

West Gateway Vision Plan City of Mission, KS

Design Recommendations



Broadmoor Street simulation



Broadmoor Street before

*Final Draft submitted by:
Brucher, Willis & Ratliff corporation
and A. Nelessen Associates, Inc.
for review*

West Gateway Vision Plan ■ Mission,KS

Prepared for:

City of Mission, Kansas

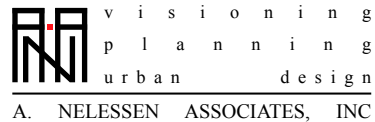
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A special thank you to all of those who participated in the formation of this Vision Plan for the West Gateway:

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The Process

Effective planning starts with a consensus vision. It provides a holistic, pictorial Vision of positive places that people want to live, work and feel connected to, as it renders the future image of the scale and character desired for the future.

A. Nelessen Associates, Inc. (ANA) was brought on as a team member of the BWR/ANA team to conduct a community visioning charrette for the West Gateway in order to identify the appropriate types of development. The process began with a preliminary charrette with the West Gateway Committee on September 21, 2005, which provided the foundation for the public visioning charrette held on October 26, 2005. Over 100 community members participated in the charrette consisting of ANA's trademarked Visual Preference Survey, a policy questionnaire and a translation workshop. The following report contains the resulting Vision expressed by the community through this charrette.

The Visual Preference Survey™ is a method of evaluation of visual and spatial characteristics of places. The VPS™ for the West Gateway was primarily constructed from both images from the area and from some of the most successful urban communities in the country. Additionally, alternative development image simulations were built from selected local and general images. These photo-simulations provide further insight into the community's desire for future development.

The Visual Preference Survey™ was supplemented with a written Community Demographic, Economic and Policy Questionnaire. This questionnaire was specifically tailored to the West Gateway and included direct input from the West Gateway Committee. These questions are critical in fully understanding the demographics and the economic and social concerns of the community.

Following the VPS™ and Questionnaire, participants were directly engaged in a hands-on visioning process known as the Translation Workshop. While the first two components of the workshop informed ANA *what* was appropriate for this neighborhood, the Translation informed ANA *where* the selected elements are appropriate.

The West Gateway's Translation Workshop invited the participants to first identify existing conditions and future desires through a series of overlays on an aerial photograph of the area. Participants then built their ideal West Gateway, using a collection of scaled paper diagrams which represented varying land uses and densities.

The combination of the Visual Preference Survey™, Community Demographic, Economic and Policy Questionnaire and the Vision Translation Workshop have yielded great results. Our team synthesis has led to a fascinating concept, including diverse building types, interesting pedestrian realms and streetscapes, signature parks, and an innovative transit system. This ANA/BWR team synthesis set the groundwork for the city's vision. This report takes the vision a step further and begins to explain the concepts in a more technical nature.



ANA conducting the VPS™



Taking the Community Questionnaire



Translation Workshop



Results Presentation

The Redevelopment Concept

The redevelopment concept for the West Gateway is unique. The redevelopment concept features five key elements: a diverse range of building types organized by Transect, interesting pedestrian-friendly streets, an innovative parking strategy, two signature parks including green technologies, and a bus rapid transit system. The Transect is a form-based code dictated by the Smart Code. The Smart Code is a methodology by which building types, street types, the pedestrian realm, parks, etc. are defined by density and use. The Smart Code is an important tool in the redevelopment concept.

The redevelopment concept greatly improves the value of the West Gateway Area. The plan generates approximately 7.3 million square feet of residential space (5,699 residential units), 158,000 square feet of new retail space, over 11,000 off-street parking spaces and over 8 acres of reconfigured park space. The value of the redevelopment concept is difficult to calculate; however, it is a proven fact that redevelopment of this scale is very influential on the economic success of the area and overall region.

The redevelopment concept focuses on the integration of uses. The concept blurs the boundaries between where people live, work, shop, relax, play and interact. Elements of the plan are focused on the pedestrian allowing the pedestrian to be first - not the automobile. The project hinges on pedestrian interaction, its streetscapes and retail success are based on it as well. To respect the pedestrian, the scale of the area will be new urbanist in nature, but never going above eight stories. The plan also connects to Foxridge Drive at the northern end of the West Gateway.

The West Gateway Concept will add to the sustainability of the Mission community. Bus Rapid Transit (BRT) will serve as a backbone of the transportation network, and it will connect the West Gateway to Downtown and the East Gateway. This system is designed to tie into a proposed Bus Rapid Transit system connecting Mission to the greater Kansas City Area. In addition the concept will employ new green technologies; such as green roofs, solar technology and integrated stormwater management.

The West Gateway area uses design elements of Kansas City's County Club Plaza and would be similar to well known new urbanist developments such as West Village in Dallas, TX, Addison Circle in Addison, TX, Mizner Park in Boca Raton, FL.



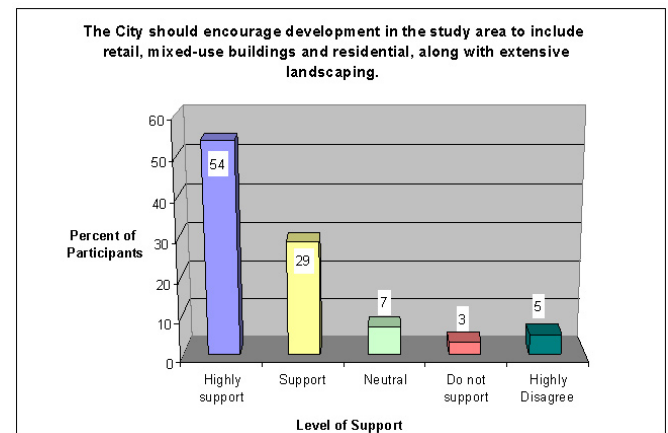
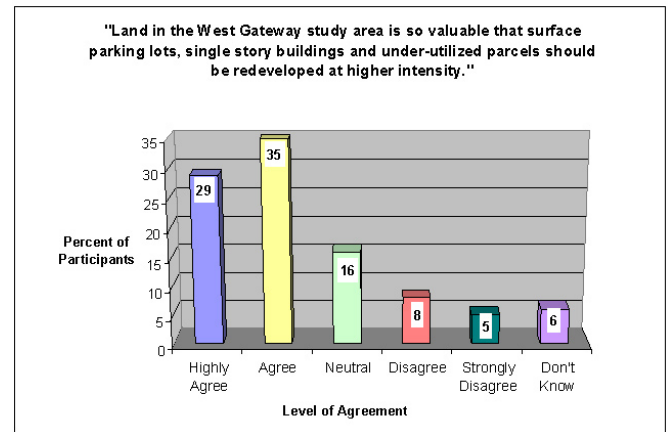
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From the questionnaire and **Visual Preference Survey™** it is evident that a range of units, architectural styles, land uses and building typologies needed to be established for the West Gateway. The synthesis of the **Vision Translation Workshop** indicated where the participants felt the building typologies needed to be created. The building types are designed to facilitate great street character, an interesting pedestrian realm and aesthetic architecture. In the West Gateway building types have been broken down into the Transect, which is driven by a form-based code.

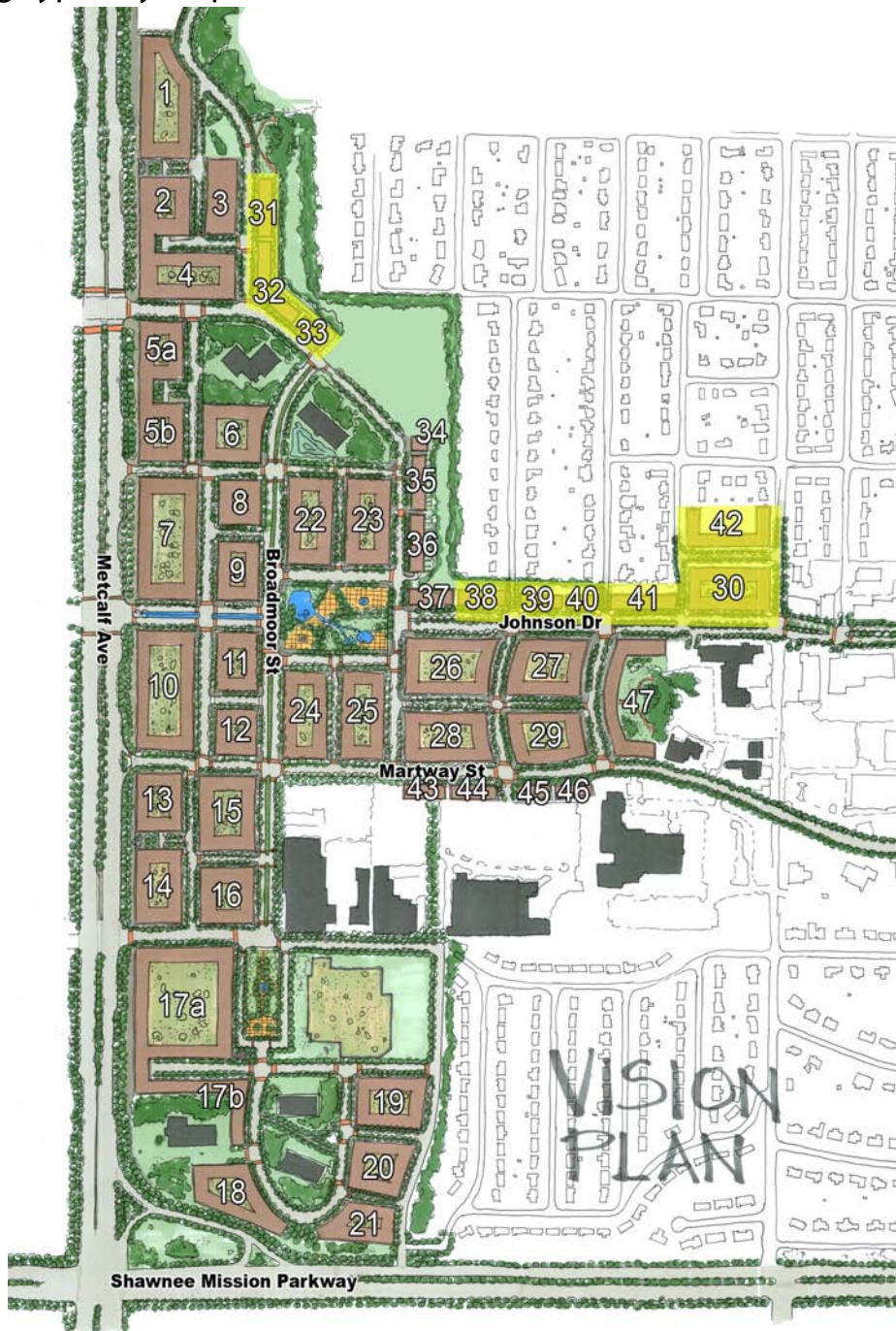
The Transect is a tool from the SmartCode which ensures appropriate relationships between the street, pedestrian, building. Building typologies are broken down into three categories: the Residential Zone (T4), the Neighborhood Zone (T5), and the Core (T6). These transects vary in intensity, architectural styles, land-use and street types. However, utilizing the Smart Code ensures a viable relationship between the three zones.

The residential units available within the Vision Plan range from apartment rentals to owner-occupied condominiums. The residential market will dictate the balance between rentals and condominiums, however it is recommended that both types of units are offered.

Each Transect Zone is detailed in the following sections outlining the number of units proposed, the scale of retail, images associated with the architecture and aesthetics and a basic description of the proposed units.



Building Type Key Map:



Residential Zone building types are those defined in yellow on the West Gateway Vision Plan, and is the direct result from public participants at the **Visual Preference Survey™** and the **Vision Translation Workshop**. The areas adjacent to existing single family neighborhoods are an important transition zone between the existing housing and the higher density building types proposed for the West Gateway core area. This area can accommodate 269 residential units and 18,000 square feet of new small-scale retail/office to serve the immediate residential neighborhoods. The Residential Zone will create more green space adjacent to the single family neighborhoods, allow for better harmony between the residential neighborhoods and office/retail buildings, and strengthen the quality of life for the residential community.

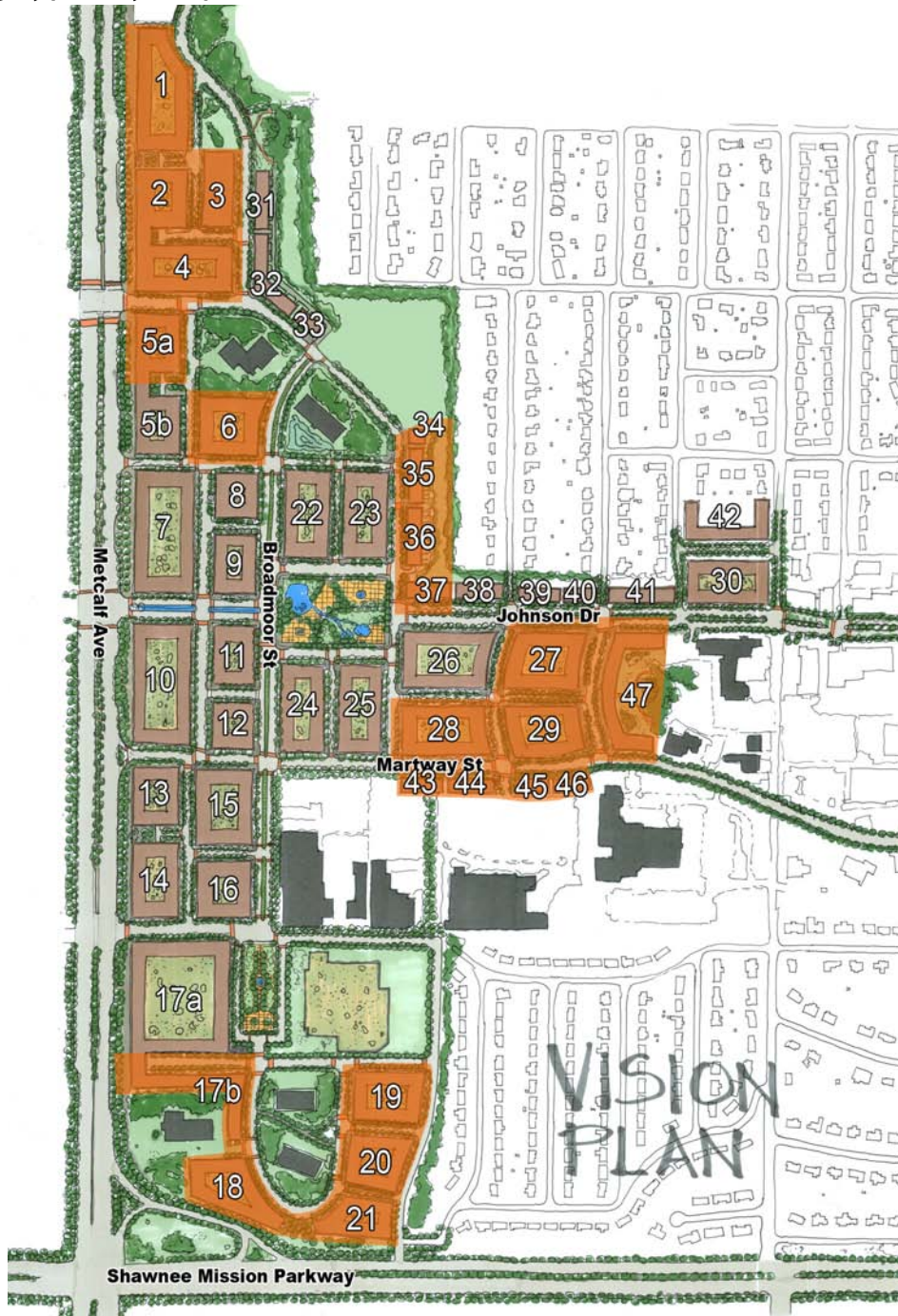
This area will be comprised of owner-occupied townhouses and condo buildings. The residential units may range from a 2,000 square foot townhouse to a 1,000 square foot apartment/condo in a small scale residential building or duplex. The diversity of the Residential housing typology allows for an assortment of housing options for various income levels, thus providing a wide choice to serve all residents. Townhouse units will have direct access to a semi-private backyard and private parking spaces making them appealing to families, single parents, young couples, and older residents. Condo style units will feature a common parking area and public backyard. In some instances these structures may include landscaped "green roofs" and terraces for particular units. Parking for these units is recommended "under" the building to eliminate surface parking and increase the area available for park and trail space. Each type of residential unit in this development area will have a semi-public edge, creating a landscaped green frontage onto the street. It is important to note that a maximum of an 8 foot setback from the build-to line, in addition to the 10-15 foot sidewalk, is allowable for the creation of a semi-public edge.

The Residential Zone has very limited options for localized retail. This type of retail is focused on convenience, and will be primarily utilized by the residents in the immediate vicinity. The retail may consist of cafes, corner stores, delis, general stores, and other small scale options. Individual retail spaces are limited to a maximum of 3,600 square feet in size.

(#)	(sf)(includes parking)	(#)	(net foot sf x stories)	(sf)	(1250/unit)	(sf)	(375sf/space)
Building Number	General Footprint	Avg. Stories	Gross Building Area	Residential	Units	Retail	Parking Spaces
30	57,500	2	91,000	74,700	60	7,200	99
31	14,400	2	28,800	25,920	21	0	27
32	21,000	2	42,000	37,800	30	0	39
33	7,200	2	14,400	12,960	10	0	13
38	12,000	2	24,000	21,600	17	0	22
39	10,200	2	20,400	18,360	15	0	19
40	8,400	2	16,800	11,520	9	3,600	23
41	15,600	2	31,200	24,480	20	3,600	36
42	36,200	2	72,400	65,160	52	0	68
Total	182,500		341,000	292,500	234	14,400	347

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Building Type Key Map:



Neighborhood Zone building types are those identified in orange on the West Gateway Vision Plan as determined from the **Visual Preference Survey™** and the **Vision Translation Workshop**. These areas surround the core of the West Gateway area and serve as the intermediary between the lowest density Residential Zone and the highest density Urban Core. This area will accommodate approximately 2,514 residential units and 43,200 square feet of new retail in a range of retail/commercial spaces.

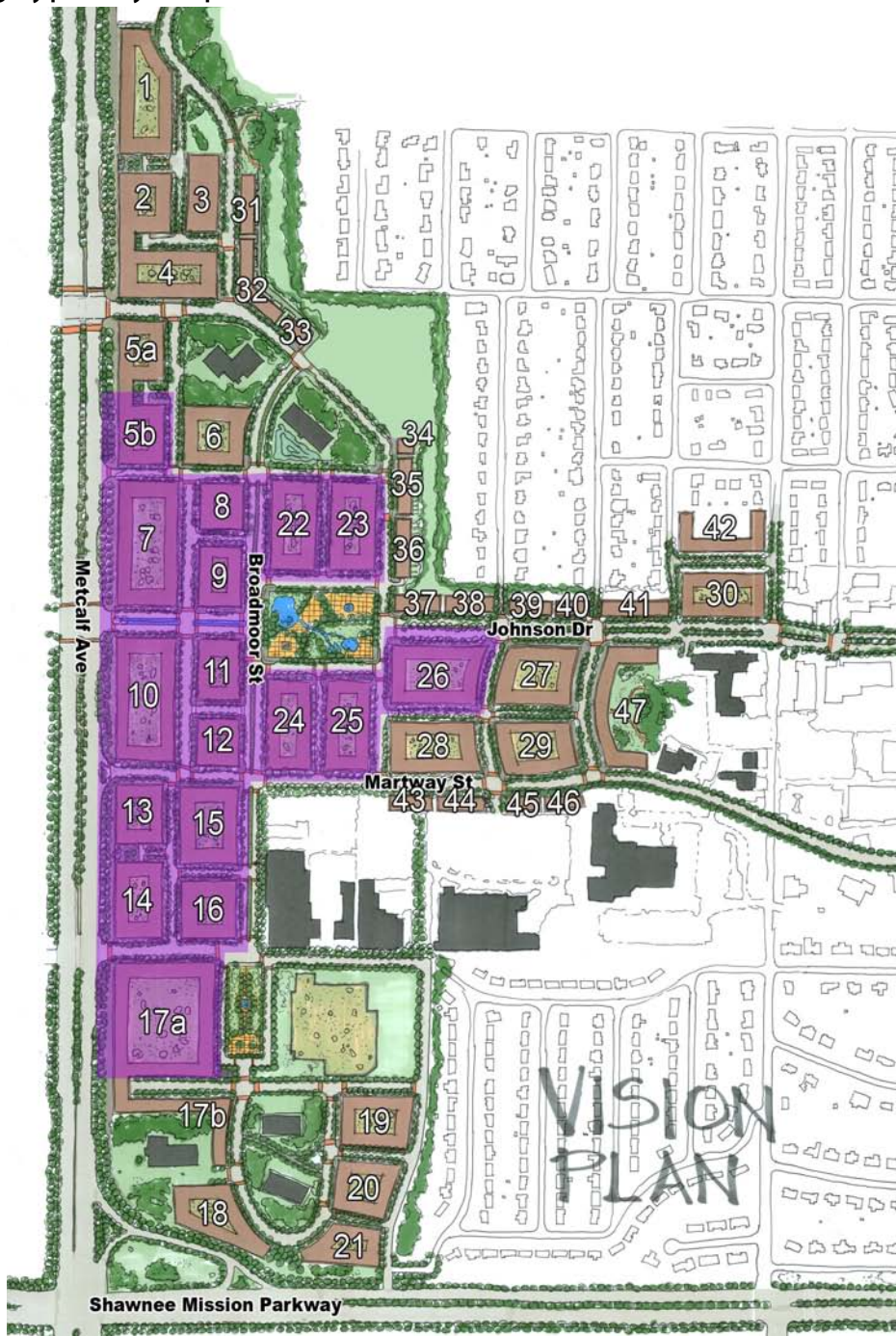
Building types in the Neighborhood Zone are three to four-story mixed-use condo/office buildings, and four to six-story mixed-use buildings. The residential units range from a 1,000 square foot loft style apartment to a 1,500 plus square foot condo. These units may be located in a residential only style building or a mixed-use building with retail or offices on the first to second floor and the residences above. This development area is a transition to the core and therefore has characteristics from both the Residential Zone and the Urban Core. Mixed-use and residential buildings will have a landscaped "green" semi-public edge, terraces, "green roofs" and embedded parking structures. Buildings 34, 35, 36 and 37 are recommended at four stories to provide a sufficient buffer between the existing single family and the eight story buildings recommended around the Johnson Drive Signature Park. Similarly, the parking for these buildings is recommended under the building to increase the area allotted to parks and trails. Buildings should be built to the build-to line to ensure a consistent frontage for the pedestrian realm.

Retail in this development area will exist in mixed-use structures. The retail is appropriate for a range of small scale restaurants to larger general retail shops not to exceed 5,000 square feet in size. The retail will serve residents in the immediate area and to a limited extent serve outside visitors to the West Gateway area.

(#)	(sf)(includes parking)	(#)	(net foot sf x stories)	(sf)	(1250/unit)	(sf)	(375sf/space)
Building Number	General Footprint	Avg. Stories	Gross Building Area	Residential	Units	Retail	Parking Spaces
1	186,000	4	643,200	568,080	454	10,800	623
2	54,900	4	171,600	154,440	124	0	161
3	43,200	4	172,800	155,520	124	0	162
4	131,100	4	471,600	413,640	331	10,800	463
5a	44,700	4	150,000	135,000	108	0	140
6	62,400	4	192,000	172,800	138	0	180
17b	21,300	4	85,200	76,680	61	0	80
18	59,600	4	190,400	171,360	137	0	178
19	42,750	4	111,000	99,900	80	0	104
20	48,300	4	154,800	139,320	111	0	145
21	36,400	4	126,400	113,760	91	0	118
27	69,600	4	201,600	177,840	142	3,600	196
28	72,000	4	214,400	192,960	154	0	201
29	55,100	4	162,800	146,520	117	0	152
34	3,000	4	12,000	10,800	9	0	11
35	13,200	4	52,800	47,520	38	0	49
36	14,400	4	57,600	44,640	36	7,200	68
37	10,800	4	43,200	31,680	25	7,200	55
43	10,200	4	40,800	36,720	29	0	38
44	12,000	4	48,000	43,200	35	0	45
45	8,400	4	33,600	30,240	24	0	31
46	8,400	4	33,600	30,240	24	0	31
47	42,600	4	170,400	149,760	120	3,600	167
Total	1,050,350		3,539,800	3,142,620	2,514	43,200	3,398

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Building Type Key Map:



Urban Core Zone building types are those identified in purple in the West Gateway Vision Plan as determined from the **Visual Preference Survey™** and the **Vision Translation Workshop**. The core of the West Gateway is the area of the greatest vitality and most activity. This area will accommodate approximately 2,951 residential units and 100,800 square feet of new retail in a range of retail/commercial spaces.

Building types in the Urban Core development area are six to eight-story mixed-use buildings, and eight-story mixed-use buildings near the signature park. The residential units range from a 1,000 square foot loft style apartment to a 1,500 plus square foot condo. These units may be located in a residential only building or a mixed-use building with retail or offices on the first to second floor and the residences above. The Urban Core development area includes characteristics of the Neighborhood Zone development area in a more complete urban form. Similarly, the residential buildings will have a landscaped "green" semi-public edge, terraces, "green roofs" and embedded parking structures. Mixed-use buildings will be similar and include wide sidewalks, terraces, "green roofs" and embedded parking structures.

Retail in the Urban Core Zone will exist in mixed-use structures primarily around the Johnson Drive signature park. Retail uses will range from small scale restaurants to larger general retail shops not to exceed 5,000 square feet in size. The retail will serve residents in the immediate area and to a limited extent serve outside visitors to the West Gateway as well as helping attract a regional draw for the East Gateway redevelopment area.

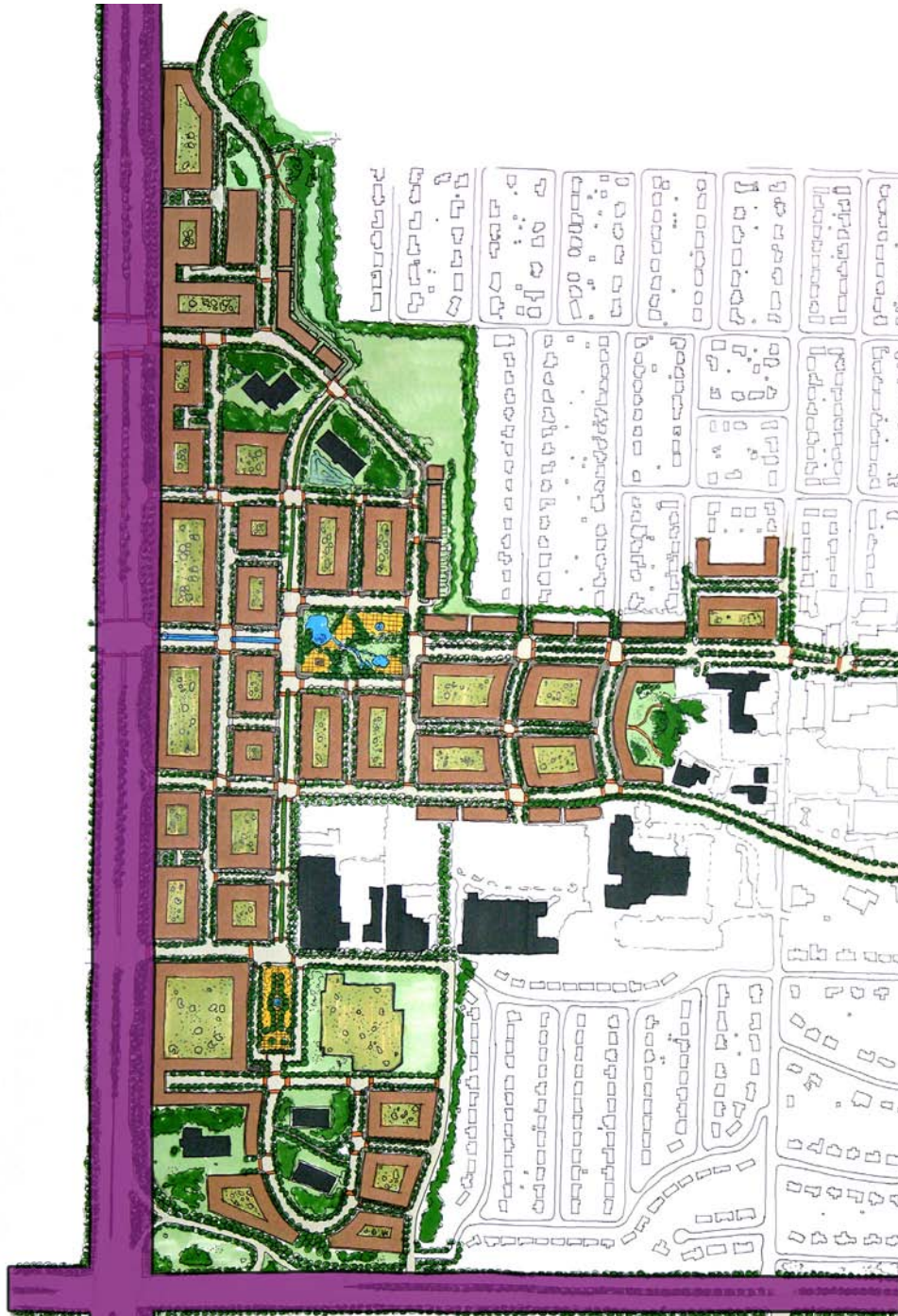
(#)	(sf)(includes parking)	(#)	(net foot sf x stories)	(sf)	(1250/unit)	(sf)	(375sf/space)
Building Number	General Footprint	Avg. Stories	Gross Building Area	Residential	Units	Retail	Parking Spaces
5b	44,700	6	225,000	202,500	162	0	211
7	117,600	6	75,600	68,040	54	0	71
8	32,400	6	172,800	155,520	124	0	162
9	43,200	8	297,600	246,240	197	21,600	321
10	117,600	6	75,600	68,040	54	0	71
11	43,200	8	252,000	205,200	164	21,600	278
12	34,200	6	176,400	158,760	127	0	165
13	43,200	6	216,000	194,400	156	0	202
14	30,000	6	93,600	84,240	67	0	88
15	66,000	6	288,000	259,200	207	0	270
16	52,800	6	256,800	231,120	185	0	240
17a	113,300	6	151,800	122,220	98	14,400	170
22	64,800	8	403,200	352,080	282	10,800	399
23	64,800	8	403,200	352,080	282	10,800	399
24	64,800	8	403,200	352,080	282	10,800	399
25	64,800	8	403,200	352,080	282	10,800	399
26	79,200	6	316,800	285,120	228	0	297
Total	1,076,600		4,210,800	3,688,920	2,951	100,800	4,139

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The West Gateway *Vision Plan* will modernize the transportation network serving the area into a more efficient and pleasant system. The West Gateway area is currently bordered on the south and west by limited-access highways. The plan calls for a transformation of the divided highway template into a landscaped boulevard template, with regulated access. This template will include three through lanes in each direction on Metcalf Avenue, separated by a landscaped median. The pavement will be bordered on the outside with curbing, sidewalks, and additional landscaping. Additional access to Metcalf can be provided, including the addition of a traffic signal at a new at-grade intersection with Johnson Drive, and/or a new signal at 57th Street.

The character of Shawnee Mission Parkway will also change from a limited-access highway to a four-lane boulevard with a landscaped median, and curbs, sidewalks and landscaping outside the pavement. A traffic signal will be provided west of Lamar at the most appropriate location east of Metcalf, possibly by Glenwood Avenue. It is important to note that the vision plan recommends traffic studies before any major action be taken, such as a new signal, traffic calming measures or road realignments.

Within the West Gateway development, a hierarchy of streets will be established which includes regional boulevards, local boulevards, avenues, and local streets. The system also includes a comprehensive bicycle network, encouraging safe bicycle usage throughout the West Gateway.

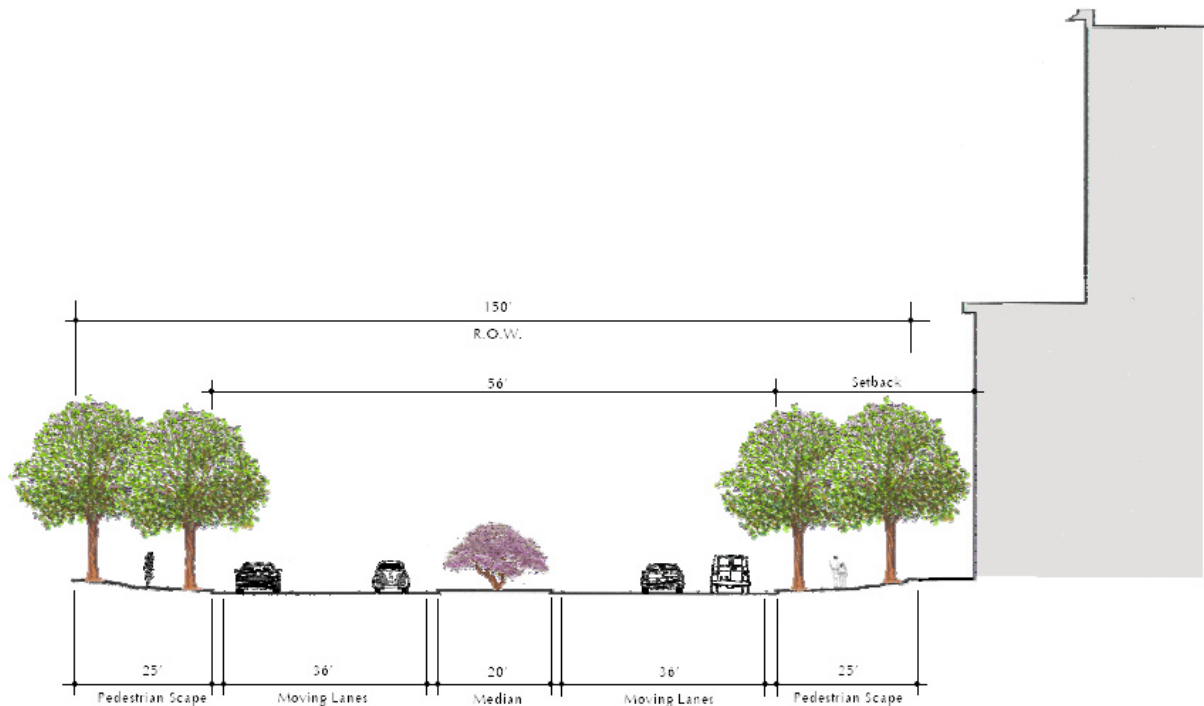


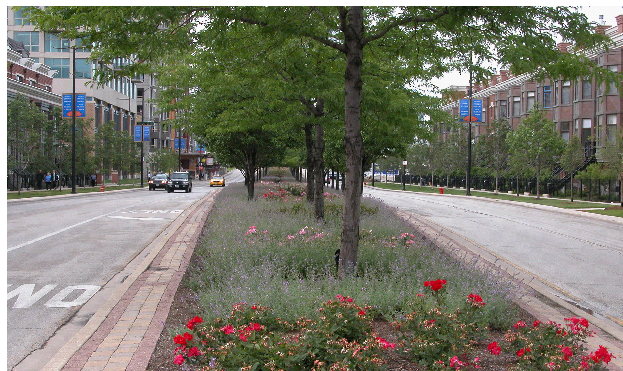
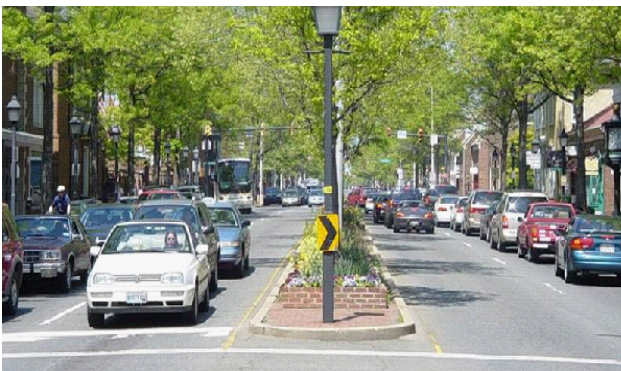
The transportation system in the West Gateway relies on a hierarchical street network of boulevards, avenues, and streets. The West Gateway street network emphasizes relationships with the pedestrian, providing wide sidewalks and bump-outs at intersections for shorter crosswalk distances. In addition the roadways of the West Gateway will be landscaped providing additional pleasure for both the motorist and pedestrian.

Regional boulevards serve as the highest priority roadways, enabling them to safely support the traffic volume for the area.

The regional boulevard system in the West Gateway consists of two major thoroughfares. Both Metcalf Avenue and Shawnee Mission Parkway will be converted from limited access highways to regional urban boulevards with a 40 mile per hour speed limit.

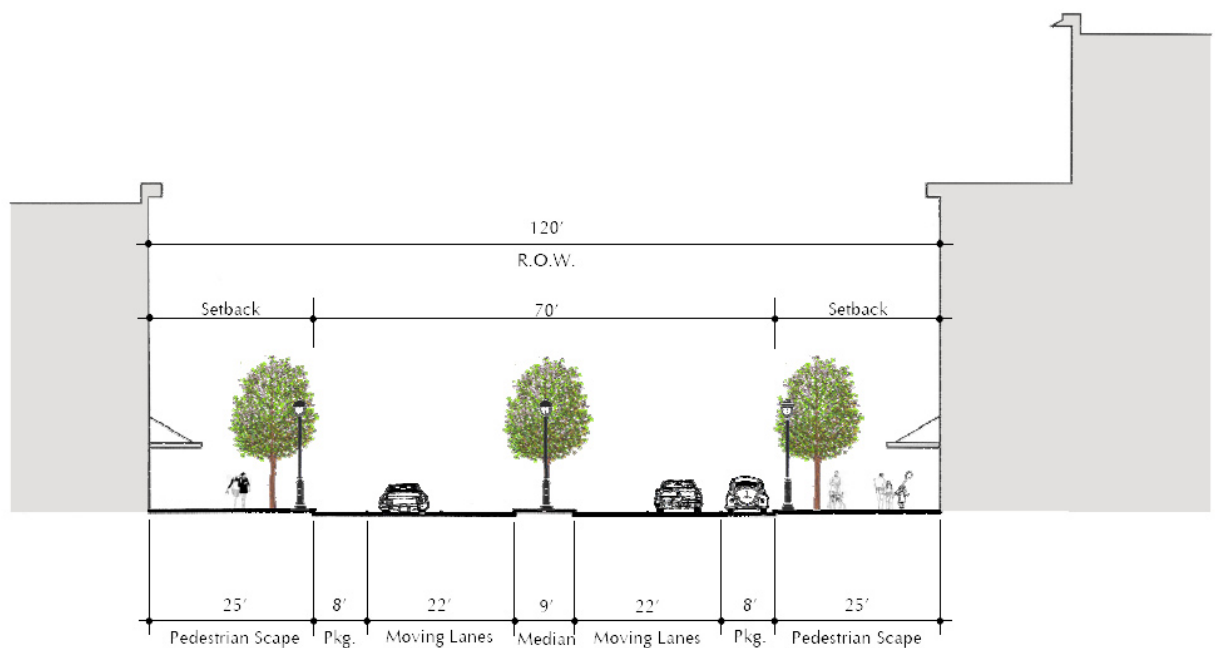
Regional boulevards have three main characteristics. First, they will have a landscaped median, providing a pedestrian refuge for those crossing the street. Second, they will have two travel lanes of 36 feet in width. Third, all boulevards should incorporate infiltration swales reducing the amount of stormwater runoff entering the Rock Creek Basin.





Urban boulevards will flow at a 35 miles per hour speed limit. Johnson Drive will connect directly to Metcalf Ave and will continue to serve as the major thoroughfare through the West Gateway area. It provides a crucial link to Downtown Mission and the East Gateway redevelopment area. Johnson Drive will be a four-lane boulevard with a wide landscaped median and on-street parking. There are several features employed along Johnson Drive, including a signature park, brick pavered crosswalks and intersections, and narrow traffic lanes. The goal is to maintain the capacity of Johnson Drive, enhance the driving experience, and make it a more walkable boulevard. The characteristic of Johnson Drive will transition from an urban boulevard to a two lane one-way loop around the signature park. In addition, Broadmoor will be upgraded to serve as a north-south boulevard thoroughfare.

Urban Boulevards have four main characteristics. First, they will have a landscaped median, providing a pedestrian refuge for those crossing the street. Second, they will have on-street parking. All urban boulevards will have four travel lanes of 11 feet in width. Fourth, they should incorporate infiltration swales reducing the amount of stormwater runoff entering the Rock Creek Basin.

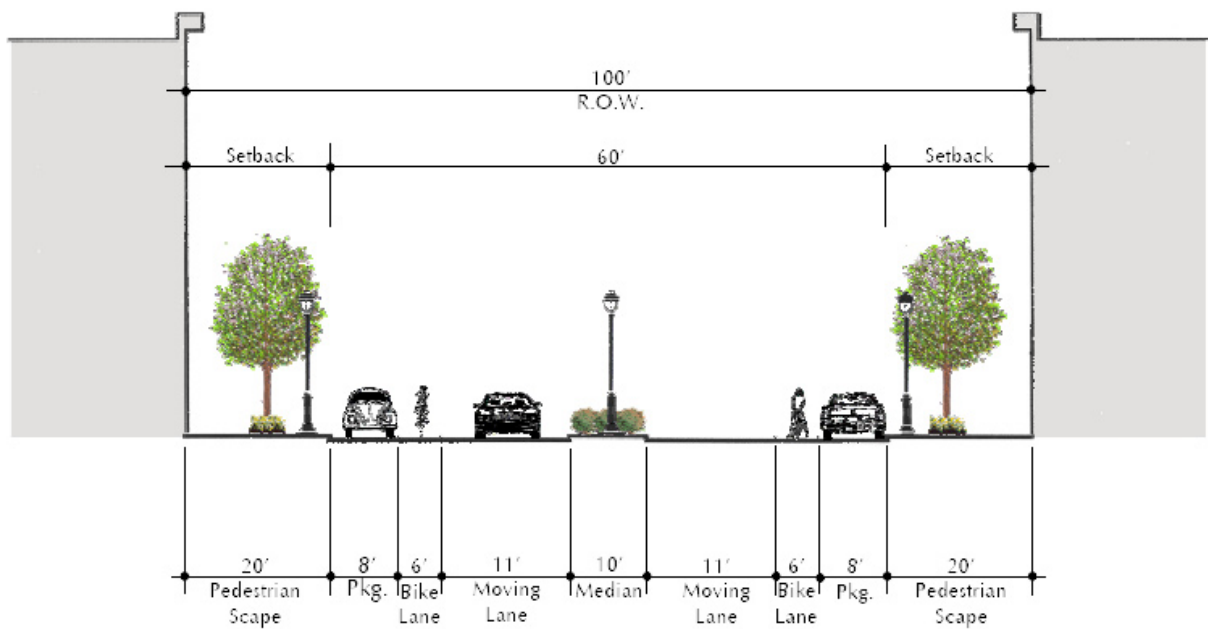


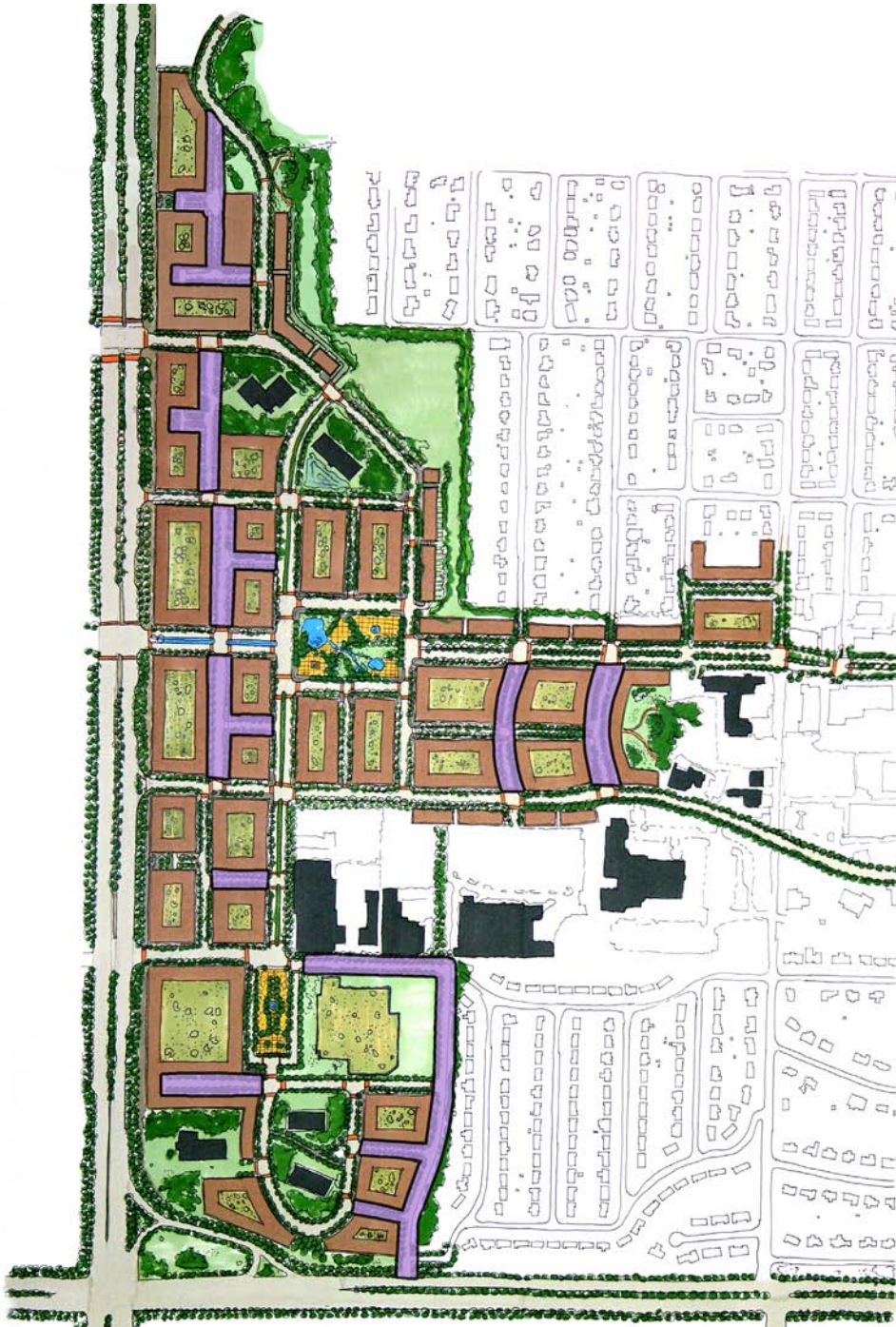


Avenues provide a direct connection from the boulevards to the interior of the West Gateway. These roadways feature wide sidewalks, bump outs where necessary, on-street parking, large crosswalks, and an appealing pedestrian realm.

There are five main avenues in the West Gateway area. Martway Street will serve as the primary alternate route to Johnson Drive and will connect directly to Metcalf Avenue and Broadmoor Street. Other avenues in the street network include West 61st Street, West 58th Street, Barkley (northern section) and some newly created streets. Primarily, but not in all cases, the avenues have a residential frontage with semi-public edge. However in some cases, retail and office spaces front onto a larger sidewalk. The ability of the avenue to deal with both types of frontage is very important to the connectivity of the overall transportation system.

Avenues will have three major characteristics. First, they will incorporate large sidewalks with sufficient landscaping to provide a buffer between the automobile and the pedestrian. Second, all avenues will have two travel lanes of 11 feet in width and accommodate on-street parking. Third, due to the lower traffic volumes on avenues relative to boulevards, these roadways will feature bike lanes and signage to facilitate the movement of non-vehicular transportation.

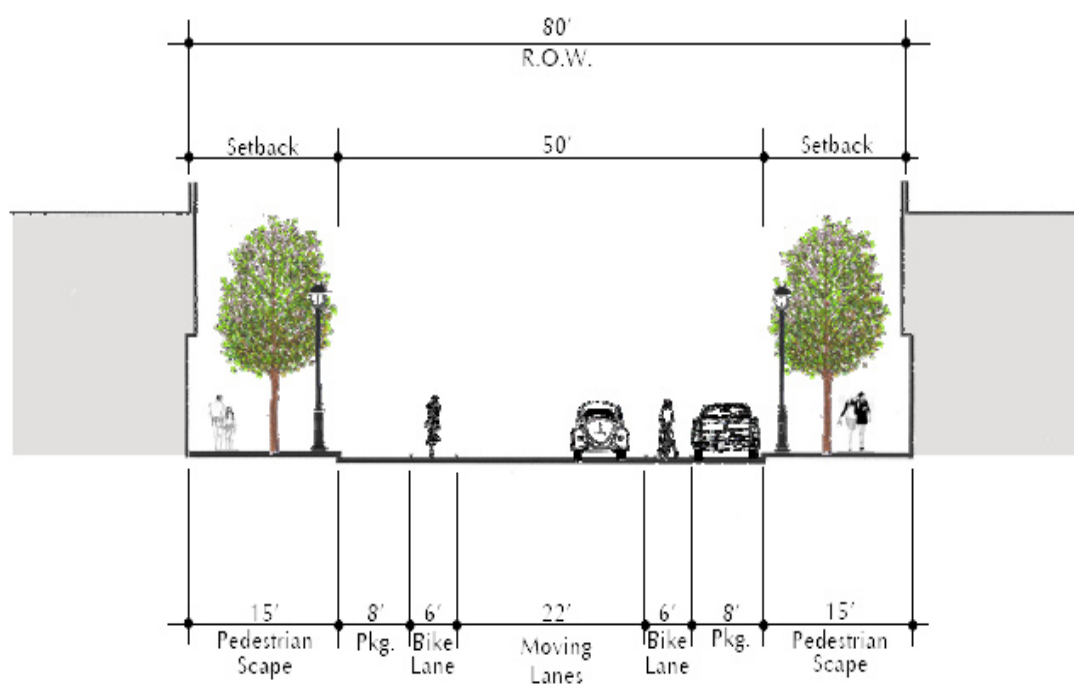




The network of two-way streets serves as the next level of connectors between the avenues and boulevards allowing for building specific embedded parking structures. This roadway type also emphasizes special attention to the pedestrian by providing landscaping, wide sidewalks, and bump-outs for shorter crosswalk distances. These roadways are intended to primarily serve the residents who live in the immediate vicinity and are expected to have lower traffic volumes than avenues.

The two-way streets will provide direct access to embedded parking structures, parking lots, and residences within the West Gateway. These roadways will employ the same design principles utilized by the boulevards and avenues.

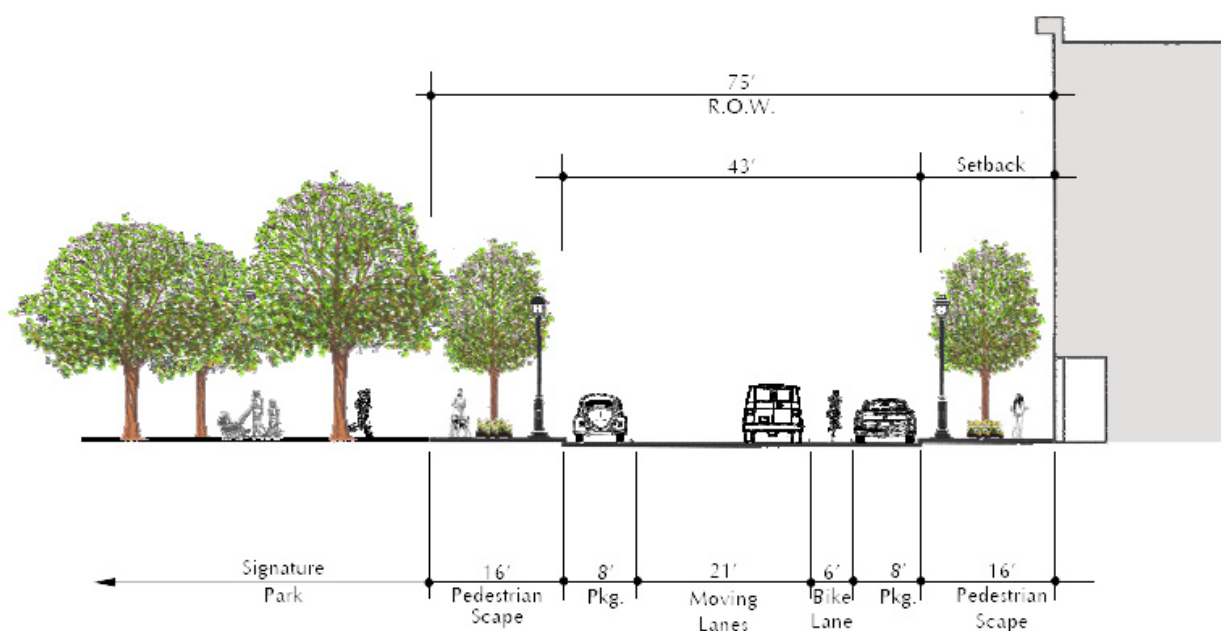
Two-way streets will have three primary characteristics. First, they will have two travel lanes of 11 feet in width. Second, the street section will also provide on-street parking. Third, they will allow for bike lanes and signage to create an interconnected network of bicycle lanes between the streets, avenues and green spaces.

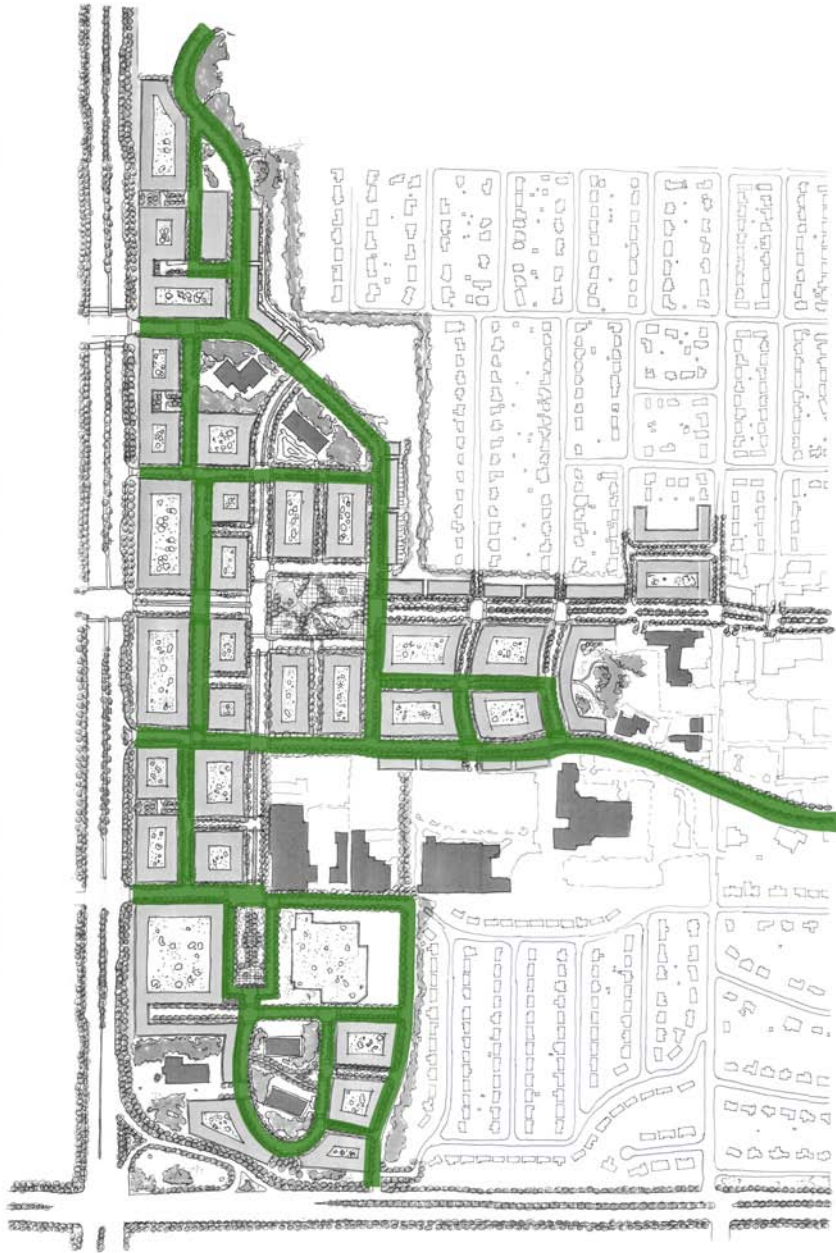




The street network also allows for use of limited-access streets. The limited access streets provide direct access in and out of embedded parking structures. Limited access streets are one direction, allowing for controlled circulation in higher density areas. The section below is an indication of what Johnson Drive will look like around the signature park.

Limited-access streets have two key characteristics. First, they have two 10.5 foot wide travel lanes (in the same direction) with on-street parking. Second, they also provide for bike lanes and signage to create an interconnected network of bicycle lanes between the streets, avenues and green space.



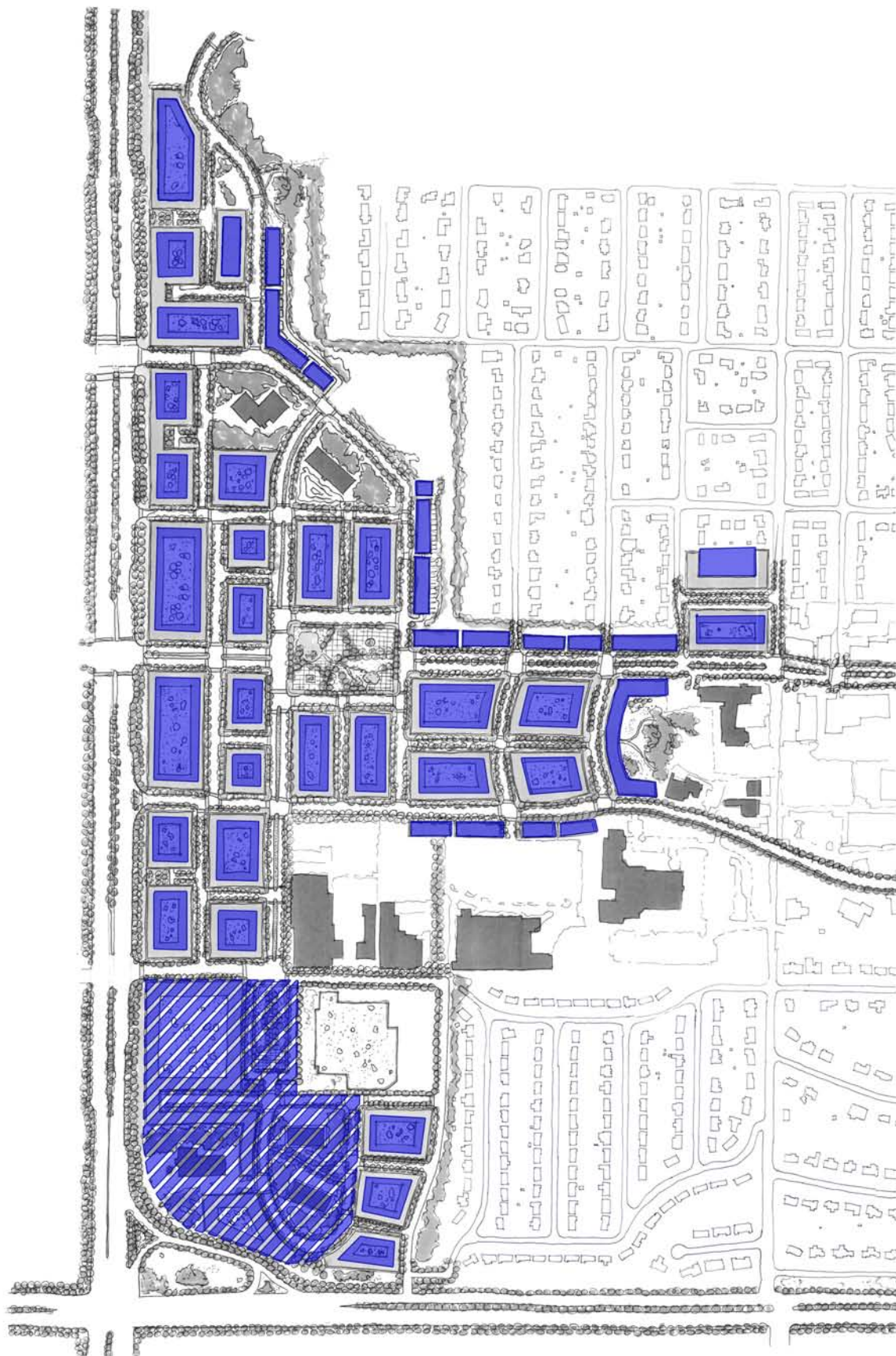


Included in the transportation network are bicycle lanes and paths. The West Gateway focuses on sustainability, which includes alternate modes of transportation. Providing an interconnected network of bicycle lanes and paths ensures the ability to move throughout the site and connect to the surrounding region in an efficient manner, without the reliance on an automobile

Bike lanes average 6 feet in width throughout the West Gateway to allow for safe two-way travel on the bicycle lanes or paths. The lanes and paths are clearly marked with signage, creating a safe environment for cyclists and motorists.



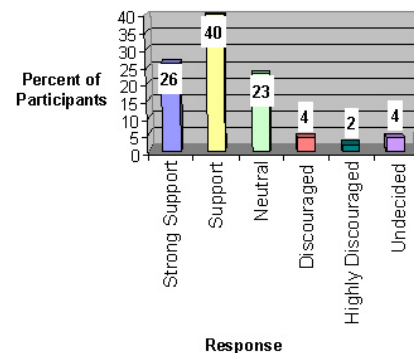
Parking Plan:



The parking plan for the West Gateway Vision Plan is unique. There will be approximately 11,000 off-street parking spaces provided in the West Gateway (additional on-street parking is provided on all streets). It is important to understand all parking facilities are embedded or underground structures. There are no surface parking lots visible by the pedestrian. This plan includes a surplus of approximately 3,000 spaces. However it is important to note that the surplus will go towards providing ample space for all existing buildings and residences that are relocated within the West Gateway. This surplus in parking allows for the West Gateway to become a successful regional destination. It can support people who wish to drive to the area and park, to walk around, shop, work and relax.

An important aspect of the parking plan is the development of several large parking structures. Two traditional parking structures are located adjacent to Metcalf on either side of Johnson Drive. These two structures provide a great opportunity for parking immediately off of Metcalf. The third and largest structure exists in the southern area of the site near the existing Target store and the other existing office buildings in the immediate area. This structure could contain as many as 3,200 parking spaces and would elevate that area of the West Gateway up to the grade level of the rest of the site. Development of buildings, parks, and streets would happen directly on top of the deck allowing for the structure to disappear underneath the fabric of the city. An example of such parking design is located in Midtown Atlanta.

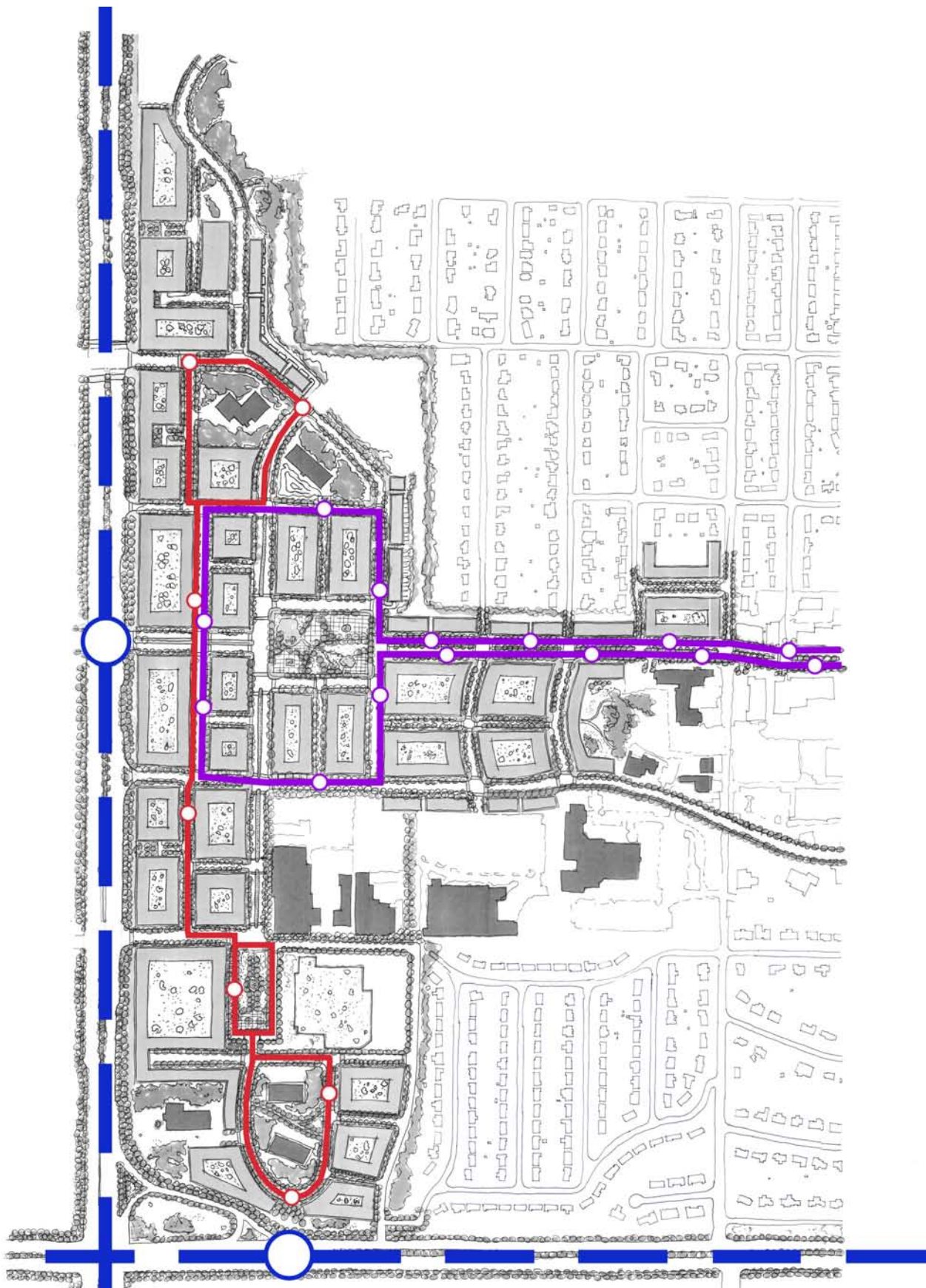
Support for a design policy to create one or more large shared parking facilities rather than requiring each site to have all its parking on site:



Important to the urban design quality of the plan is the mandate that all streets have on-street parallel parking available. On-street parking will help slow traffic speeds, increase street activity and ultimately act as a method to calm traffic within the West Gateway. The number of on-street parking spaces is not calculated, however as individual projects begin to take form on-street parking spaces will be considered in the planning process.

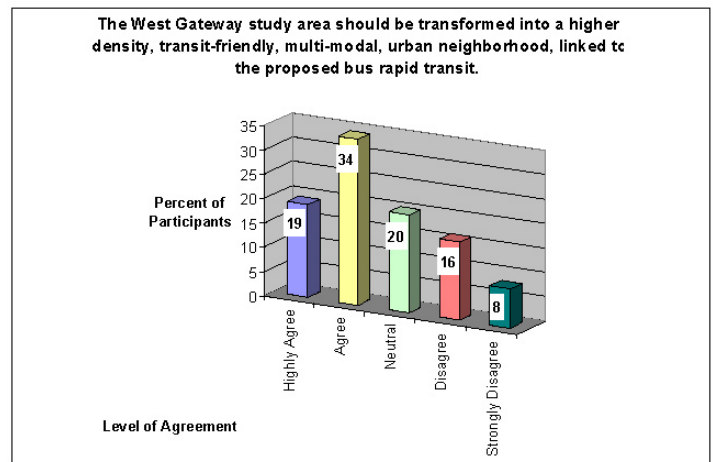


Transit Plan:

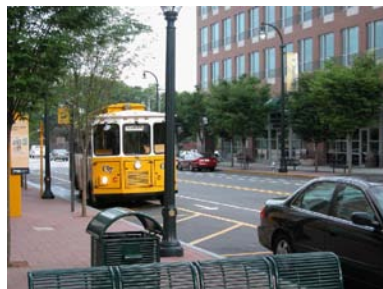
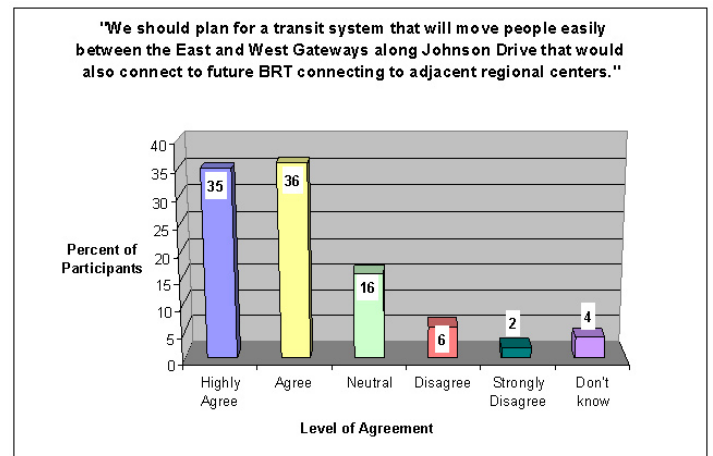


The West Gateway Vision Plan establishes the foundation for an interconnected transit plan. The plan will also tie into an overall network of bicycle paths and lanes, ensuring an effective way to move around the West Gateway utilizing alternate modes of transportation.

The West Gateway area will incorporate a transit component and transit supportive design elements. A trolley transit system is envisioned primarily along the Johnson Drive corridor, circulating between the west end at Metcalf Avenue, through Downtown Mission, and on to the East Gateway at Roe Avenue. The corridor will include features such as benches, shelters, landscaping and pedestrian scale lighting to make people feel comfortable while waiting for transit service. The trolley will provide an opportunity to connect with the existing Johnson County transit system, as well as the regional Smart Moves initiative being coordinated by the Mid-American Regional Council.



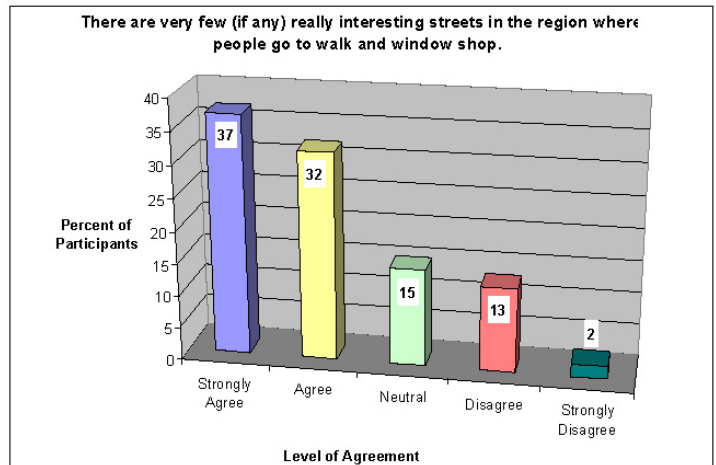
The Johnson Drive Circulator (purple) system will allow visitors to park in a garage structure at either end of Mission and ride the small scale bus to any destination in between. The bus system is designed to provide connections for area residents to gain easier access to and from existing bus services provided by Johnson County and/or Smart Moves, thus providing transit connections to and from destinations throughout the metropolitan area. In addition to the Johnson Drive Circulator there is the opportunity for an additional circulator running north south throughout the West Gateway area and is indicated in red.



Retail Plan:



The retail plan for the West Gateway Vision Plan is redesigned to be complementary of the Downtown Mission and East Gateway redevelopments. Studies have shown that on average one residential unit can provide for 24 square feet of retail space. The West Gateway area will provide roughly 5,000 housing units which in turn could support 170,000 square feet of “local” neighborhood serving retail uses. However, taking into consideration the existing retail and the existing residential support in the immediate area, the actual number of retail square footage supportable in the West Gateway is more. The land uses proposed in the West Gateway is primarily residential. The goal of the retail element of the plan is to provide enough neighborhood oriented retail to strengthen its “main street” appeal and walkability.



The new retail provided in the West Gateway will be small scale and will include restaurants, cafes, boutiques, specialty shops, and smaller scale consumer retail. There will be options for larger retail units around the signature park, with a maximum unit depth of 120 feet. Popular consumer stores such as clothing stores require a deeper building depth and therefore will be focused around the central park. In addition the plan supports all existing business in the retail area, provided such uses comply with the design standards and character of the redeveloped West Gateway.



Office Options:



There are opportunities in the West Gateway for a substantial amount of commercial/office space. The West Gateway currently has high-quality office space available and for that reason, the West Gateway Vision Plan retains several existing buildings. The office options in the West Gateway are flexible. There is the option to use the existing office facilities, and if the demand is high enough, new development may be converted from residential units to office space of varying shape and size.

The amount of office space provided may vary and depends directly on the economic development of the area. Currently the West Gateway is primarily office/commercial space and there are some vacancies. The market will determine the future ratio of office space to residential space.

Some large existing office buildings, indicated in orange will remain, but surface parking lots supporting those buildings will be replaced with shared parking structures nearby. This allows for a greater utilization of parking with the combination of adjacent office, retail, and residential buildings.



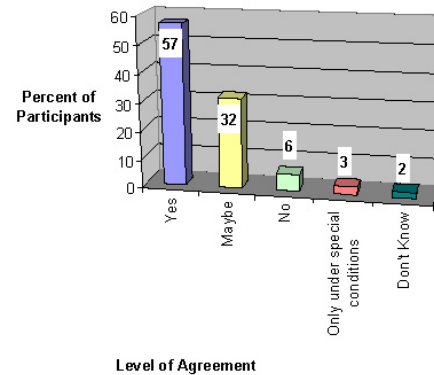
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There is currently little or no true pedestrian realm in the West Gateway. A great pedestrian realm will bring economic sustainability and a higher quality of life to the West Gateway. The vision plan has wide sidewalks, urban plazas and parks to ensure a great pedestrian realm.

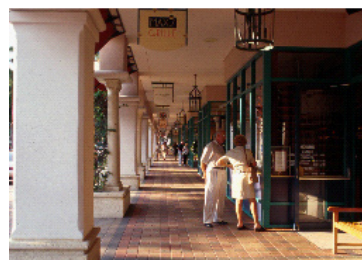
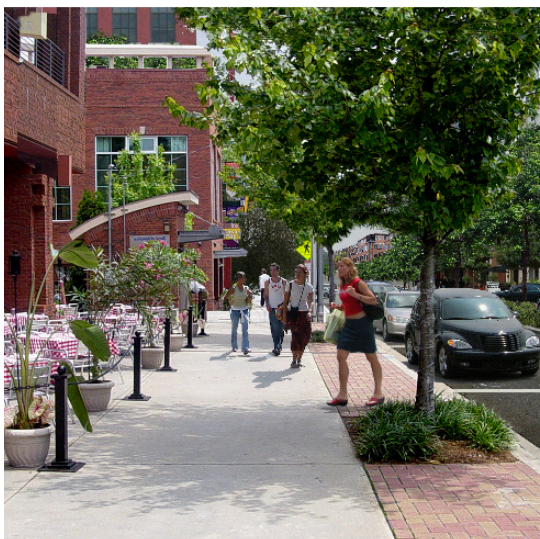
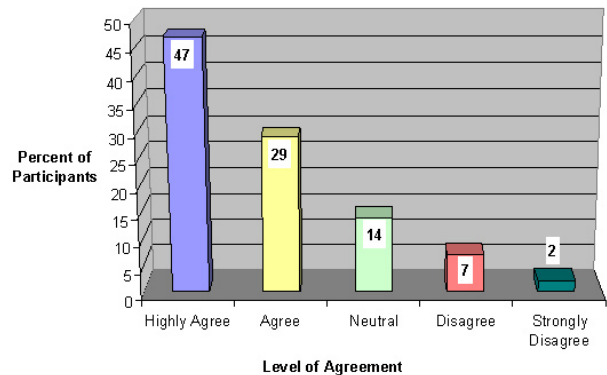
This strengthens the nearby neighborhoods and enhances property values by creating a place people want to live, work, and play. The pedestrian realm is critical to the success of the district and must be nurtured and protected.

The new pedestrian realm will feature wide sidewalks, outdoor markets and vendors, urban plazas, green spaces, interesting signage, and pedestrian scale lighting. The appeal of the West Gateway will exist within the pedestrian realm and its overall walkability and uniqueness.

Would people walk more if the West Gateway was specifically designed to encourage walking using a network of safe tree lined streets and multi-use paths?



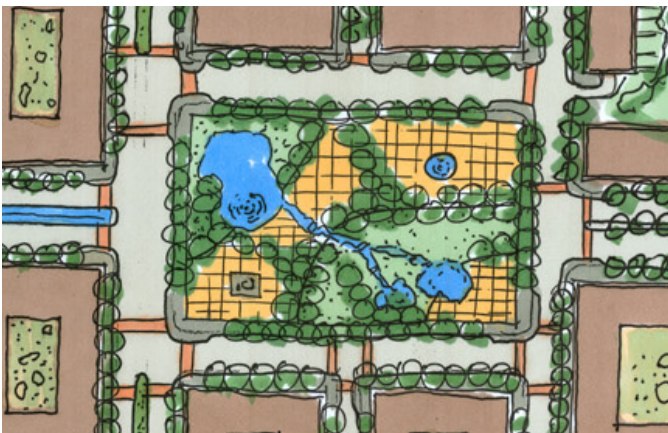
A good urban neighborhood should have jobs, shops, parks, cultural and transit stops within walking distance of all residents.



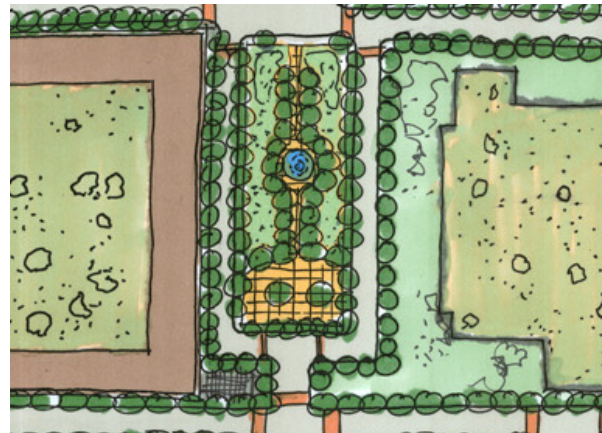
Parks Key Map:



Broadmoor Park and Trail Corridor



Johnson Drive Signature Park



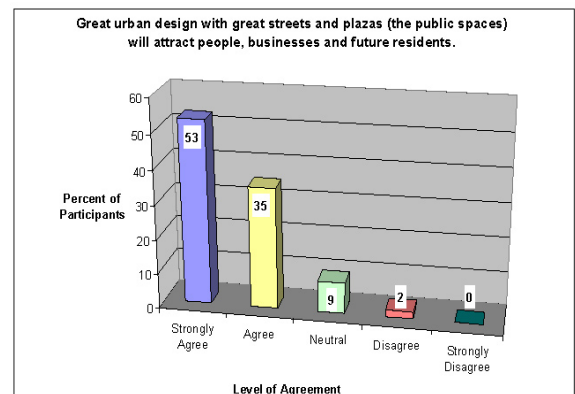
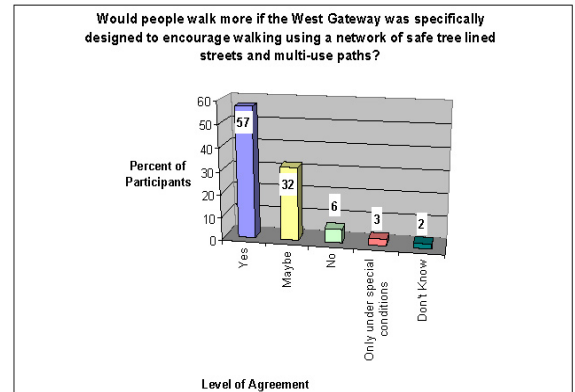
Southern Broadmoor Urban Plaza

The Parks plan for the West Gateway Vision Plan seeks to enhance the existing neighborhood park and create two new signature parks. It also establishes connections via a series of bicycle lanes, sidewalks and paths within the West Gateway and the surrounding area. The two new parks featured in the plan are a major signature park with a water feature on Johnson Drive between Broadmoor Street and Barkley Street, and an urban plaza near Broadmoor Street and 61st Street.

The Johnson Drive Signature Park is accented by a fountain/water feature, creating a gathering place for people to meet. The park will also help deal with stormwater management, including an infiltration garden and other stormwater techniques (see Stormwater Management Section for additional information). The signature park will also contain an area of hardscaping where it is possible for seasonal markets or annual vendors to set up temporary locations. The park is framed by a series of eight story buildings.

In addition to the signature park, there is an urban plaza with a water feature in the southern area of the West Gateway. The urban plaza may either be hardscaped or green depending on stormwater management issues and developer intentions.

The existing Broadmoor Park in the northeastern section of the West Gateway is enhanced to better serve the residential neighborhoods. The City of Mission conducted a needs assessment survey in 2005, which showed residential desires for more green space, walking trails, and playgrounds. Ultimately, it is up to the Parks & Recreation department and their community investment planning process to determine how best to utilize the park space.





The West Gateway lies within the Rock Creek Watershed. The district is approximately 120 acres, with the percentage of impervious surfaces exceeding 80%. There are approximately 350 plus acres in the upstream portion of the Rock Creek Watershed that drain to the tributaries that run through the West Gateway area. Currently, there are only a few detention facilities located within the existing conventional developments.

The existing high percentage of impervious surfaces combined with the lack of detention results in rapidly rising water levels in the tributaries during rainfall events. Lack of infiltration and runoff attenuation cause the streams to reach their capacities or overflow in minor rainfall events. A combination of Low Impact Development (LID) strategies and regional detention strategies will be used to manage storm water runoff in the redeveloped West Gateway area.

A great strength of the West Gateway Redevelopment Concept is its creative methods of dealing with stormwater management. It incorporates many proven and new “green” technologies.

LID strategies will be used to manage stormwater at the lot, block, and district-level, treating rainwater where it falls by creating conditions that allow it to infiltrate back into the ground. The integrated management practices applied to accomplish LID span a diverse range, including but not limited to:

conservation and minimization through narrower streets, reductions in impervious surfaces, additions of porous pavement or replacement of existing pavement with pervious structures, and creation of vegetated swales and landscaped bioretention areas.

conveyance through grassed channels, bioretention channels, and disconnection of impervious areas to redirect runoff to vegetated areas

storage to reduce peak discharge via pedestal sidewalks, rainwater capture and use (rain barrels), green roofs, and yard, curb, or subsurface storage

infiltration through trenches and basins, and exfiltration devices

landscaping measures such as bioretention cells, rain gardens, slope reduction, planter boxes, and native ground cover

The Mission West Gateway Vision Plan incorporates multiple components that would facilitate the application of LID best management practices into its boulevard or parkway transportation corridors, community squares, open space, parks, multi-level buildings, and parking structures. LID applications possible in the West Gateway include filter strips, infiltration planters, infiltration trenches/strips, vegetated bioswales, reduced impervious surfaces, creation of concave medians, bio-detention and bio-retention basins, rain gardens, infiltration basins, porous pavement, native vegetation restoration, green roofs, roof gardens, and rain barrels or cisterns.

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The West Gateway District in Mission contains several civic buildings. These buildings provide important government services to the citizens and should be considered a key asset to the district. This vision plan seeks to retain those structures and encourages the city to work with the other governmental entities to ensure those buildings serve an ever-changing community.

The United States Post Office (USPO) is located near 61st and Broadmoor and is the main Post Office serving Johnson County. This building is positioned well to create excellent vehicular access to regional boulevards and highways. However, the orientation of the building to the street and other surrounding redevelopments is outdated. It would be highly beneficial for the city to work with the USPO to explore redevelopment opportunities for the site to strengthen the role that the Post Office plays for the community. It is an encouraging sign that the Postmaster General for the facility served on the West Gateway Redevelopment committee, and the city should continue to keep engaged on this facility.

The State of Kansas maintains a Driver's License Office in the strip center between Johnson Drive and Martway. This center is proposed for significant redevelopment, but until specific redevelopment plans are reviewed by the city, it is unclear if the existing office would fit in the new development. However, the vision recommends that the Driver's License Office is another important government service that should be retained by the city and the district. Mission should proactively work with the State of Kansas to ensure it can find a long-term home for the office.

Johnson County has maintained county offices near Martway and Lamar for many years. While the county's main facilities are located in the southern part of the county in Olathe, the Mission offices provide a vital link between the citizens of the county and the services the county provides. The redevelopment plan recognizes the importance of these services and suggests that the offices are properly located and should be retained.

Johnson County's Transit has a significant partnership with Kansas City's Area Transit Authority to coordinate bus services in the metro area. A transit center has been established by both parties at Martway and Lamar. This plan believes that mass transit plays an important role in the health and sustainability of a community. It is uncertain if the current location will best serve the community after redevelopment; however, the city should work closely with the transit organizations to provide adequate transit services to its residents.

The Shawnee Mission School District has made significant investments in the Horizons School located at Johnson Drive and Lamar. This plan recognizes the benefits of the investment and suggests that the school be protected and maintained throughout the redevelopment and planning process.

The Consolidated Fire Department for Northeast Johnson County has a Fire House near Martway and Lamar. The vision plan suggests that civic use should also be retained in its current form.

Appendix

Included and Referenced:

1. Results of the Visual Preference Survey (Also available online)
2. Results of the Demographic & Policy Questionnaire (Also available online)
3. Overall Spreadsheet of Unit Calculation
4. City of Mission Parks and Recreation Needs Assessment Survey
5. Rock Creek Trail Figures
6. CD Containing all Electronic Versions of Applicable Documents