen Participation                          | ↓ Aging Housing Stock                           |
| ↑ Expectation of Major Residential Redevelopment | ↓ Lack of Public Transportation                 |
| ↑ A Large Number of Businesses                   | ↓ Aging Infrastructure                          |
| ↑ Considerable amount of new investment          | ↓ Environmental Policy                          |
| ↑ A Strong Market in the Trade Area              | ↓ Vacancies                                     |
| ↑ Active Real Estate Community                   | ↓ Outdated Appearance                           |
| ↑ Strong Lender Confidence                       | ↓ Business Turnover i.e. "Incubator" Impression |
| ↑ Central, Accessible Location                   | ↓ Public impression due to all the above        |
| ↑ Positive Image                                 | ↓ Economic Orientation                          |

Through a series of discussions, focus groups, and meetings during the HyettPalma analysis process, the preferred business environment for the Mission Commercial Business District emerged as:

***A distinctive cluster of businesses  
— both specialty businesses and nationals —  
In a picturesque, fun Downtown  
That offers incomparable variety and  
Incredible customer service ...  
Where everyone wants to shop.***

Faced with flood plain issues, stagnant population growth and sales tax revenues, as well as community desire for a more attractive Commercial Business District, the following goals and objectives have emerged from public input.



**Goal 1 Leadership and Direction:** City leadership will aggressively plan for and make every reasonable effort to secure improvements in the Commercial Business District to stimulate economic viability.

**Objective 1.1** The City will adopt a "can do" approach to redevelopment.



**Policy 1.11** The City will utilize planning consultants to arrive at preferred visions for redevelopment. The process will be public and will involve several occasions for public input.

**Rock Creek Redevelopment**

1. Request for Proposals for a Mixed Use Master Plan was released on March 30, 2004.
2. Contract agreement for planning services signed with BNIM architects on November 12, 2004
3. **Resolution 601 August 10, 2005** Adopting individual components of the Mission/Rock Creek Redevelopment Master Plan, Vision Document, establishing municipal flood control, redevelopment and financing policies for capital infrastructure improvements and associated redevelopment.
4. **Resolution 625 March 8, 2006** Replacing Resolution 601 to include adoption of the vision of a future signature park along the proposed alignment of the Rock Creek Flood Control Improvement Project area.
5. **Resolution 683 October 17, 2007.** Establishing flood control strategies for infrastructure improvements within Rock Creek Channel Area between Woodson Avenue and Lamar Avenue.

**East Gateway Redevelopment**

1. **Resolution 604 September 14, 2005** Establishment of the East Gateway Redevelopment Study Area and authorizing an agreement to retain Bowman Bowman Novick to conduct a redevelopment study.
2. **Resolution 637 June 14, 2006** Adopting a vision plan establishing guidelines for improvements and redevelopment opportunities within the East Gateway District.
3. Request for Proposals for East Gateway Streetscape Design Services was released on March 23, 2008.
4. Contract Agreement for Streetscape Design Services signed with Bowman, Bowman Novick on May 21, 2008.

**West Gateway Redevelopment**

1. Request for Proposals for a Mixed Use Master Plan was released on May 23, 2005.
2. Contract agreement for planning services signed with Bucher Willis Ratliff and subcontractor A. Nelessen & Assoc. on August 10, 2005.
3. **Resolution 619 December 14, 2005** Adopting a vision plan establishing guidelines for improvement and redevelopment opportunities within the West Gateway District.



4. Contract Agreement with Gale Communities, Olsson Associates and Economic Research Associates for the preparation of the West Gateway Form Based Code, Comprehensive Infrastructure Study and Market Conditions Report approved on November 15, 2006
5. Resolution No. 672 August 15, 2007 Accepting the Mission Infrastructure Analysis conducted by Olsson Associates.
6. **Ordinance No. 1246 October 17, 2007** Adopting the "Form Based Code for the West Gateway Study Area"

- ☒ **Policy 1.12** The City will contract with a Master Developer for each District to actualize redevelopment in the District according to city plans and policies.
- ☐ **Policy 1.13** The City will make every reasonable effort to identify and secure federal, state, and county funding assistance for capital infrastructure and redevelopment purposes. (See Section 4) **In Progress**
- ☐ **Policy 1.14** The City will purchase properties when necessary to facilitate capital infrastructure improvements. (See Section 3, Goal 2, Objective 2.1, Policy 2.12) **In Progress**
- ☐ **Policy 1.15** The City will purchase properties when opportunities arise and as necessary and appropriate to advance the municipal policy of redeveloping the Commercial Business District.
- ☐ **Policy 1.16** The City will implement policies and practices for the appropriate use of public-private investment partnerships to advance redevelopment. (See Goal 2, Objective 2.4) **In Progress**

**Goal 2 Overall Redevelopment:** The City will create a vibrant, active Commercial Business District where people shop, work, and live in an attractive, picturesque environment that retains the unique character of the Mission community.

**Objective 2.1** The City will complete Rock Creek Improvements.

- ☐ **Policy 2.11** The City will secure adequate funding to complete improvements. (See Section 4.) **In progress**

**Resolution 591 March 9, 2005** Resolving that the City intends capital expenditures made after March 9, 2005 for Rock Creek Flood Control Project property acquisition and construction of improvements will be reimbursed with proceeds of bonds, notes, or a lease purchase agreement.

**Resolution 609. October 12, 2005** Resolving intent to pursue improvements to the Rock Creek Channel and the anticipated costs thereof.



**Resolution 621 February 8, 2006.** Intent to determine advisability of a benefit district for the purpose of reconstruction of the Rock Creek Storm Drainage system.

**Ordinance 1206 July 12 2006.** Establishing the Rock Creek Drainage District (#1), with a taxing authority of 3 mills (area Gateway Project area)

**Ordinance 1241 August 15 2007.** Establishing Rock Creek Drainage District #2, with a taxing authority of 3 mills (area roughly Lamar to Roeland Drive)

**Ordinance (Charter) 19, November 28 2007.** Raising maximum mill rate from Rock Creek Drainage District (#1) from 3 mills to 10.5 mills.

**Resolution No. 677. September 19 2007.** Establishing Rock Creek Special Benefit District # 2, with special assessment of 1.07/sq ft of land area.



**Policy 2.12** The City will secure adequate land required for infrastructure improvements. **In progress**

**Resolution 587 December 8, 2004** Authorizing purchase of real property at 5907 Outlook.

**Resolution 588 December 8, 2004** Authorizing purchase of real property at 5908 and 5916 Outlook.

**Resolution 592 December 20, 2004** Authorizing purchase of real property at 5521 Johnson Drive.

**Resolution 602 August 24, 2005** Authorizing purchase of real property at 5501 Johnson Drive.

**Resolution 603 August 24, 2005** Authorizing purchase of real property at 5625, 5629, and 5633 Johnson Drive.

**Resolution 628 April 12, 2006** Authorizing purchase of real property at 5601-5613 Johnson Drive.

**Resolution 629 April 12, 2006** Authorizing purchase of real property at 5919 Woodson

**Resolution 635 June 8, 2006.** Authorizing purchase of real property along Martway Street (behind Mission Bowl)

**Resolution 636 June 8, 2006.** Authorizing purchase of real property at 6116 Johnson Drive

**Resolution 641 August 30, 2006.** Authorizing purchase of real property at 5944 Broadmoor



**Resolution 642 August 30, 2006.** Authorizing purchase of real property at 5703-5715 Johnson Drive

**Resolution 675 September 5, 2007.** Authorizing purchase of real property at 56<sup>th</sup> Street and Broadmoor.

**Resolution 709 February 20, 2008.** Authorizing purchase of real property at 5615 Johnson Drive.

**Resolution 712 April 16, 2008.** Authorizing purchase of real property at 5959 Woodson Road.

- ☐ **Policy 2.13** The City will utilize improved areas to create attractive, publicly accessible spaces that contribute to the character of the city.

**Resolution 625 March 8, 2006** Adopting individual components of the Mission/Rock Creek Redevelopment Master Plan, Vision Document, establishing municipal flood control, redevelopment and financing policies for capital infrastructure improvements and associated redevelopment.

- ☐ **Policy 2.14** The City will coordinate sewer and utility relocation and upgrades as necessary. **In progress**

**Objective 2.2** The City will initiate the following recommendations from the HyettPalma Downtown Action Plan 2002 to improve building appearances and vitality of the Commercial Business District.

- ☒ **Policy 2.21** The City will complete expansion of the Sylvester Powell, Jr. Community Center.

- ☒ **Policy 2.22** The City will secure program funding for a Downtown Business Development Committee (MBDC) with responsibility for business enhancement and marketing activities, including special community events.

**Resolution 606 September 14, 2005** the Arts & Eats Festival designated a city-sponsored festival event.

**Resolution 613 November 9, 2005** the Holiday Lights & Festive Sights designated a city-sponsored festival event

- ☒ **Policy 2.23** The City will contract with a professional design firm to develop Design Guidelines for the Downtown District. The Guidelines will identify standards for façade improvements of existing buildings as well as lot placement and exterior design for new structures. Initial design assistance for façade improvements for existing properties or businesses will be included in the contract. The design guidelines will be incorporated into the zoning ordinance.



**Ordinance 1106 January 14, 2004** Adopting the Mission, Kansas Design Guidelines for the Johnson Drive Corridor in order to incorporate the development standards and regulations as official municipal policy.

☒ **Policy 2.24** The City will update the sign ordinance to ensure adherence to the Design Guidelines.

☒ **Policy 2.25** The City will modify the City's Zoning Ordinance to include overlay districts for the East Gateway, Downtown, and West Gateway Districts that promote redevelopment according to adopted city plans and visions.

**Ordinance 1071 April 23, 2003** Authorizing the following additional zoning districts: Downtown Neighborhood District (DND), Main Street District 1 (MS1), Main Street District 2 (MS2), and the Downtown and East Gateway Overlay Districts.

**Ordinance 1092 September 24, 2003** Amending Downtown and East Gateway Overlay Districts and adopting interim design guidelines.

**Ordinance 1219 December 13 2006.** Rezoning properties within the Downtown, East Gateway and West Gateway District to DND, MS1, and MS2 zoning districts.

**Ordinance No. 1246 October 17, 2007** Adopting the "Form Based Code for the West Gateway Study Area"

☒ **Policy 2.26** The City will create a matching grant program for façade improvements for properties and businesses in the Commercial Business District.

**Objective 2.3** The City will support redevelopment plans in consideration of the city's Comprehensive Plan, Design Guidelines, Park Plan, Capital Improvement Plan, adopted Vision Plans, and any other appropriate plans and policies.

☒ **Policy 2.31** Approved developments will be designed with a mixture and higher density of uses including public spaces, greenways, and pedestrian orientation.

☒ **Policy 2.32** Plans will include quality public amenities and open spaces.

☒ **Policy 2.33** Plans will protect adjacent neighborhoods from commercial encroachment.

**Objective 2.4** The City will develop and adopt city policy for direct investment in and incentives for redevelopment activity.



**Resolution 615 November 9, 2005** Consideration of establishing a Rock Creek Redevelopment district, and establishing public hearing and public notice.

**Resolution 617 November 30, 2005** Intent to adopt an economic development policy including, but not limited to, policies on the use of tax increment financing, tax abatement, industrial revenue bonds, tax abatement, transportation development district, sales tax rebate, and neighborhood revitalization areas

**Resolution 644 September 13, 2006.** Adopting a Redevelopment Plan for the City of Mission.

**Ordinance 1190 January 11, 2006.** Establishing a (Rock Creek) (TIF) Redevelopment District.

**Ordinance 1194 February 8, 2006.** Amending Rock Creek Redevelopment (TIF) District.

**Ordinance 1210 September 13, 2006.** Adopting Redevelopment Project Plan for Project Area 1, Rock Creek Redevelopment District.

**Ordinance 1217 December 13, 2006.** Authorizing Creation of Transportation Development District (TDD) and authorizing imposition of Sales Tax within district.

**Ordinance 1248 October 17, 2007.** Establishing Sales Tax Revenue (STAR) Bond Project District at Mission Gateway Project site.

**Ordinance 1254 January 23, 2008.** Adopting Mission Gateway STAR Bond Project Plan for Gateway STAR Bond Project District.

**Ordinance 1255 January 23, 2008.** Adopting amended TIF Redevelopment Project Plan for Project Area 1, Rock Creek Redevelopment District.

**Objective 2.5** The City will undertake any other action(s) considered necessary to support revitalization and improvements in the Commercial Business District.

☒ **Policy 2.51** The City will initiate a taskforce to study and make recommendations regarding improvements to Johnson Drive that will enhance the redevelopment goals of the city.

☐ **Policy 2.52** The City will develop and maintain presentation and promotional materials to be used by the City to promote investment and development within the Commercial Business District.



- ☐ **Policy 2.53** The City will adopt an economic development policy to appropriately encourage and assist property owners with significant investment in upgrades.
- ☐ **Policy 2.54** The City will formalize development of a Redevelopment/Economic Development Department with responsibility for coordinating all redevelopment activities within the city.

**Objective 2.6** The City will create grand entrances at strategic intersections in the Commercial Business District.

**Goal 3 Overall Land Use:** The City will increase sales and property tax revenues through redevelopment emphasizing efficient use of land within the Commercial Business District.

**Objective 3.1 Downtown:** The City will enhance this area as the most pedestrian-oriented portion of the Commercial Business District. Encourage higher densities and mixed use development with emphasis on small and medium-sized businesses on the first floor. Office and housing would occupy upper floors. With City Hall and the Community Center located in this district, it is a prime area for public parks and other gathering places for community events.

- ☒ **Policy 3.11** The City will contract with a Master Developer(s) to redevelop or cause to be redeveloped areas within the Downtown District according to adopted public vision and policies. (See Section 6 Master Developer.)
- ☐ **Policy 3.12** The City will add approximately 519,000 sq. ft. of residential options by 2026 or an average of 26,000 sq. ft. per year. (See Section 8.)

**Resolution 658 February 21, 2007.** Adopting a policy relating the sale of City-owned parking lots for the purpose of redevelopment.

- ☐ **Policy 3.13** The City will increase commercial/retail space as permitted by design by 2026. (See Section 8.)

**Objective 3.2 East Gateway:** The City will facilitate redevelopment of underutilized property, vacant lots, and surface parking lots including the Mission Center Mall site. The site must be put to greater use as a higher density, mixed-use center including retail, offices, dining/lodging, and housing. This area is most appropriate for Transit-Oriented Redevelopment containing an appropriate mix of uses at high densities pedestrian-oriented in nature designed to accommodate bus rapid transit lines or light rail.

- ☒ **Policy 3.21** The City will contract with a Master Developer(s) to redevelop or cause to be redeveloped areas within the East Gateway according to adopted public vision and policies. (See Section 8.)

- ☐ **Policy 3.22** The City will add approximately 1,023,000 sq ft of residential options by 2026 or an average of 51,000 sq ft per year. (See Section 8.)
- ☐ **Policy 3.23** The City will increase commercial/retail areas by 444,500 square feet by 2026 or an average of 22,225 per year. (See Section 8.)

**Objective 3.3 West Gateway:** Encourage development of a mixture of higher density office, retail and residential spaces on vacant and underutilized lots to reinforce existing commercial office development.

- ☐ **Policy 3.31** The City will contract with a Master Developer(s) to redevelop or cause to be redeveloped areas within the West Gateway District according to adopted public vision and policies.
- ☐ **Policy 3.32** The City will add approximately 7,124,040 square feet of residential/commercial space by 2026 through the construction of buildings ranging from two to eight stories. (see Section 8.)

**Objective 3.4 Regional Collaboration:** The City will coordinate land use and transportation planning activities with other jurisdictions and regional planning agencies, in order to emphasize the efficient use of land and transportation alternatives in the city and region

- ☐ **Policy 3.41** The City will participate in regional land use, recreational and transportation planning efforts.

**Resolution 645 October 16, 2006** Indicating that the City will designate a representative to the Johnson County Transportation Cooperation Council, which will provide a structure for discussions on planning and action in relation to land use / transportation issues.

**Interlocal Agreement February 20, 2008** Adopting Charter and Cooperation Agreement to establish Transportation Cooperation Council.

**Goal 4 Environmental/ Sustainability: The City will create an attractive, safe and comfortable environment that is conducive to activities during the day and evenings.**

**Objective 4.1** The City will maximize pedestrian access to commercial centers by creating well-designed and placed sidewalks connecting to residential areas.

**Objective 4.2** The City will incorporate park and green spaces in redevelopment projects to help capture storm water and to add to the city's sense of community and enjoyment.

- ☐ **Policy 4.21** The City will create a trail along Rock Creek as part of the Rock Creek Redevelopment Project. The trail will become part of the Johnson County Streamway and Metro Green trail systems.



**Resolution 610 October 12, 2005** Regarding eligibility and application for KDOT Transportation Enhancement Funds for Rock Creek Trail Project.

**Resolution 624 March 8, 2006** Adopting policy statements regarding future development of trail corridors.

**Objective 4.3** The City will reduce storm water runoff that contributes to flooding by encouraging commercial and residential practices to capture and store excess rainfall.

☒ **Policy 4.31** The City will require bioswales in surface parking lots of new development and will encourage retrofitting existing large surface parking lots with bioswales.

☒ **Policy 4.32** The City will host public educational programs promoting use of rain gardens and rain barrels.

**Objective 4.4** The City will emphasize water quality improvements through careful use of lawn fertilizer and pesticides.

☒ **Policy 4.41** The city will host public education programs.

**Objective 4.5** The City will strive towards maximum energy efficiency, and sustainability in its ongoing operations and capital infrastructure investments.

☒ **Policy 4.51** The city will undertake a Sustainability Planning Process.

**Resolution No. 670 July 18, 2007.** Directing City Administrator to create a Comprehensive Sustainability Plan for Council consideration.

**Resolution No. 673 August 15, 2007.** Establishing the Sustainability Taskforce planning calendar and City of Mission Sustainability Initiatives.

**Objective 4.6** The City will research and implement strategies which can be used as a resource in advancing the City's housing choices, by producing or maintaining a quality housing stock, providing transportation choices to housing areas, making housing affordable to all segments of the population.

☒ **Policy 4.61** The city will prepare and adopt a Comprehensive Housing Policy to guide future programs and decisions in regards to housing issues.

**Resolution 715 May 21 2008.** Adopting a Comprehensive Housing Policy for the City of Mission, addressing Affordability, Availability, Neighborhood Stability, Leveraging Resources and Housing Quality.

**Goal 5 Public Services:** The City will ensure the provision of adequate and efficient public services to support increased densities.

**Objective 5.1** The City will periodically conduct traffic analysis in preparation of the Capital Improvement Plan to study public infrastructure improvements with the goal of promoting area redevelopment or neighborhood stabilization.

**Ordinance 1109 March 24, 2004** Designation of main trafficway and main trafficway connections in the city.

**Resolution No. 643 September 13, 2006.** Adopting individual components of the Johnson Drive Taskforce Recommendations, thus establishing policies for capital infrastructure improvements within the Johnson Drive Corridor Area.

**Objective 5.2** The City will make every reasonable effort to maintain an efficient storm water retention and conveyance system.

- ☐ **Policy 5.21** A replacement program will be established with priorities based on areas of greatest need.
- ☐ **Policy 5.22** Funding sources will be identified with emphasis on federal, state, and county grants or fund matching programs.
- ☐ **Policy 5.23** Replace 2500 linear feet annually in an ongoing program to keep the stormwater system current.

**Objective 5.3** The City will make every reasonable effort to maintain an efficient and adequate waste water system.

- ☐ **Policy 5.31** The City will identify on-going and periodic funding sources to provide an efficient and adequate waste water system.
- ☐ **Policy 5.32** The City will replace the sanitary sewer system along Johnson Drive from Roe to Metcalf in conjunction with redevelopment construction.
- ☐ **Policy 5.32** The City will work with the County to make sure system capacity is adequate for anticipated future development.

**Objective 5.4** The City will make every reasonable effort to provide sufficient funding for police staff in order to ensure public safety as redevelopment and growth occur.

- ☐ **Policy 5.41** The City will provide additional staff and equipment to cover public safety issues concerning:
  - Increased vehicular traffic.
  - Increased in general police services.
  - Increased parking garage and parking lot attention.
  - Increased retail-related public safety service.
  - Increased clerical activity for Police Records and Court.



## **Section 4. Financial Plan**

Over the next several months City Staff will be preparing detailed district-by-district financing plans. These plans are heavily dependent on the type of development and developers the City can attract. In some cases, districts will be broken down into sub-districts for financial planning and functional purposes i.e. the creation of drainage districts in certain areas (example Mission Mall redevelopment).

These financial plans will be divided into two separate components,

- **Public Project Financing:** This includes funding for basic infrastructure necessary to create and sustain development and includes utilities, streets, sidewalks, trails, parks, parking garages and any other appropriate appurtenances.
- **Private Project Financing:** This includes funding for the acquisition of property, demolition, reconstruction and the creation of common areas within the various development and redevelopment sites.

In addition, to these two components, the financing plans will look at outside grant and funding options that allow the city to leverage both public and private dollars. Below is a quick summary of the various funding sources the city is using or anticipates using. This is not an exhaustive list and the city plans to build on it in the future.

### **Federal Funding Sources**

#### **SAFTEA-LU**

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges.

#### **EDI (U.S. Department of Housing and Urban Development)**

A local government may use an Economic Development Initiative (EDI) grant to provide additional security for a Section 108 loan or it may use this flexible grant to simply make the project more feasible by paying some of the project costs with grant funds or by reducing the interest rate to be paid from a revolving loan fund. *Increasing access to capital for entrepreneurs and small business has emerged as a key component of the job growth strategy powered by the EDI grant program.*

#### **PAS (U.S. Corps of Engineers)**

The U.S. Corps of Engineers through the Planning Assistance to States (PAS) program facilitates partnerships to cleanup and redevelopment brownfield areas involving civil works and water resources efforts in selected communities.

**Transportation Enhancement (TE)**

U.S. Department of Transportation Federal Highway Administration offers communities the opportunity to expand transportation choices through Transportation Enhancement (TE) programs. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs.

**Community Development Block Grant (CDBG)**

Also known as the Small Cities CDBG program, States award grants to smaller units of general local government that carry out community development activities. Annually, each State develops funding priorities and criteria for selecting projects.

**Congestion Mitigation Air Quality (CMAQ)**

In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA). This law authorized the CMAQ program providing funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CMAQ program was part of a combined program intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems. In 1998 the CMAQ program was reauthorized under the Transportation Equity Act for the 21st Century (TEA-21). The TEA-21 CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of six years (1998-2003).

**State Funding Sources****State and Tribal Assistance Grants (STAG)**

The U.S. Environmental Protection Agency's Office of Enforcement and Compliance Assurance funds projects developed by states, tribes, multi-state organizations and intertribal consortia based on their potential to build capacity, demonstrate innovative compliance assurance techniques and assess program performance. Grants are competitive and are awarded for innovative results and potential transferability to other organizations, and projects that have created institutional change within the grantee's organization.

**Sales Tax Revenue (STAR) Bonds**

Sales Tax Revenue Bonds (STAR Bonds) is a state financing program that allows city governments to issue bonds that are repaid over a 20-year period. STAR Bonds are repaid by all of the revenues received by the city or county from any transient guest, local sales and use taxes which are collected from taxpayers from within the district. Each STAR Bonds project must be approved by the Secretary of Commerce based on a required feasibility study. To be eligible to submit a request to the Secretary, the city must complete a two-step process, which includes passing an initial ordinance establishing a district finding that the proposed district would promote the general and economic welfare of the city, and approving a project plan. One mandated component of the project plan is a marketing study conducted to examine the impact of the project on similar businesses in the projected market area.

**Authorization**

K.S.A. 12-1770 et seq. as amended



## **Johnson County Funding Sources**

### **Stormwater Management Advisory Committee (SMAC)**

Johnson County, KS, has developed an innovative stormwater management program for the prevention of severe flooding. The plan, which was developed using a traditional stormwater plan and a program addressing policy and plan implementation constraints, relies on cost-effective solutions to correct the most severe county flooding. It also provides an efficient technical basis for the more detailed development of storm drainage systems.

### **County Assisted Road System (CARS)**

The CARS program provides funds to the cities of Johnson County to construct and maintain their major arterials. Each year the cities submit a 5-year road improvement plan to Johnson County. Using a scoring system, Johnson County selects projects and allocates funds. The County pays 50% of the project's construction and construction inspection costs. Cities are responsible for design, right-of-way, and utility relocation costs. Only major arterial and some minor collector streets are eligible for the CARS program.

### **Streamway Parks & Trails Fund**

In 1986 Johnson County voters approved a one-half mill tax levy that established the Streamway Parks System to create a county-wide network of trails and park facilities along major streams protecting the natural environment and increasing recreational opportunities. The Fund is used to acquire land and construct and maintain public access points and recreational areas. Over time the system will link together municipal park facilities and regional district parks.

## **Local Funding Sources for Major Projects**

### **Self-Supported Municipal Improvement District**

#### **Purpose**

The City may create a special benefit district and provide by ordinance for an advisory board for such district. The City may collect special assessment upon property within the district deemed to benefit by improvements. Funds collected would provide payment for costs incurred in making the improvements, including, but not limited to:

- Acquisition of property
- Street and sidewalk improvements
- Storm water and sanitary sewer improvements
- Street lighting improvements
- Water system improvements
- Plazas and arcades
- Park, playground, and recreational facilities
- Landscaping, planting, fountains, art, and seating improvements
- Flood control improvements
- Construction of off-street parking facilities

#### **Authorization**

K.S.A. 12-6a02 General Improvement and Assessment Law

## **Tax Increment Financing**

### **Purpose**

The proper use of Tax Increment Financing (TIF) in qualifying areas can promote, stimulate and develop the general and economic welfare and quality of life in the City. TIF allows future increases in real property taxes generated by new development to apply towards the following development costs in order to make the project feasible:

- property acquisition within the project area;
- payment of relocation assistance;
- site preparation;
- sanitary and storm sewers and lift stations;
- drainage conduits, channels and levees;
- street grading, paving, curbing, guttering and surfacing;
- street lighting fixtures, connection and facilities;
- underground gas, water, heating, and electrical services and connections located within the public right-of-way;
- sidewalks and pedestrian underpasses or overpasses;
- drives and driveway approaches located within the public right-of-way
- water mains and extensions;
- plazas and arcades;
- parking facilities;
- landscaping and plantings; fountains, shelters, benches, sculptures, lighting, decorations and similar amenities; and all related expenses to redevelop and finance the Redevelopment Project.

**The costs of construction of buildings or other structures to be privately owned are not eligible TIF expenses.**

Although the City does not encourage the practice of subsidizing private business with public funds, insofar as the City's objectives are substantially advanced by the expansion of the tax base and enhancement of the local economy, the City will consider, on a case-by-case basis, the approval of TIF projects where, but for the availability of TIF, such projects would not be economically viable.

### **Authorization**

K.S.A. 12-1770

Mission City Council Policy 106 Adopted September 10, 2003

### **How the Program Works**

Once approved by the City Council, TIF redirects an approved portion of the incremental taxes generated by the project to reduce project costs. Taxes may be applied to reduce bonds issued or as reimbursement to developer for approved costs.

### **Eligible Areas**

Statutory requirements state that the TIF District or redevelopment area must be a redevelopment district that meets one of the following criteria: 1) the area contains land that is environmentally contaminated, 2) a majority of the property is in a 100-year floodplain; 3) the area is designated as a BioScience District by the Kansas BioScience Authority; 4) a majority of the structures within the area have an age of 35 years or more and may become blighted due to abandonment, vacancies, dilapidation or deterioration; 5) or the area constitutes an economic or social liability in its present condition and use.



## **Transportation Development District**

### **Purpose**

The City may create a transportation development district for the purpose of financing "Transportation Project(s)" within the city. Funds generated would be applied to the costs of bridge(s), streets, sidewalks, interchanges, intersections, signage, signalization, parking lots, parking garages, bus stops and stations, airports, docks, lake or river ports, railroad, light rail, mass transit facilities and any other transportation related project or infrastructure, including utilities and the acquisition of real property necessary in connection with the "Project". "Projects" may be located outside the boundaries of the Transportation District.

### **Authorization**

K.S.A. 12-17,140

### **How the Program Works**

A Transportation Development District may be formed upon the city's receipt of a petition signed by all of the property owners within the proposed Transportation District. After receipt of the petition from the property owners, the city holds a public hearing on the advisability of creating the Transportation District, the intention to levy any Transportation District sales tax and the financing of the Transportation Project.

Transportation Projects may be financed by either (a) special assessments levied on property within the Transportation District benefited by the Transportation Project, or (b) a sales tax on the sale of tangible personal property at retail or the rendering or furnishing services within the Transportation District.

## **Industrial Revenue Bonds**

### **Purpose**

As a business development tool, the City may issue Industrial Revenue Bonds (IRBs) to provide funds for credit-worthy companies to purchase land, pay the costs of constructing and equipping new facilities, or pay the costs of purchasing, remodeling, or expanding existing facilities.

### **Authorization**

K.S.A. 12-1740

### **How the Program Works**

The principal and interest of the bonds are payable from revenue derived from the leasing or rental of buildings and facilities acquired or constructed with the proceeds received from the sale of the bonds.

## **Property Tax Abatement**

### **Purpose**

The City is authorized under state law to grant tax abatement on private business property either in connection with the issuance of IRBs or under Article 11 of the state constitution that enables economic development exemptions (EDX) for certain types of businesses. While IRB abatements may be granted for all types of business included in the list of eligible businesses, EDX abatements are limited to expanding manufacturing, research and development and warehouse and distribution businesses that create or retain jobs.

### **Authorization**

K.S.A. 12-1742

### **How the Program Works**

Property taxes may be abated for new improvements to real property and for newly acquired items of personal property used by an eligible business in connection with an expansion or relocation of the business' operations in the city. **Land and existing buildings are not generally eligible for property tax abatement.** The City may elect to qualify and quantify abatement based on a hierarchy of criteria that meet the City's development goals.

## **Neighborhood Revitalization Area**

### **Purpose**

To encourage and generate private investment in upgrading residences and businesses, the city may designate a Neighborhood Revitalization Area wherein ad valorem taxes generated by improvements are reimbursed to the property owner for a period of ten years.

### **Authorization**

K.S.A. 12-17,114

### **How the Program Works**

A neighborhood revitalization fund is created by the city for which money may be budgeted from the general fund and transferred. The monies are used to finance redevelopment. Any increment in ad valorem property taxes resulting from property improvements may be credited to the fund for reimbursement to the property owner.

## **Parking Facilities**

### **Purpose**

The State has declared that off-street parking is an integral part of traffic regulation and that all first and second class cities may establish such parking by acquiring land and constructing necessary facilities. Revenue from usage fees may be used to pay bonds issued to pay costs as well as general funds.

### **Authorization**

K.S.A. 12-2201,2202



## **Pledges, Donations. And Gifts**

A city fund for receiving private pledges, monetary donations, and gifts, including real estate, can be used to acquire public amenities.

## **State Incentive Programs for Business Retention & Attraction**

### **Kansas Enterprise Zone (EZ)**

The Kansas Enterprise Zone Program is designed to encourage businesses to create new jobs. Enterprise Zone incentives are available to qualified businesses throughout Kansas, based on the location of the facility, the type of facility (manufacturing, non-manufacturing, or retail), the capital investment made, and the number of jobs created. A sales tax exemption is available on materials, equipment, and services purchased when building, expanding, or renovating a business facility. State income tax credits are available for job creation and capital investment. Earned credits may be used to offset up to 100 percent of a company's annual state income tax liability.

### **High Performance Incentive Program (HPIP)**

The HPIP provides tax incentives to eligible employers that pay above-average wages and have a strong commitment to skills development for their workers. This program recognizes the need for Kansas companies to remain competitive and encourages capital investment in facilities, technology, and continued employee training and education. A substantial investment tax credit for new capital investment in Kansas and a related sales tax exemption are the primary benefits of this program.

### **Certification for Minority/Women-Owned Businesses**

The Kansas Department of Commerce administers The Kansas Statewide Certification Program, where women and minority businesses can be certified as a Disadvantaged Business Enterprise (DBE). *Certification may increase opportunities for women and minority businesses to gain contracts and subcontracts from governmental and private entities committed to the inclusion of minority- and women-owned businesses in the contracting and procurement process.* Program services are free.

## **Section 5. Coordination with Existing City Plans and Policies**

Since 2002 efforts supporting revitalization of Mission's Commercial Business District have moved the process steadily forward. Plans and policies have been put into place to protect the health and welfare of the community by reducing the threat of damaging floods and advancing future revenues for city services through redevelopment and revitalization. The Redevelopment Plan is executed in adherence to the following plans, ordinances, and policies.

### **Comprehensive Plan**

The Mission Comprehensive Plan 2007 states several Key Planning Principles or "Big Ideas" that the City must embrace and move forward to address:

- The continued reinvestment in low-density and moderate-density residential neighborhoods throughout north and south Mission. The Plan includes a series of **Planning Principles and Design Guidelines** that guide the regulation of continued reinvestment in Mission's low- moderate- and high-density residential neighborhoods.
- Completion of evolution toward true "mixed use" districts. The plan includes detailed description of what constitutes medium density and high density mixed use districts.
- Elevation of multimodal transportation to an equal footing with the traditional status of automobile transportation. Multimodal development is described as key to creating "walkable" communities.

In this way, the Comprehensive Plan 2007 integrates the "Big Ideas" of the many disparate plans and studies the City of Mission has undertaken and commissioned in recent years.

As a guide for implementing these key planning principles, the Comprehensive Plan sets forth goals, objectives and action steps as the basis for the design guidelines and recommendations of **Appendix A**. The goals of Chapter 4 were formed through the public input of the community workshops in spring and summer 2006. The plan presents Existing Conditions and Land Uses to set the Plan in its proper context with development patterns, and Economic Conditions and Trends to set the Plan in its proper context with market trends. The Plan concludes with a Future Land Use Plan and Recommendations for near-term and long-term planning decisions.

**Parks and Recreation Plan** (future adoption planned)

**Community Investment Program 2007-2011 (Attached)**

### **City Policies**

#### **Policy No. 105 Mission Business Development Committee**

Establishment of a Mission Business Development Committee (MBDC) to assist in the revitalization and redevelopment of the business district with initial funding of \$450,000. The MBDC has



## **Section 6. Master Developer**

The City will engage the services of a Master Developer(s) as its exclusive representative(s) in connection with the redevelopment of the Downtown, East Gateway, and West Gateway Districts. The Master Developer will carry out certain duties regarding coordination with city plans and policies, supervision, administration, management of design and redevelopment of properties within the redevelopment districts. To that end the Master Developer will:

1. Cause the construction of uses including retail, restaurants, office, senior housing, multi-family housing, and in-fill housing own-company acquisition and investment.
2. Prepare or cause to be prepared when appropriate, architectural plans and site plans or assist the City in reviewing and evaluating redevelopment plans prepared by others.
3. As requested, assist the City or others, in the development of plans and specifications for streetscape and public amenities within the redevelopment area(s).
4. As requested, assist the City or others, in soliciting grants and other redevelopment funds.

The City will pay Master Developer Project Development fees from fees and tax increments associated with redevelopment within the three commercial districts.

### **Actions**

On May 10, 2006 the City Council approved a Master Developer Agreement with RED Brokerage for the Rock Creek Redevelopment Area bounded by 58<sup>th</sup> Street, Lamar Avenue, Martway, and Roeland Drive.

On December 13, 2006, the City Council approved a Master Developer Agreement with Gale Communities for the Mission West Gateway Redevelopment Area.

On December 20, 2007, the City of Mission approved the assignment of the West Gateway Redevelopment Area Master Developer's rights and responsibilities to Core Design LLC.

## **Section 7. Regional Collaboration**

Generated by a direct request from the City of Mission in April 2006, 5-mile-long Rock Creek in Northeast Johnson County became the ninth creek in the Johnson County Park and Recreation District's Streamway Parks System. The Rock Creek Trail will connect the Johnson County Streamway Park System with the MetroGreen Regional Trail Initiative, tying together two states, seven counties, and multiple communities. Once established, the Rock Creek Trail will connect with trails leading to the Country Club Plaza, downtown Kansas City, and the remainder of the MetroGreen System.

### **Mission Leads in Development of Rock Creek Trail in Northeast Johnson County**

Mission will include development of 1.5-mile of the Rock Creek Trail as areas along Rock Creek are redeveloped after flood control measures have been put into place. "Needless to say, our board is supportive and excited about the entire Rock Creek redevelopment project," said Nancy Wallerstein, Johnson County Park and Recreation Commissioner. "Through this renovation, the City of Mission is taking a leadership position to recapture green space and incorporate a system of walking trails that will help to enhance the quality of life in Northeast Johnson County."

When completed, the Trail will pass through a new park including a small stage and amphitheater terrace seating, ornamental landscaping and gardens, shade and evergreen trees, open lawn space, civic plazas and seating areas, public fountains and sculpture, interpretive history signage, trellis-covered sidewalks, and increased on-street parking. The park area will link office, retail, housing, and potentially a Bus Rapid Transit (BRT) center.

The Johnson County Park and Recreational District's role in the project will be to provide financial assistance for trail development. Annual limits are set at \$200,000.

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Early estimates of over \$20 million for Rock Creek and stormwater improvements triggered focused efforts to identify and secure additional funding. Parallel to funding efforts, Mission initiated a Rock Creek Watershed Committee to look at watershed-wide flooding and stormwater issues. The cities of Mission, Fairway, Roeland Park, Prairie Village, and Overland Park were represented to study engineering suggestions for flood mitigation.

### **Mission Collaborates with Neighboring Cities on Stormwater Improvements**



In 2005 city and regional efforts to secure funding were rewarded. The Johnson County Board of Commissioners approved initial funding of more than \$6 million over three years through the Stormwater Management Program and more than \$4 million was approved through federal programs for both Mission and Fairway.

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The Mission Mall site is bounded by three cities – Mission, Roeland Park and Fairway. For several years, the Mall had been declining and was known to be for sale. The site changed ownership in 2005 with the announcement that a new multiuse development would be built on the 15-acre site. Seven acres adjacent to the site in the City of Roeland Park were also available for redevelopment and the neighboring Fairway Business Park was experiencing considerable vacancies. Recognizing the impact the Mall project would have on surrounding properties and cities, Mission city officials initiated an East Gateway Planning Study Committee in collaboration with Roeland Park and Fairway. This was one of the first multi-city planning efforts in Johnson County. The Committee worked with a consulting design firm to establish a vision and guidelines for future redevelopment and infill surrounding the site.

**Mission Collaborates  
with Neighboring Cities  
on East Gateway Study**

Close to the same time, Mission elected officials also launched a West Gateway Study Committee. Two large developable sites were available along Metcalf and city leaders wanted to be in front of development with a vision and policies in place. In addition to Mission business owners and residents, invitees to participate on the committee included representatives from the neighboring city of Overland Park, including the Director of Planning. Access from Metcalf would be included in the study. Mission had earlier initiated dialogue with Overland Park regarding an interlocal agreement to install a stoplight in the vicinity of 56<sup>th</sup> Street on Metcalf.

## Section 8. Commercial Business District Inventory

<b>The Gateway Plaza</b>	Retail ft <sup>2</sup>	Office ft <sup>2</sup>	Hotel ft <sup>2</sup>	Residential ft <sup>2</sup>
<b>Existing</b>	429,608	0	0	0
<b>Proposed</b>	496,000	187,500	183,340	453,000
<b>Net New</b>	146,000	187,500	183,340	453,000

*The Cameron Group, 2006*

<b>East Gateway District (excluding mall site)</b>	Retail ft <sup>2</sup>	Office ft <sup>2</sup>	Residential ft <sup>2</sup>
<b>Existing</b>	422,329	103,782	0
<b>Proposed</b>	189,000		570,000
<b>Net New</b>	111,000		570,000

*Bowman Bowman Novic, East Gateway Redevelopment Plan, 2006*

<b>Downtown District</b>	Retail ft <sup>2</sup>	Office ft <sup>2</sup>	Residential ft <sup>2</sup>
<b>Existing</b>	299,515	308,226	238,160
<b>Proposed</b>	576,040		757,177
<b>Net with linear park</b>	-31,701		519,017

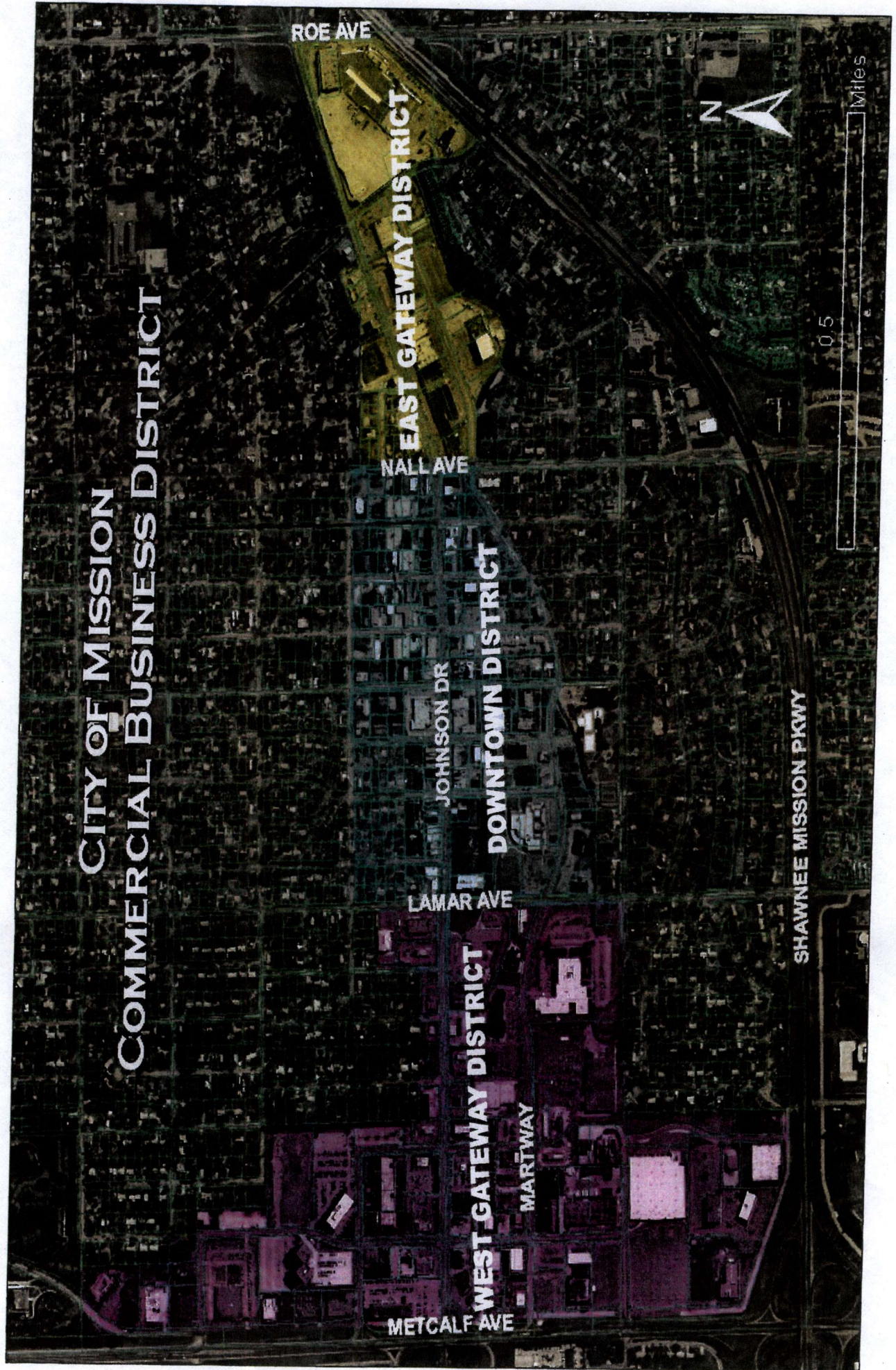
*BNIM, mission/rock creek redevelopment masterplan, 2005*

<b>West Gateway District</b>	Retail ft <sup>2</sup>	Office ft <sup>2</sup>	Residential ft <sup>2</sup>
<b>Existing</b>	(to be determined)	953,243	0
<b>Proposed</b>	158,400	7,124,040	
<b>Net</b>		6,170,797	

*Bucher, Willis & Ratliff and A. Nelessen Assoc., West Gateway Vision Plan 2006*



**CITY OF MISSION  
COMMERCIAL BUSINESS DISTRICT**



ROE AVE

EAST GATEWAY DISTRICT

NALL AVE

JOHNSON DR

DOWNTOWN DISTRICT

LAMAR AVE

WEST GATEWAY DISTRICT

MARTWAY

METCALF AVE

SHAWNEE MISSION PKWY

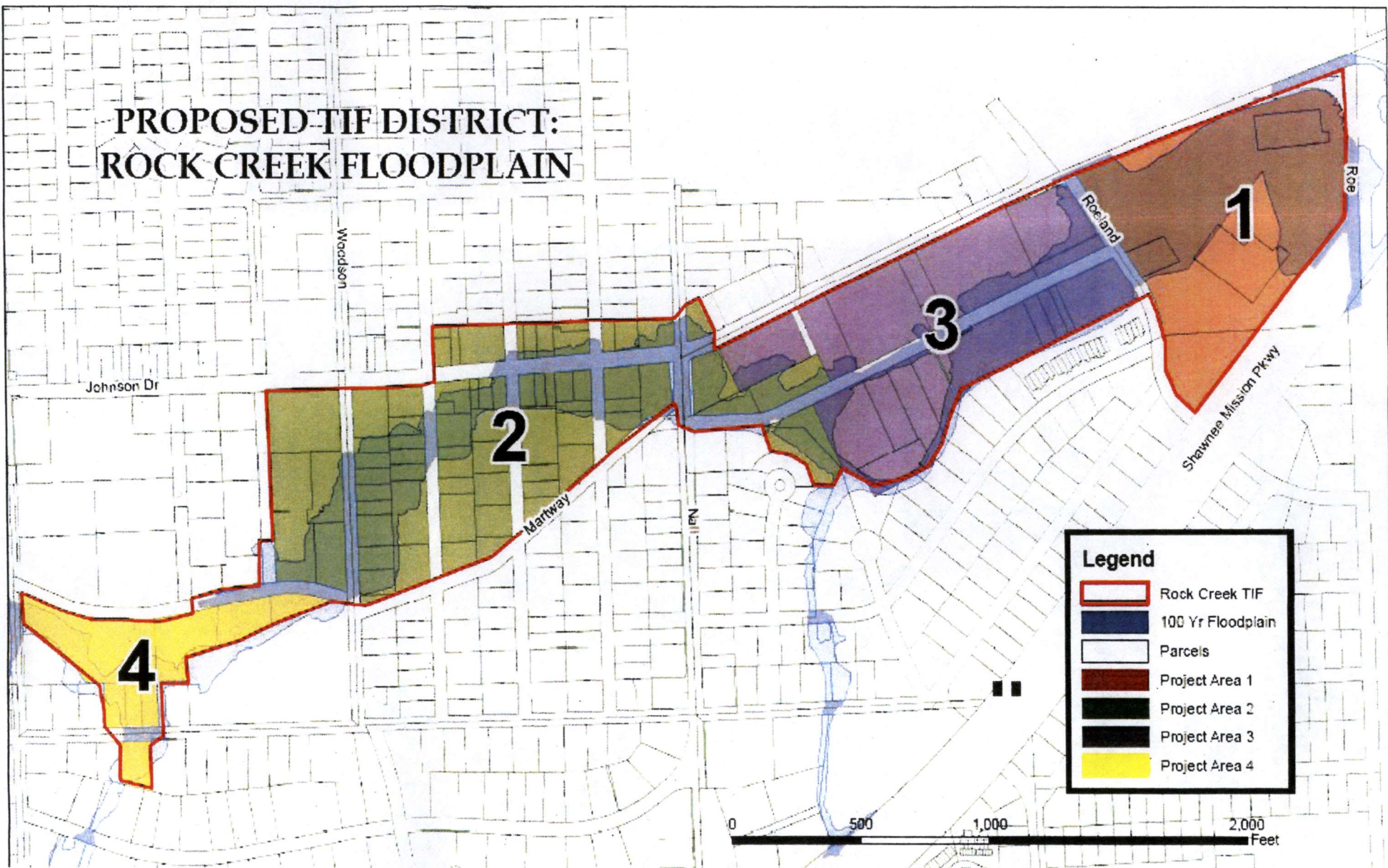


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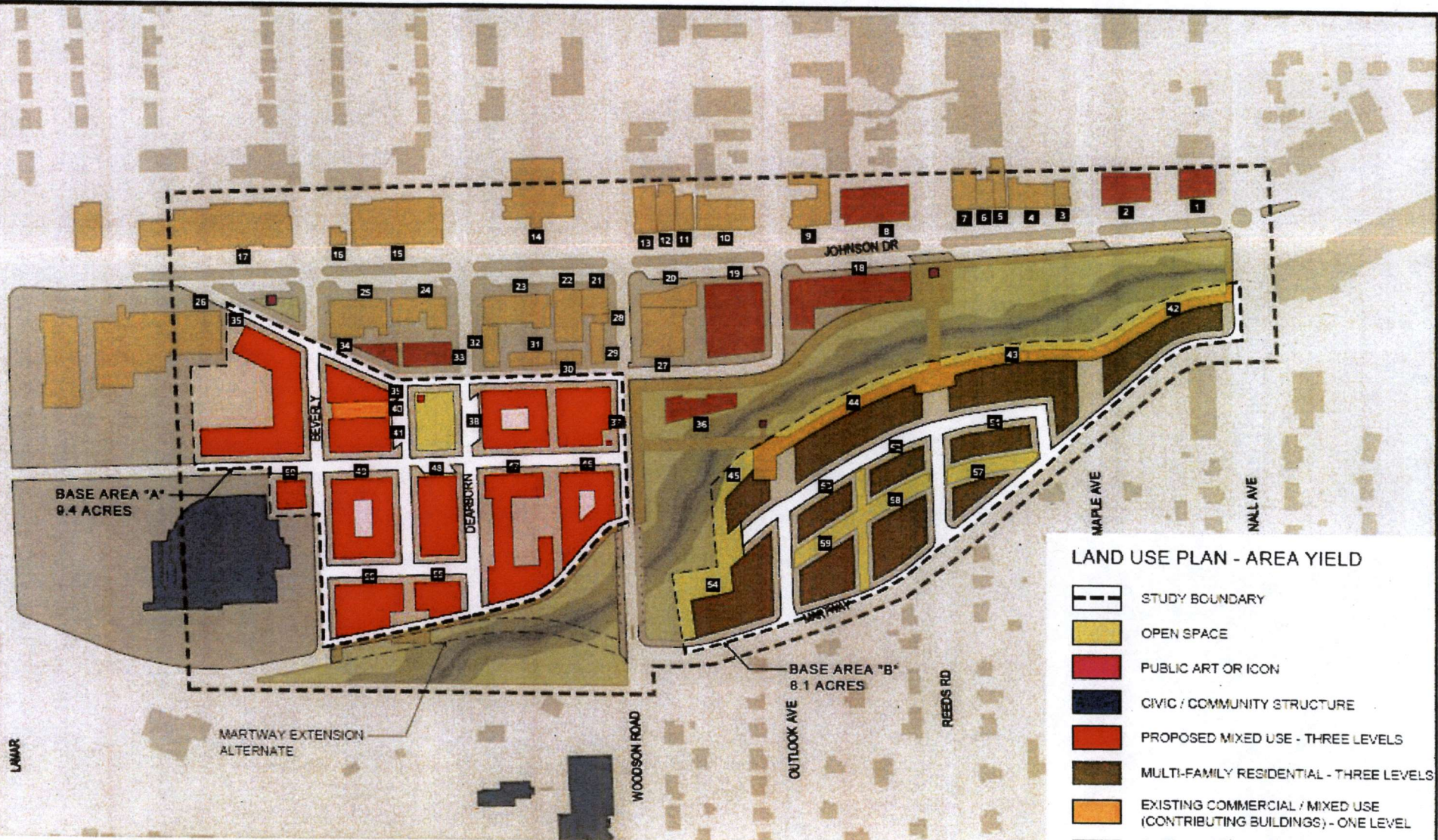
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# PROPOSED TIF DISTRICT: ROCK CREEK FLOODPLAIN







**mission/ rock creek redevelopment masterplan:**

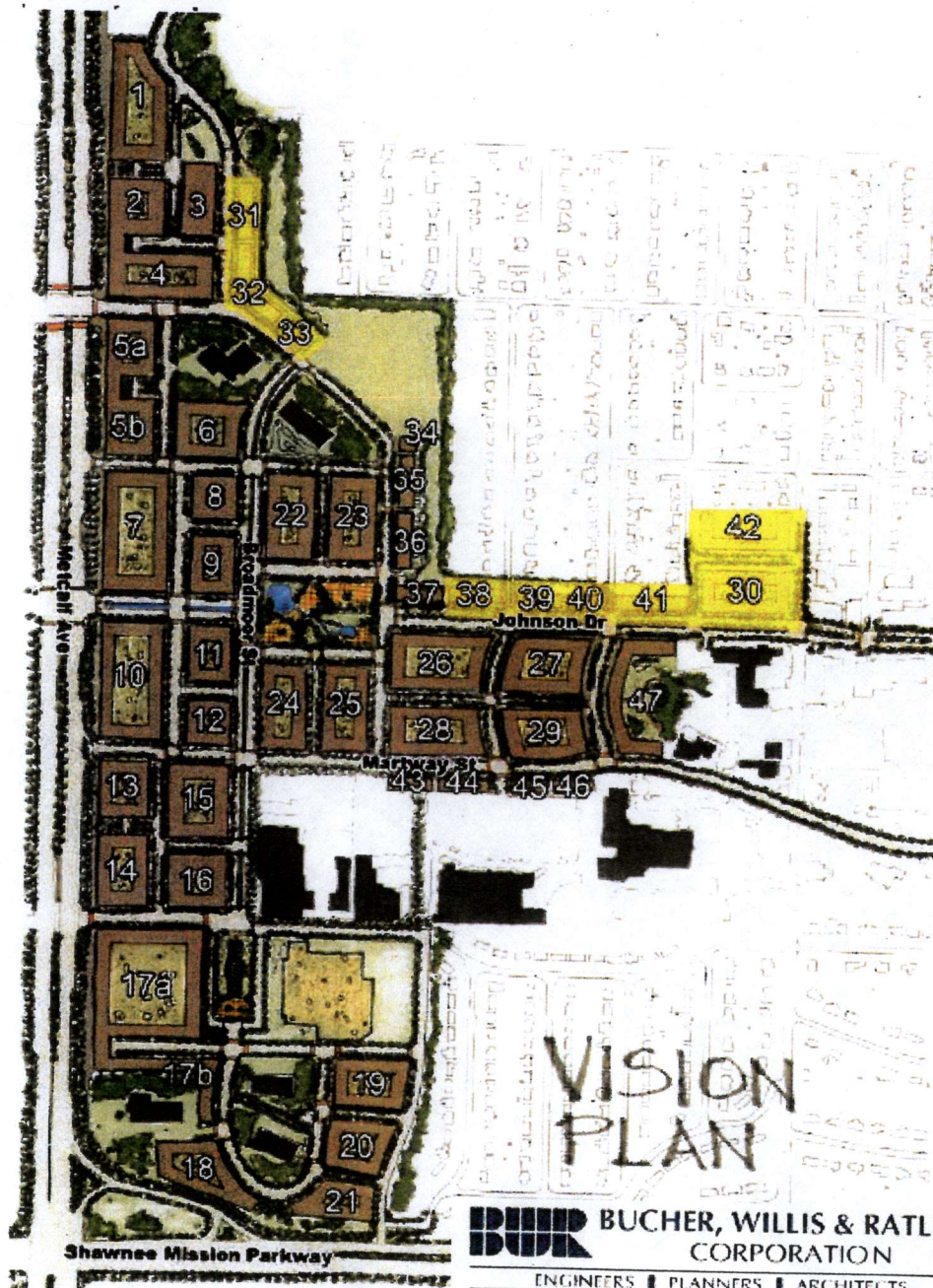
**MISSION, KANSAS**

**Final draft 22 July 2005**

**VISION DOCUMENT**

**prepared by BNIM / AES / AURI**





**BUCHER, WILLIS & RATLIFF  
CORPORATION**

ENGINEERS ■ PLANNERS ■ ARCHITECTS

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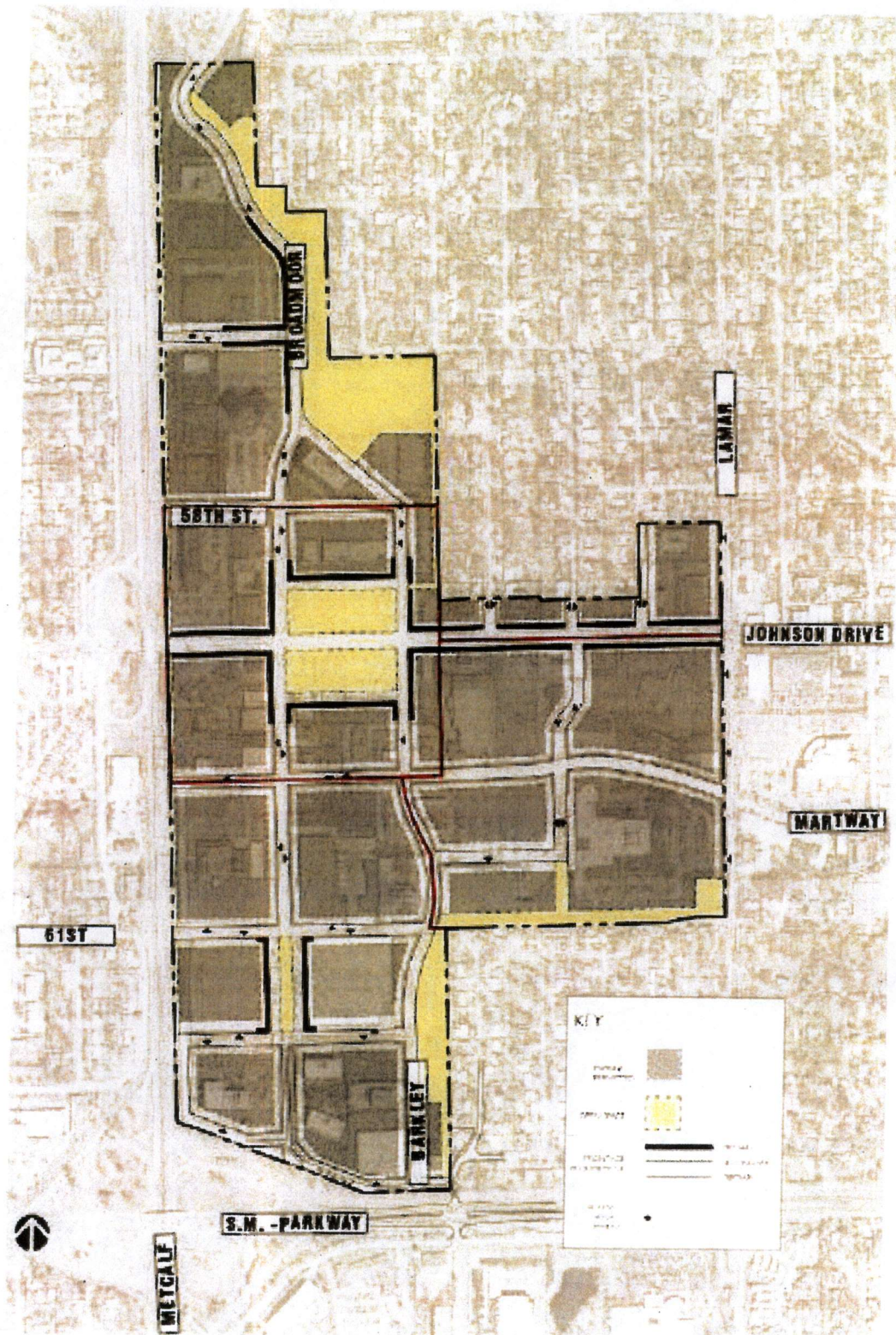


VISIONING  
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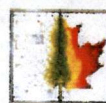
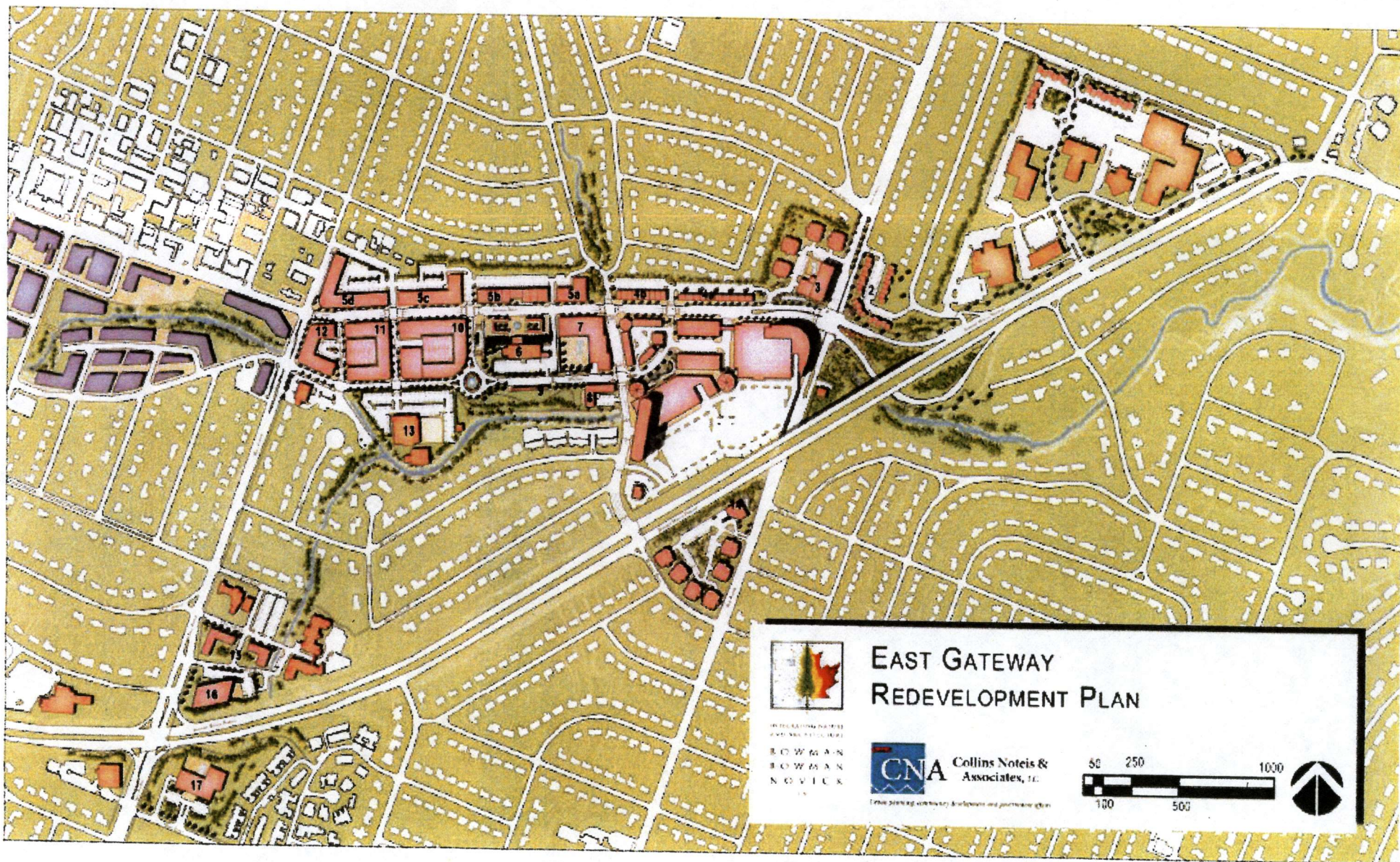
A. NELESSEN ASSOCIATES, INC



# WEST GATEWAY AREA FORM BASED CODE REGULATING PLAN WITH AERIAL







WITH EXISTING AND PROPOSED  
BUILDING FOOTPRINTS  
BOWMAN  
BOWMAN  
NOVICK



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