

September 20, 2017

City of Mission  
Community Development  
Attention: Danielle L. Sitzman, AICP  
6090 Woodson St.  
Mission, Kansas 66202

**RE: Project Name:** Martway Mixed Use – Preliminary Development Plan – Site Civil & Traffic Review

Dear Ms. Sitzman,

We have completed our review of the 2<sup>nd</sup> submittal for the above mentioned Preliminary Development Plan. If approved, we would recommend the following stipulations be applied:

Martway Multifamily

Olsson Review for Preliminary Plan 2<sup>nd</sup> Submittal – 9-20/17

**Floodplain Stipulations:**

1. All design and construction must meet the provisions Article IV, Chapter 460 of the City Code
2. Any enclosed building space including mechanical equipment areas (such as equipment in elevator sumps) must be 2' above FEMA floodplain or must be water proofed.
3. At time of Final Development Plan application, a variance from Article IV of city code must be obtained for any parking or building areas that encroach into the Floodway. This will require a flood study that shows that the project does not increase the 100-year water surface elevation.
4. Prior to building permit, a Floodplain Development Permit shall be obtained from the City, including a study or documentation showing the proposed project will not increase 100-yr water surface elevations.
5. Prior to issuance of a building permit, a Floodplain fills permit from the State of Kansas shall be obtained.
6. Prior to close out of the Floodplain Permit a LOMR-F and elevation certificate is required.

**Drainage Memo Stipulations:**

1. At time of Final Development Plan application, provide an exhibit or multiple exhibits that show the existing and proposed development, existing and proposed drainage boundaries and floodplain lines. Please provide drainage boundaries, CN values, and flow for each drainage area within the site and all off-site water entering the site for the existing and proposed condition.
2. At time of Final Development Plan application, show and explain how drainage from the site is being collected (within storm sewer or overland flow), routed and discharged at the stream to for adequate erosion control protection.

#### Preliminary Development Plan Stipulations

1. At time of Final Development Plan application please address the drive aisle width in the two areas near the center of the lot. The 25' dimension provided in two areas near the center of the lot is not adequate as the angle of turns within the lanes is severe and driving lanes are unclear. It appears the drive lane conflicts with pedestrian circulation areas near the elevators. Additional striping showing the lanes in these areas must be provided. A turning template showing cars within each lane must be provided. Stalls in these areas may need to be eliminated to resolve the problem.
2. At time of Final Development Plan application show revised ADA paths to not be within drive lanes parallel with traffic flow as shown in the west entrance. Where ADA paths cross drive lanes, pedestrian paths must be striped.

#### Traffic Study Stipulations

1. At time of Final Development Plan application, please submit a revised traffic study with corrected trip generation data. The retail land use has now changed to office therefore the am and pm peak trips will change. Provide a flash drive with all electronic files including Synchro. (See attached Martway Mixed-Use Development Traffic Impact Analysis Review Letter dated September 20, 2017 for additional comments)

If you have any questions or comments or need additional information, please do not hesitate to contact me at 913-381-1170 or [bsonner@olssonassociates.com](mailto:bsonner@olssonassociates.com).

Sincerely,



Brad Sonner, PLA, LEED AP  
Vice President

## Martway Mixed-Use Development Traffic Impact Analysis Review

The following comments are in reference to the *Traffic Impact Analysis* (revised submittal) submitted by Cook, Flatt & Strobel Engineers, P.A., dated September 13, 2017, for the Martway Mixed Use Development Project.

A full review of the submitted traffic impact study cannot be completed due to inaccurate trip generation calculations which will impact trip distribution and capacity analysis for the site. Review will be conducted after submittal of a revised traffic impact study.

1. Trip Generation:
  - a. The traffic impact study has been revised for office space (previously retail). The site plan and parking demand analysis submitted to the City indicate retail land use. The traffic impact study should reflect the use proposed for the site and be consistent with the site plan.
  - b. Trip generation calculations are inaccurate. Specifically, the office space should be reviewed. The estimated number of trips are not correct. Additionally, office space does not have a 50% entering/exiting split for the AM and PM peak hour periods. Trip generation calculations should be updated and trip distribution and capacity analysis appropriately revised.
    - i. To ensure trip generation is accurate, updated calculations may be submitted to the City, prior to completion of the final traffic impact study, for review. This information must be submitted in a timely manner to allow for review and comments (if necessary) to be returned prior to the final submittal.
2. Provide a flash drive with all electronic files including Synchro. This allows for more efficient review.

It is recommended that the revised final traffic impact study be submitted a minimum two weeks prior to the City submittal deadline for the final development plan. Adequate time is necessary to conduct a thorough review of the study, allow for comments to be addressed by the submitter, and City staff to develop final comments.