



REVISED

COMMUNITY DEVELOPMENT COMMITTEE

WEDNESDAY, January 11, 2023 at 6:30 p.m.

POWELL COMMUNITY CENTER

6200 MARTWAY ST

Meeting In Person and Virtually via Zoom

This meeting will be held in person at the time and date shown above. In consideration of the COVID-19 social distancing recommendations, this meeting will also be available virtually via Zoom (<https://zoom.us/join>). Information will be posted, prior to the meeting, on how to join at <https://www.missionks.org/calendar.aspx>. Please contact the Administrative Offices, 913-676-8350, with any questions or concerns.

PUBLIC COMMENTS

PUBLIC PRESENTATIONS / INFORMATIONAL ONLY

ACTION ITEMS

1. Acceptance of the December 14, 2022 Community Development Committee Minutes – Robyn Fulks ([page 89](#))

Draft minutes of the December 14, 2022 Community Development Committee meeting are included for review and acceptance.

2. Acceptance of Permanent Sidewalk and Utility Easement Along 61st Street Between Broadmoor and Barkley (North of Target Department Store) – Celia Duran

Target applied for a building permit in 2021 for site improvements, including parking lot grocery drive-up and landscaping improvements. As part of the site improvements, Staff requested that Target provide an easement and construct a sidewalk on the north side of the property adjacent to 61st Street between Broadmoor St. and Barkley St. The attached Permanent Sidewalk and Utility Easement grants the easement to the City of Mission for the purpose of accessing and maintaining the sidewalk and any utility lines that are located within the easement area.

3. Planning Sustainable Places Program Agreement – Karie Kneller

Mission successfully applied for a grant through the Mid-America Regional Council's (MARC) Planning Sustainable Places Program. The program focuses on supporting development of local activity center plans using localized public engagement combined

with the land use policy direction outlined in *Connected KC 2050* regional transportation plan. Mission requested \$80,000 in federal funding with a \$20,000 local match to study Rock Creek Corridor Improvements between Woodson Street and Roeland Drive. MARC will coordinate selection of a consultant for the study, with work beginning in March. The agreement presented for the Council's consideration initiates the process.

4. Final Design of Water Works Park Improvements – Penn Almoney

In October 2022, Council approved the 2023-2027 Capital Improvement Program (CIP) which included a project in 2023 to add restrooms, playground, pavilion and trail amenities to Water Works Park in conformance with the conceptual design plans. The next step in moving to construction involves completing the final design and developing construction documents for bidding. Staff interviewed three firms who responded to the RFQ and is recommending the City contract with Stantec for park final design services for an amount not to exceed \$142,000.

5. 2023 Public Works Capital Equipment Purchase – Brent Morton

The 2023 budget for Public Works capital equipment includes \$90,000 for replacement of a vehicle and equipment. Due to Ford's backlog, the City must order this vehicle by 1/13/2023 in order to receive it in 2023. If Council consensus is received, the City Administrator will sign the purchase order and the expense will be ratified at the next City council meeting. Details of the recommended purchase by equipment and vendor are included in the action item summary included in the packet.

DISCUSSION ITEMS

OTHER

6. Department Updates - Laura Smith

Ben Chocie, Chairperson
Lea Loudon, Vice-Chairperson
Mission City Hall, 6090 Woodson St
913.676.8350

City of Mission	Item Number:	1.
ACTION ITEM SUMMARY	Date:	January 11, 2023
Administration	From:	Robyn Fulks

Action items require a vote to recommend the item to the full City Council for further action.

RE: December 14, 2022 Community Development Committee minutes.

RECOMMENDATION: Review and accept the December 14, 2022 minutes of the Community Development Committee.

DETAILS: Minutes of the December 14, 2022 Community Development Committee meeting are presented for review and acceptance. At the committee meeting, if there are no objections or recommended corrections, the minutes will be considered accepted as presented.

Draft minutes are linked to the City Council agenda packet so that the public may review the discussion from the committee meeting in advance of the Council action on any particular item.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA



MINUTES OF THE MISSION COMMUNITY DEVELOPMENT COMMITTEE

December 14, 2022

The Mission Community Development Committee met at the Powell Community Center and virtually via ZOOM on Wednesday, December 14, 2022. The following Committee members were present: Ken Davis, Trent Boultinghouse, Mary Ryherd, Hillary Thomas, Debbie Kring, Lea Loudon, Kristin Inman, Mayor Flora and Ben ChocieJ. Councilmember ChocieJ called the meeting to order at 6:30 p.m.

The following staff were present: City Administrator Laura Smith, Deputy City Administrator Brian Scott, Assistant City Administrator Emily Randel, City Clerk Robyn Fulks, Public Works Director Celia Duran, Public Works Superintendent Brent Morton, Parks and Recreation Director Penn Almoney and Chief Dan Madden.

Public Comments

Councilmember ChocieJ reminded the public they can participate via the chat feature on Zoom. All comments would be visible to the group.

There were no public comments.

Councilmember ChocieJ proposed a change to the agenda, to bring item number 8, 2018 Building Code Adoption and a Presentation on the 2021 International Energy Conservation Codes, to the beginning to accommodate the presenter. There were no objections, and item number 8 was moved to the beginning of the agenda.

Councilmember Inman asked for clarification regarding the speaker's credentials with Climate Action KC and asked if any building professionals were invited to speak. Mayor Flora replied that the speaker is also an architect.

2018 Building Code Adoption and Presentation on 2021 International Energy Conservation Codes (IECC) - Brian Scott/Jeremy Knoll

Deputy City Administrator Brian Scott introduced the 2018 edition of the International Building Codes. He explained that this is a family of codes made up of several different categories of codes pertaining to building. They are created by the International Code Council. The Council comes together every three years to create a new set of codes after a rigorous process through committees, comments and discussion. Mr. Scott also explained that it is challenging for cities to keep up with changes every three years, so many cities

in our area use a six-year cycle of code adoption. Building officials in the area review the codes and propose amendments that are more conducive to the Kansas City area. This collaborative process is used to provide more consistency across jurisdictions for the building industry.

Mr. Scott explained that Mission is currently using the 2012 Codes and is lagging other metropolitan cities regarding adoption of the 2018 Codes. Many construction document submissions the City receives are already designed around the 2018 Codes. Mr. Scott explained that each of the codes and their specifications were included in the Council packet provided prior to the meeting.

City Administrator Laura Smith then reviewed that when the 2018 Codes were originally presented for consideration in 2020, the Council had several questions regarding the 2021 vs. 2018 Energy codes and declined to approve the 2018 Codes. Recently, the City of KCMO has adopted the 2021 IECC Code alongside the remainder of the 2018 Building Codes. Staff is recommending that the Council adopt the 2018 Codes in their entirety, recognizing there is still interest in exploring the 2021 IECC which provides much great improvements over the 2018 IECC. Several on Council had requested a presentation on the differences between the two IECC codes as the 2018 Codes were brought back for action. Mr. Jeremy Knoll, the speaker, will provide additional information about the differences and what Kansas City, MO did in their review and adoption. Ms. Smith then introduced the speaker, Jeremy Knoll of BNIM Architects.

Mr. Knoll introduced himself as a licensed architect with BNIM and their Director of Sustainability. He focuses on affordable housing, schools and other building types. Mr. Knoll reviewed the Energy Code Alliance, a group of professional organizations, advocacy organizations and people who were interested in what the 2021 version of the IECC Code could do beyond 2018, which made only small, incremental changes over the 2012 version. Recently Kansas City, MO adopted the 2021 energy code alone, and it will take effect in July of 2023. They are still using the 2018 building code for all other categories. They also adopted an appendix called the Zero Code, which gives planning departments the way to measure how net zero energy emissions are achieved in buildings. Two strengthening amendments were also adopted, and those require that all buildings be ready for electric vehicles and ready for PVN storage on the roof. The EV charging stations, or solar panels don't have to be installed, but the building must have the infrastructure to bring in those elements if desired.

Mr. Knoll discussed "why now" for making these energy code changes. He

explained that the changes from 2012 to 2018 were very minor. The 2021 version makes more progressive changes to the energy code. The 2021 code is about a 10% increase from 2012 in building efficiency. Buildings built with a tighter envelope and more insulation means the homeowner or renter can shelter in place more safely during a natural disaster, pipes are less likely to freeze, and mold growth is reduced. He also discussed the focus around jobs as well. Simple energy savings built into the code will build job growth in the energy savings areas.

Mr. Knoll next reviewed differences in the commercial version of the code. There is flexibility for builders to comply by offering different ways to find solutions to comply with the energy code, which were not available previously. The zero-code appendix also adds guidance. The renewable energy and electric vehicle readiness are detailed, including how to measure both. He does not believe these add much extra work or cost to projects and prevent the need to go back and run conduit and other elements if they are to be added later. The residential code changes include taking the water heating system and making it more compact to move it closer to fixtures to avoid wasting water, and it also provides flexibility for builders. He showed side by side comparisons, based on Kansas City, MO's current and new codes to show what changes in energy rating exist, focusing on insulation and noting that building materials don't have to change.

There are two primary methods used to gauge the cost effectiveness. The first, consumer cash flow, shows that, in our climate zone, going from the 2009 code to the 2021 code is a two-year positive cash flow for consumers. The simple payback period, which only accounts for initial cost, shows a 6.5-year payback period. He did say that there is some misinformation in the Kansas City area, with some inflation in numbers of how long payback will take.

Mr. Knoll reviewed the optional Zero Code appendix that Kansas City, MO also adopted. There are four steps to achieving the zero-code requirements. Mr. Knoll shared that buildings in the United States account for 40% of emissions. In the Kansas City area, the number is 63% split fairly equally between commercial and residential buildings. He provided a look ahead showing growth rate which escalate greenhouse gasses over time and adopting more aggressive energy codes helps to slow that down. He also provided a climate risk and vulnerability map that shows all ten counties in the metro area are under risk and stresses. He also stated that he believes less energy use helps housing be more affordable by reducing utility burdens.

His next analysis was of home sales, separated out by existing housing (91% in 2019) and new housing. He reviewed when the energy code would apply to an existing home, and that is only when a substantial remodel is taking place, more than 50%, or an addition is added. The cost accommodation to build a more energy efficient new home is only 3% of the total cost of the home construction from 2019. He also shared organizations that are working on behalf of Kansas City, MO to obtain funds available for states and municipalities that adopt 2021 or later energy codes, totaling about a billion dollars. He believes there is a lot of opportunity coming in the next year for these incentives.

Mr. Knoll reviewed some arguments that are provided against adopting the 2021 energy codes and his rebuttal to those arguments used by opponents of the more aggressive energy code.

Councilmember Davis asked for a quick summary so that the Council could address other agenda items in the time allotted.

Mr. Knoll reviewed the 2024 energy code draft, which is pushing 8-10%. Staying with the 2018 energy code will make the jump to 2024 much more difficult. He thanked the Council for their time.

Councilmember Thomas thanked Mr. Knoll for his time and information. She stated her feelings of the importance to lay a foundation of what the 2021 energy code is and why there is interest in it and support for adoption.

Councilmember Davis asked for additional clarification on what the action item is for this evening.

Councilmember Chociej explained the action item is for the adoption of the 2018 codes, including the energy code. The 2021 energy code would be for discussion.

Ms. Smith explained that the action item is for adoption of the complete 2018 codes. She explained that Staff recognized the incremental change as related to the energy codes. She referenced Mr. Scott's remarks earlier about the 2018 codes already driving applications the City is receiving. She then explained that the Resolution included in the packet would commit the City to an aggressive review of the 2021 codes. She also addressed the reasoning for a longer cycle between code adoption, and that Staff wanted to fully understand differences and conflicts before going forward. In the first quarter of 2023 a review of which

code cycle to be on moving forward.

Councilmember Davis commented that in the fall of 2020, discussion around the energy code, he sought advice from Casey Cassias, another architect with BNIM and a Mission resident. Mr. Cassias wholeheartedly encouraged adoption of the 2021 energy code, as did the Sustainability Commission chairperson, Josh Thede. Councilmember Davis lends his support to this action.

Mayor Flora commented that the resolution as drafted, specifically to considering the 2021 energy code, is closely aligned to the Council priorities and actions previously, including the regional climate action plan adoption. It is also aligned with Mission's Climate Action Taskforce, which she formed earlier in 2022. She believes looking at the 2021 energy code falls in line with other actions taken on this topic.

Councilmember Thomas mentioned that a placeholder in the Resolution for the specific month for review of the 2021 energy code, and she would think that the beginning of the fourth quarter of 2023. Ms. Smith responded that Staff will look to fill in that blank and have a date determined for the full Council meeting next week.

Councilmember Davis recommended the adoption of the 2018 codes be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the regular agenda.

Councilmember Davis recommended the resolution regarding the 2021 International Energy Conservation Code be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Public Presentations/Informational Items

**Preliminary Development Plan - Nelson Treatment Facility
Reconstruction, 4800 Nall Ave. – Planning Commission Case #22-31,
Johnson County Wastewater District, Applicant**

**Preliminary Plat - Nelson Wastewater Treatment Facility, 4800 Nall
Ave., Planning Commission Case #22-32, Johnson County Wastewater
District, Applicant**

Special Use Permit - Nelson Wastewater Treatment Facility, 4800 Nall

Ave., Planning Commission Case #22-33, Johnson County Wastewater District, Applicant

Mr. Scott reviewed the Planning Commission meeting from November 28. The first three items tonight are related to the improvements at the Nelson Wastewater Treatment Facility. The facility is about 70 years old and is beyond its useful life, so modernization was needed to comply with State and Federal regulations. The preliminary development plan outlines how the improvements will be made. Many parts of the facility will be rebuilt, and the plant will continue to operate while new parts are rebuilt in the northeast corner. Once that corner is up and running, the portions on the southwest of the site will be decommissioned. New administrative buildings will be built, and the process for rebuild will be about five to seven years. Several discussions about noise mitigation and construction traffic have been had. One noise mitigation solution is the use of electric cranes. Work will only be done during daytime hours. Breaking up of rock and concrete could create some noise, and a noise study has been done on the site. A few residents appeared at the public hearing during the Planning Commission meeting and the applicant was able to answer their questions satisfactorily. The Planning Commission voted 8-0 for the plan.

The preliminary plat is necessary to replat several difference parcels of property and to remove references to old subdivisions. The Planning Commission held a public hearing on this item as well on November 28 and recommended approval to the City Council 8-0.

The final item related to the Nelson Wastewater Treatment Facility is a special use permit. A public hearing was held, and the permit will be valid as long as the treatment facility is operating on the site. The applicant will be required to maintain all licenses with state and Federal regulatory agencies and maintain odor control on-site.

Councilmember Thomas mentioned that she has heard from Roeland Park residents who are concerned about construction parking limitations at Nall Park. She was wondering if those questions were asked or if conversations were had with the applicant about that concern.

Mr. Scott stated that parking will be kept to on-site as much as possible, and there may be some construction parking on Nall itself, but very little if any at the park property. The applicant has asked the City about parking on Nall itself, but no formal request has been made at this time. Mr. Scott did mention that a

Roeland Park alderman came to the meeting about concerns about the impact of construction at the park.

Preliminary and Final Plat – Shops of Benson, 5600 Johnson Drive, Planning Commission Case #22-36, Benson Living Trust, Applicant

Preliminary and Final Plat – Azura Credit Union, 6751 Johnson Drive, Planning Commission Case #22-38, Azura Credit Union, Applicant

Mr. Scott reviewed both plats as listed above and directed the Committee members to their packets for additional details.

Drinking Establishment Amendment, Case #22-35, City of Mission, Applicant

Mr. Scott's final Planning Commission item from November 28 is an amendment to the MS-1 zoning district related to drinking establishments. Mr. Scott reviewed the current code, which requires a special use permit for drinking establishments, however other stipulations seem to make that requirement confusing. There is also a requirement that any establishment serving only if the sale of food on the premises exceeds 30%. That was a county requirement, which was repealed by voters recently. There is also some confusion about the application process and the permit requirement related to the language of a residential property. In the new code, a residentially zoned property will be properly defined and the Downtown Neighborhood District will not be included as a residentially zoned area as it is a transition zone. The City Attorney added some language to the alcohol provision of the code. A public hearing was held with no attendees, and the Planning Commission recommended approval to the Council 8-0.

Councilmember Kring commented that she would like clarification from Staff about what the zoning requirements are and all staff members will be on the same page. Mr. Scott confirmed that is correct. Councilmember Kring stated she feels like zoning modifications are happening quite a bit lately, especially with apartment complexes. Mr. Scott confirmed that the changes and the zoning in general will be well known by Staff.

Councilmember Chociey asked for clarification from Ms. Smith that no action will be taken tonight, and she and Mr. Scott confirmed that is correct.

Action Items

Acceptance of the November 2, 2022 Community Development Committee Minutes

Minutes of the November 2, 2022 Community Development Committee were provided to the Committee.

Councilmember Chociey recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Mowing Services Contract

Public Works Superintendent Brent Morton presented to the Committee the City's use of a mowing service for the regular mowing of City parks, facilities and other public grounds. The City has used a contract for mowing services since 2010 to save costs and staff time. He reviewed that about 60 acres in total are mowed. The bidding process included a bid alternate for electric blowers and weed eaters at the larger properties. Contractors stated that commercial electric mowers are not available, so the bid alternate only included blowers and weed eaters. Three bids were received, with KLM being presenting the lowest and best bid. The company does a good job, completing all mowing within a day typically. He reviewed that the contract would begin in 2023, with an optional renewal to 2027 with a maximum 3% increase in each subsequent year. Pricing stayed relatively stagnant up until last year when economic changes required an increase. Staff recommends the contract with bid alternate with Kansas Land Management in an amount not to exceed \$100,710.00. The current contract with KLM is for \$72,870.00. The additional funds for the electric equipment are recommended to come out of the sustainability funds, as allocated in the 2023 budget.

Councilmember Inman asked Staff to confirm that the bid alternate for electric equipment is adding approximately \$20,000 to the contract amount. She finds that to be unfavorable considering fund balance stabilization reminders from the City's municipal financial advisors during the earlier Special City Council Meeting tonight. She believes residents needs and wants for sidewalks, streets

and parks make this additional cost unnecessary.

Councilmember Boultinghouse stated that he made the original suggestion last year to look into the electric equipment as a bid alternate. He agrees with Councilmember Inman. He is happy that the idea was looked in to and that the City was able to try and move the needle by asking for the bid alternate. He feels like that alone is a win, however he does think going with the base bid makes the most sense. He does not feel like the additional cost for the electric equipment is worthwhile. He thanked Staff for looking taking the time to research as it has been very informative.

Mr. Morton voiced his agreement, stating that because this is an annual renewal, the contract can be re-bid at the end of a future season to see if numbers have decreased to make the idea more feasible.

Councilmember Davis recommended this item be forwarded, for the base bid and without the bid alternate, to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Turf Management/Chemical Application Contract

Mr. Morton next presented the 2023 turf management and chemical application contract. The work has been contracted out since 2010 for similar reasons to the mowing work. He reviewed that in 2019 the two were separated out from each other, resulting in significant cost savings. Using the mowing company for turf management and chemical application was causing a significant up-cost versus using separate contracts. The one company that bid on both doubled the cost of the chemical application. About 40 acres are covered with this contract as the KDOT right of way is not treated, only mowed. The winning bid was from TruGreen, who the City has had good luck with in previous projects. The contract in place now is for \$12,429.00. Staff recommends the contract with TruGreen for \$16,620.00. Similar to the mowing contract, the contract is through 2027 with a 3% increase each year.

Councilmember Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Water Works Park Joint Use Agreement

Parks and Recreation Director Penn Almoney presented a joint use agreement

between the City and WaterOne for the site of Water Works Park. This item was previously discussed by the Committee earlier this year. The agreement between the City and WaterOne has been in place for 40 years with no incidents. WaterOne had a member on the stakeholder group for the park redesign. The conceptual design underwent public review and WaterOne reviewed the conceptual design in September of 2021, with the final design presented in January of 2022. WaterOne and City Staff along with legal teams from both parties reviewed the current amended joint use agreement presented tonight.

Mr. Almone addressed changes to the agreement presented tonight compared to the one that was presented to the Committee in October. There was some confusion surrounding section 5 of the agreement regarding which party was responsible financially for which elements if there was a leak in underground infrastructure.

Mr. Almone reported that Staff recommends approval of the joint use agreement.

Councilmember Davis asked Mayor Flora, who had asked for more clarification in October, if she was comfortable with the new language. Mayor Flora indicated she is.

Councilmember Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Greenhouse Gas Inventory Contract Award

Assistant City Administrator Emily Randel presented a Greenhouse Gas Inventory contract award, as a result of the request for proposals that went out in October. This inventory will replace once previously completed in 2008. The proposals were considered by a review committee that included Ms. Randel, Councilmember Chocie, City Planner Karie Kneller and Sustainability Commissioner Josh Thede. The committee interviewed the four firms that submitted proposals virtually and had a unified scoring response. Their recommendation is Lotus Engineering and Sustainability. Greenhouse Gas Inventories are their main focus. They offer a large amount of customization with how the data is presented and offer training in the data and formulas to allow Staff to continue to update data and be in control of how to use the inventory going forward. She believes the community will embrace the information and the process. Ms. Randel has also spoken with several of Lotus's references which have been very strong.

Councilmember Davis asked if the winning proposal spoke to being able to compare the data collected in 2008 with the data that will be collected. Ms.

Randel replied that she believes the City will come out of the process with a much stronger understanding of that data. She also reviewed the process that Lotus uses to make determinations during the review process, and that they made her feel very comfortable with the firm. She also believes that data will be much more available than it was in 2008 which will aid in the process.

Councilmember Davis asked how this process relates to the FCIP for the community center and other elements. Ms. Randel believes that all improvements that have been made will show well in the numbers.

Councilmember Davis asked what the frequency recommended to repeat the process is. Ms. Randel reported that specific item was not part of their discussion, but that the Climate Action Taskforce recommended every three years.

Councilmember Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the regular agenda.

Street Light Extension Policy

Public Works Director Celia Duran addressed the procedures as they have been presented previously to the Council.

Councilmember Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Street Light Installation Contract Award

Ms. Duran reviewed that a recent resident inquiry as to a dark spot in street lighting on W. 60th terrace east of Nall. She did note that the staff report lists one existing streetlight on 60th terrace, and there are actually two. The on-call engineer evaluated the area and determined a dark spot exists when rounding the corner. They also noted that at Rosewood and 60th Terrace a dark spot. A bid was requested from Black & McDonnell who recommended one at both the original spot and at Rosewood. Councilmember Chociej requested a re-evaluation, and it was determined that to the west of the spot on Rosewood it is much darker. They determined moving the light to the next property line would be a better option, which will add to the cost. Ms. Duran is attempting to get a quote from Black & McDonnell prior to the December 21 Council meeting on moving the second light further west.

Councilmember Chociej asked if the two proposals were independent of each other where Council could adopt one this month in the interest of financial efficiency. Ms. Duran indicated they are independent of each other.

Councilmember Chociey indicated he feels the original spot is more in need of the light than the second spot near Rosewood and asked Ms. Duran her thoughts on the necessity of the second light.

Ms. Duran replied that she agrees that the original spot is much more critical. The second spot has some lighting and is not a critical need like the original spot is. She also reassured that the second spot can be reviewed again in the future.

Councilmember Davis recommended this item be forwarded to the City Council for approval. All on the committee agreed, and this item will be on the consent agenda.

Ms. Duran also noted that she sent letters to residents in the area, and that a power pole will prevent them from placing the light on the property line, and she is working with the property owners for alternative placement.

Discussion Items

There are no discussion items on the agenda.

OTHER

Department Updates

There were no department updates, Ms. Smith indicated they will all be done during the Finance and Administration meeting.

Meeting Close

There being no further business to come before the Committee, the meeting of the Community Development Committee adjourned at 7:48 p.m.

Respectfully submitted,

Robyn L. Fulks, City Clerk

City of Mission	Item Number:	2.
ACTION ITEM SUMMARY	Date:	January 11, 2023
PUBLIC WORKS	From:	Celia Duran

Action items require a vote to recommend the item to the full City Council for further action.

RE: Permanent Sidewalk and Utility Easement on 61st Street Between Broadmoor St. and Barkley St.

RECOMMENDATION: Authorize, accept, and record a Permanent Sidewalk and Utility Easement from Target Corporation on 61st Street Between Broadmoor Street and Barkley Street.

DETAILS: Target Corporation (Target) applied for a building permit in 2021 for site improvements, including parking lot aisles for grocery pick-up and landscaping improvements. As part of the site improvements, Staff requested that Target provide an easement and construct a sidewalk on the north side of the Target property adjacent to 61st Street between Broadmoor St. and Barkley St. The building permit was approved administratively by Staff in July 2021 and the sidewalk was subsequently constructed in November 2022 and inspected and approved by Staff.

The attached Permanent Sidewalk and Utility Easement grants the easement to the City of Mission for the purpose of accessing and maintaining the sidewalk and any utility lines that are located within the easement area.

Once this easement is accepted, it will be filed and recorded with the Johnson County Records and Tax Administration Department.

CFAA CONSIDERATIONS/IMPACTS:

Related Statute/City Ordinance:	NA
Line Item Code/Description:	NA
Available Budget:	NA

Project Name: Target Corporation
Address: 6100 Broadmoor St.
Parcel No. 0460630803010002000

PERMANENT SIDEWALK AND UTILITY EASEMENT

THIS AGREEMENT, made and entered into this _____ day of _____, 2022, by and between **TARGET CORPORATION**, a Minnesota corporation, hereinafter called Grantor, and the **CITY OF MISSION, KANSAS**, a Municipal corporation, located in the County of Johnson, State of Kansas, hereinafter called Grantee.

NOW THEREFORE, for the consideration hereinafter described, the parties hereto agree as follows:

**SECTION ONE
GRANT OF EASEMENT**

In consideration of One and No/100 Dollar (\$1.00) in hand paid and other valuable consideration, including just compensation paid for all property damage resulting from the public improvement and from those factors set forth in K.S.A. 26-513 and other factors arising from the public improvement to be made, including but not limited to loss of trees, overhanging tree branches or landscaping within the easement area, receipt of which is hereby acknowledged, the Grantor hereby grants and conveys unto the Grantee, its successors and assigns a permanent sidewalk and utility easement, with the right to reasonable ingress and egress thereto, for the purposes of laying, constructing, operating, inspecting, maintaining, altering, repairing, replacing, substituting, relocating, adding to, and removing of the sidewalk and/or utility lines on, in, over, under and through the following described land in the County of Johnson, State of Kansas (such land is referred to herein as the premises):

**SEE EXHIBIT "A" ATTACHED HERETO
AND BY REFERENCE MADE A PART HEREOF.**

SECTION TWO
TERM

The rights granted herein shall be possessed and enjoyed by the Grantee, its successors and assigns, so long as the sidewalk/utilities constructed pursuant hereto shall be maintained and operated by the Grantee, its successors and assigns.

SECTION THREE
ASSIGNMENTS

The rights granted herein shall not be assignable together or separately nor in whole or in part without the written permission of both parties.

SECTION FOUR
NO REPRESENTATIONS OR WARRANTIES; SUBJECT TO ENCUMBRANCES

Grantee agrees that it is accepting the easement without any warranty or representation regarding the easement or the easement area, and subject to all valid and existing licenses, leases, grants, exceptions, encumbrances, title defects, matters of record, reservations and conditions affecting Grantor's property and/or affecting access thereto.

SECTION FIVE
EFFECT OF AGREEMENT

This Agreement shall be binding upon the heirs, legal representatives, successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have executed this agreement the day and year first above written.

GRANTOR:

TARGET CORPORATION,
a Minnesota corporation

By: 

Printed Name: Michael Seaman

Title: Sr. Director Real Estate

Property Address:
6100 Broadmoor St.
Mission, KS 66202

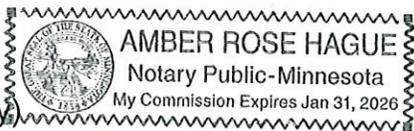
Mailing Address (if different from property address):
1000 Nicollet Mall,
TPN-12H (Real Estate Property
Management/T-1487)
Minneapolis, MN 55403

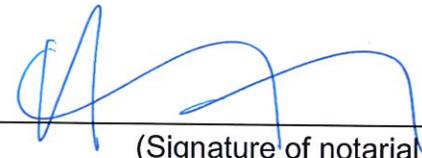
ACKNOWLEDGMENT

State of Minnesota

County of Hennepin

This instrument was acknowledged before me on this 22nd day of November
2022, by Michael Seaman (name) as Sr. Director Real Estate (title) of
Target Corporation, a Minnesota corporation.

(Seal, if any) 


(Signature of notarial officer)

Amber Rose Hague
Name

My Commission expires: January 31, 2026

GRANTEE:

CITY OF MISSION, KANSAS,
a Municipal corporation

By: _____
Laura H. Smith, City Administrator

ATTEST:

(SEAL)

City Clerk

ACKNOWLEDGMENT

State of Kansas

County of Johnson

This instrument was acknowledged before me on this ____ day of _____
2022, by Laura H. Smith as City Administrator of The City of Mission, Kansas.

(Seal)

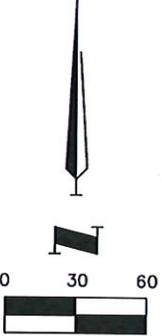
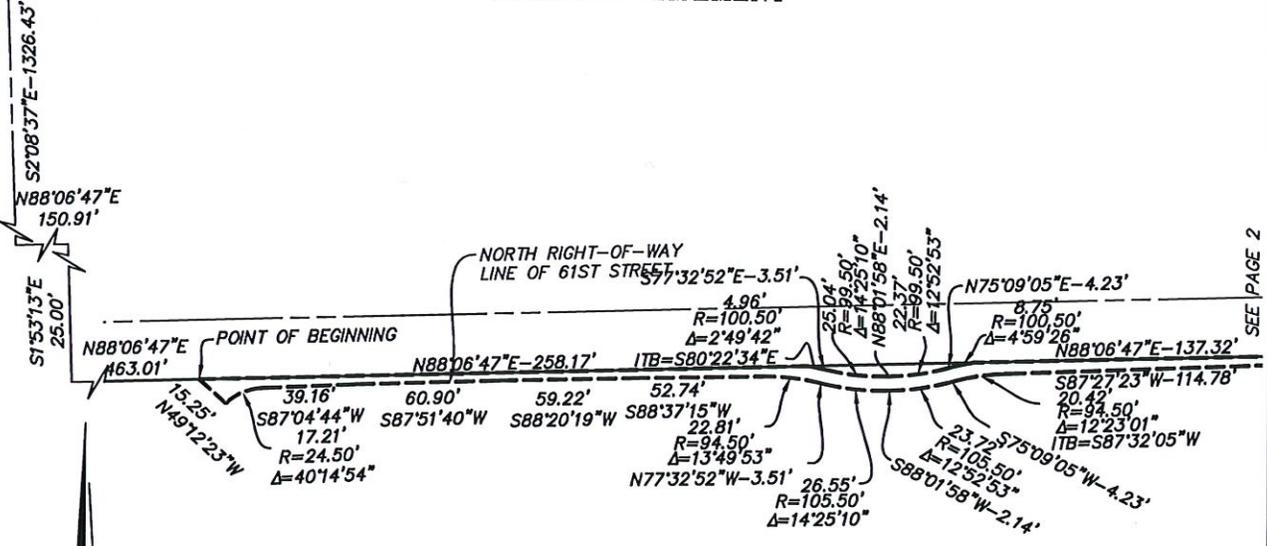
Notary Public

[My appointment expires: _____]

EXHIBIT A
6100 BROADMOOR
SIDEWALK EASEMENT

POINT OF COMMENCING
NW CORNER SW 1/4
SECTION 8-12-25

SEE PAGE 2



ROBERT CRAIG SANDLIN
LICENSED
LS-1602
KANSAS
LAND SURVEYOR
10/24/2022

All that part of the Southwest 1/4 Section 8, Township 12, Range 25 in the City of Mission, Johnson County, Kansas, more particularly described as follows:

Commencing at the Northwest corner of said Southwest 1/4; thence S 2° 08' 37" E along the West line of said Southwest 1/4, a distance of 1326.43 feet; thence N 88° 06' 47" E, a distance of 150.91 feet; thence S 1° 53' 13" E, a distance of 25.00 feet to a point on North Right-of-Way line of 61st Street, as now established; thence N 88° 06' 47" E along said North Right-of-Way line, a distance of 463.01 feet to the Point of Beginning; thence continuing N 88° 06' 47" E, a distance of 258.17 feet; thence Southeasterly along a curve to the right, having a radius of 100.50 feet, an initial tangent bearing of S 80° 22' 34" E, a central angle of 2° 49' 42" and an arc length of 4.96 feet; thence S 77° 32' 52" E, a distance of 3.51 feet to a point of curvature; thence Southeasterly along a curve to the left, having a radius of 99.50 feet, a central angle of 14° 25' 10" and an arc distance of 25.04 feet; thence N 88° 01' 58" E, a distance of 2.14 feet to a point of curvature; thence Northeasterly along a curve to the left having a radius of 99.50 feet, a central angle of 12° 52' 53" and an arc distance of 22.37 feet; thence N 75° 09' 05" E, a distance of 4.23 feet to a point of curvature; thence northeasterly along a curve to the right, having a radius of 100.50 feet, a central angle of 4° 59' 26" and an arc distance of 8.75 feet; thence N 88° 06' 47" E, a distance of 137.32 feet to a point on a curve; thence Southeasterly along a curve to the right, having an initial tangent bearing of S 64° 36' 57" E, a radius of 20.50 feet, a central angle of 64° 36' 57" and an arc distance of 23.12 feet; thence S 0° 00' 00" E, a distance of 1.32 feet to a point of curvature; thence Southeasterly along a curve the left, having a radius of 12.50 feet, a central angle of 90° 00' 00" and an arc distance of 19.63 feet; thence N 90° 00' 00" E, a distance of 10.50 feet to a point on a curve; thence Northeasterly along a curve to the left, having an initial tangent bearing of S 89° 59' 56" E, a radius of 12.50 feet, a central angle of 92° 07' 00" and an arc distance of 20.10 feet; thence N 2° 07' 00" W, a distance of 4.23 feet to a point of curvature; thence Northeasterly along a curve to the right, having a radius of 8.50 feet, a central angle of 83° 43' 13" and an arc distance of 12.42 feet to a point on a curve; thence Northeasterly along a curve to the right, having an initial tangent bearing of N 81° 36' 13" E, a radius of 8.50 feet, a central angle of 8° 25' 36" and an arc distance of 1.25 feet; thence S 89° 58' 10" E, a distance of 2.82 feet to a point on a curve; thence Southeasterly along a curve to the right, having an initial tangent bearing of S 43° 55' 19" E, a radius of 25.00 feet, a central angle of 16° 57' 08" and an arc distance of 7.40 feet; thence N 89° 57' 20" W, a distance of 7.09 feet to a point of curvature; thence Southwesterly along a curve to the left having a radius of 2.50 feet, a central angle of 92° 09' 40" and an arc distance of 4.02 feet; thence S 2° 07' 00" E, a distance of 4.23 feet to a point of curvature; thence Southwesterly along a curve to the right, having a radius of 18.50 feet, a central angle of 92° 07' 00" and an arc distance of 29.74 feet; thence N 90° 00' 00" W, a distance of 10.50 feet to a point of curvature; thence Northwesterly along a curve to the right, having a radius of 18.50 feet, a central angle of 90° 00' 00" and an arc length of 29.06 feet; thence N 0° 00' 00" E, a distance of 1.33 feet to a point of curvature; thence Northwesterly along a curve to the left, having a radius of 14.50 feet, a central angle of 92° 32' 37" and an arc distance of 23.42 feet; thence S 87° 27' 23" W, a distance of 114.78 feet to a point on a curve; thence Southwesterly along a curve to the left, having an initial tangent bearing of S 87° 32' 05" W, a radius of 94.50 feet, a central angle of 12° 23' 01" and an arc distance of 20.42 feet; thence S 75° 09' 05" W, a distance of 4.23 feet to a point of curvature; thence Southwesterly along a curve to the right, having a radius of 105.50 feet, a central angle of 12° 52' 53" and an arc distance of 23.72 feet; thence S 88° 01' 58" W to a point of curvature; thence Northwesterly along a curve to the right, having a radius of 105.50 feet, a central angle of 14° 25' 10" and an arc distance of 26.55 feet; thence N 77° 32' 52" W, a distance of 3.51 feet to a point of curvature; thence Northwesterly along a curve to the left, having a radius of 94.50 feet, a central angle of 13° 49' 53" and an arc distance of 94.50 feet; thence S 88° 37' 15" W, a distance of 52.74 feet; thence S 88° 20' 19" W, a distance of 59.22 feet; thence S 87° 51' 40" W, a distance of 60.90 feet; thence S 87° 04' 44" W, a distance of 39.16 feet to a point of curvature; thence Southwesterly along a curve the left, having a radius of 24.50 feet, a central angle of 40° 14' 54" and an arc distance of 17.21 feet; thence N 49° 12' 23" W, a distance of 15.25 feet to the Point of Beginning.


ROBERT CRAIG SANDLIN
LICENSED
LS-1602
KANSAS
LAND SURVEYOR
10/24/2022

**Beyond
Surveying**
9739 Foster Street
Overland Park, KS 66212
Main: 913-717-8538
www.beyondsurveying.com

City of Mission	Item Number:	3.
ACTION ITEM SUMMARY	Date:	January 11, 2023
Community Development	From:	Karie Kneller

Action items require a vote to recommend the item to full City Council for further action.

RE: Planning Sustainable Places Grant Sponsor Agreement

RECOMMENDATION: Approve the Planning Sustainable Places Grant Sponsor Agreement between the City of Mission and the Mid-America Regional Council (MARC), committing up to \$20,000 in local match for \$80,000 in federal funds used for the study of Rock Creek corridor improvements between Woodson Street and Roeland Drive.

DETAILS: Planning Sustainable Places (PSP) is a program instituted through MARC, the metropolitan planning organization, to utilize federal and state funding for local and county governments in our region which implement sustainable plans that address land use, transportation, and sustainability at the local level. The focus of the program, since the first round of funding was awarded in 2013, has been to support vibrant communities through site-specific and project-specific activities in city centers and along connected corridors. Since 2013, there have been four more rounds of funding every two years for projects in three categories: Sustainable Places Plans, Project Development Studies, and Implementation Activities. Mission applied for, and was awarded, funding to conduct a Project Development Study for a round six PSP project in 2023. There is a map with information about past project awards on the [MARC website](#).

The intent of the project is to devise a development plan that utilizes innovative public engagement to develop recommendations for a portion of the Rock Creek corridor. The Rock Creek Trail is the main pedestrian connector from Mission’s west side at Metcalf, abutting Overland Park, through the heart of the City to the east side at Roeland Drive, abutting Roeland Park. The focus area, a 33-acre site in Mission’s central and eastern commercial corridor, is an integral piece of the regional context (See Attachment). The project site extends from Woodson to Roe and from Johnson Drive to Martway. The study will address transportation and mobility challenges while improving the environment, promote health and safety, build social equity, and support economic development. Building a vibrant and active pedestrian and bicycle connection between the Metcalf commercial corridor to various community amenities and activity centers throughout Mission and continuing toward the East Gateway is a long-term vision that converges in Mission’s downtown center.

The study will explore sustainable development opportunities that address transportation, green infrastructure, alternative energy, art, and community interaction in the public realm. Transforming under-utilized or vacant land into dynamic spaces that incorporate green infrastructure while supporting local businesses and beautifying pedestrian connections also induces existing housing stock improvements and further

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	

City of Mission	Item Number:	3.
ACTION ITEM SUMMARY	Date:	January 11, 2023
Community Development	From:	Karie Kneller

Action items require a vote to recommend the item to full City Council for further action.

drives economic growth. Incorporating EV charging stations, green stormwater buffers for flood mitigation, complete streets, and connecting multi-modal paths to the regional context is a convergence of environmental, economic, and equitable development that is a catalyst for future progress. Determining where and how these elements may be usefully incorporated to build on past accomplishments is the objective of the study.

Mission requested a grant for \$80,000 in federal funding through MARC for the project, and Mission is responsible to sponsor an additional \$20,000 for a total project budget of \$100,000. MARC issued the request for proposals (RFP) for this project on November 28th, 2022, and the deadline for proposals was January 6th. Upon receiving proposals, MARC will coordinate, and Mission will identify a proposal selection committee led by staff, that will consider the proposals and conduct consultant interviews. Once the City has selected a consulting firm to conduct the study, MARC will initiate and hold the contract with the consultant to perform the work. Work is slated to begin by the end of March 2023. By August 2023, the study should be completed, and the outcome will be a plan and budget for future project implementation. Further, there will be an opportunity in 2025 for Mission to seek additional funding through MARC's Planning Sustainable Places program to implement all or part of the project recommendations that come out of this study.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	
Line Item Code/Description:	
Available Budget:	

MID-AMERICA REGIONAL COUNCIL'S
PLANNING SUSTAINABLE PLACES PROGRAM

AGREEMENT

PARTIES: **City of Mission, Kansas**, hereinafter referred to as the “Sponsor”

 Mid-America Regional Council, hereinafter referred to as “MARC”

PURPOSE: The Planning Sustainable Places (here in after known as “PSP”) program provides local governments with financial support to advance detailed planning and project development activities in support of *Connected KC 2050*'s activity centers and corridors framework. Funds received will be used to advance detailed local planning in support of the Rock Creek Corridor Improvements: Downtown Center to East Gateway as detailed in Exhibit A.

The program looks to facilitate the following objectives:

- Support the development and implementation of local activity center plans consistent with the Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in *Connected KC 2050*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of transportation projects, land use strategies, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, *Connected KC 2050*, and the MARC Board's adopted policy statement on regional land use direction.

EFFECTIVE The parties mutually agree to Articles I, II, and III in accordance with this Agreement effective the date signed by MARC's Executive Director or his/her designee until the 1st day of December, 2023.

ARTICLE I

SPONSOR AGREES:

1. To fund their portion of the PSP program's required local match of \$20,000.00 with a one-time payment upon receipt of invoice for the local match;
2. That any change order or request for additional services must be submitted through MARC to the contracted consultant. If the resulting change order or request for additional services requires additional funding, payment shall be the responsibility of the Sponsor;
3. To provide a project manager and coordinate the consultant team;
4. To participate in the PSP program management and provide MARC all required technical assistance, data and any other necessary information needed to successfully manage and

comply with federal requirements regarding the PSP project;

5. Agree to include designated MARC project liaison in study advisory committee; and
6. To provide a selection committee to review consultant vendor proposals, interview prospective consultant vendors, and make final selection of vendor.
7. To provide final approval of project deliverables.

ARTICLE II

MARC AGREES:

1. To provide project liaison and project management;
2. To administer awarded Planning Sustainable Places federal funding of \$80,000.00, unless state or federal funding sources withdraw funding.
3. To coordinate and conduct consultant selection process to meet state and federal procurement requirements in the use of federal funds that includes but is not limited to debarment and Disadvantaged Business Enterprise (DBE) requirements;
4. To provide oversight of federal requirements that governs the use of federal funds in connection with the PSP program; and
5. To administer consultant invoicing and reimbursement process per state and federal guidelines.
6. To accept consultant deliverables only with Sponsor approval.

ARTICLE III

BOTH PARTIES MUTUALLY AGREE:

1. That this Agreement and all contracts entered into under provisions of this Agreement shall be binding upon City of Mission, Kansas and MARC; and
2. That no third party beneficiaries are intended to be created by this Agreement, nor do the parties herein authorize anyone not a party to this Agreement to maintain a suit for damages pursuant to the terms or provisions of this Agreement.

[Balance of page left blank]

IN WITNESS WHEREOF: the parties hereto have caused this Agreement to be signed by their authorized officers effective the date signed by MARC's Executive Director or his/her designee..

Mid-America Regional Council

City of Mission, Kansas

David Warm
Executive Director

Sollie Flora
Mayor



Date: 12/28/2022

Date: _____

Attest: _____

Exhibit A



Planning Sustainable Places

ADVANCING A SUSTAINABLE REGION PLACE BY PLACE

General & Project Information [First Page]

Question	Answer
You must classify your project into one category. Select your category from the following list:	Project Development
Project Name:	Rock Creek Corridor Improvements: Downtown Center to East Gateway
Project Location: (city, county, and general boundaries if site-specific plan)	Mission, KS, along and adjacent to the Rock Creek Trail between Woodson Street and Roeland Drive
Total Cost	\$100,000
Federal Amount	\$80,000
Minimum Funding Amount	\$80,000
Non-federal Cash Match - Must be at least 20% of Question 2.1 above...	\$20,000
Source of local match:	City of Mission KS
Is the project scalable?	Yes
If Yes, what is the minimum amount?	\$75,000

Study Area & Context [Second Page]

Question	Answer
Please draw the boundaries of your proposed project's study area.	

What is in your proposed scope to connect the above destinations in your study area? Please tell us about any priority destinations that are to be connected.

The study area comprises the eastern half of the Mission Downtown Commercial District and East Gateway District between Johnson Drive to the north, Martway to the south, and between Woodson to the west and Roeland Drive to the east. The focus is the 10-foot-wide existing Rock Creek Trail as the primary east/west pedestrian and bicycle connection within the project area and throughout Mission from the Metcalf commercial corridor on the west to Roeland Park on the east. Enhancements along the trail in the project area will promote multimodal transportation and, in conjunction with green infrastructure and safety improvements, will serve to connect and support businesses from the Downtown and East Gateway Districts, promote an increase in quality residential housing, protect natural resources, manage stormwater, and increase trail utilization and community engagement by creating a sense of place. Opportunities to improve City-owned vacant properties in the study area, and partnerships with area businesses in an endeavor to create a vibrant hub in the center of Mission, can serve to promote environmental protection, economic vitality, and social interaction along one of Mission's most treasured amenities, the Rock Creek Trail. The trail is utilized by pedestrians and bicyclists for recreation and as a utilitarian east-west connection from the East Gateway at Roeland Drive and Martway to the City's West Gateway commercial district along Metcalf. The intent with this project is to identify ways to enhance the trail to encourage pedestrian and bicycle use and support commercial activity in the Downtown Mission Commercial District, improve areas along the Rock Creek for community use in and around the downtown Mission Market, and build on previously established trail connections. By incorporating complete streets guidelines on Martway to enhance connection to the Gateway development, the transit station, and mixed-use developments under construction on Mission's east side, the area will be a vibrant place for locals and regional visitors. Priority connections within the study area are the following (See Attachment 2) Regional: West to the Metcalf Corridor and Merriam, North to I-35 and KCKS, East to KCMO, South to Overland Park Local: Powell Community Center, Mission Aquatic Center and Anderson Park, Downtown Commercial District, Multifamily Housing and Mixed-Use Developments (Existing and New), Mission Market and Daylighted Creek, Transit Station & Gateway Development

The scale of a study area is impacted by the presence of people. The layers, Population by Block, and Jobs by Block, show the numbers by block. What is in your proposed scope that addresses the scale of your study area?

Mission's goal is to increase its supply of housing options according to the Comprehensive Plan. The First Suburbs Coalition Regional Housing Summit conducted in 2019 by the National League of Cities in partnership with the Mid-America Regional Council suggested that Mission's rental housing had reached capacity, and as new multifamily rental developments have been constructed, units quickly fill. The Johnson County Community Housing Study, completed in 2021 by United Community Services of Johnson County, indicates that Mission should be adding an average of 45 housing units per year over the next decade to meet demand. Currently, a new large multifamily project is being constructed on the south side of Martway just east of Nall along the Rock Creek Trail. The Mission Gateway, on the City's east side, is at the eastern terminus of the Rock Creek Trail and is also under construction. Other currently proposed multifamily development projects within 500 feet of the study area are expected to increase Mission's downtown population and density in the coming years. Particularly, the Downtown District and East Gateway District along the Johnson Drive and Martway commercial corridors are

expected to see significant redevelopment and economic vitality due to increased population brought by higher density residential projects to the adjacent north and south parcels along the commercial corridors. To build on the projected population increase, the City envisions enhancements along the main pedestrian and bicycle connection, the Rock Creek Trail, to improve safety, walkability, and bike-ability for area residents and to mitigate potential increased congestion. Rock Creek, which flanks the trail along several points as the waterway daylight, could serve as an amenity for community interaction and green space for existing and new Mission residents. Increased population is also expected to drive transit ridership at the east side transit station. The City envisions development of certain vacant property along the trail to improve economic vitality for established local businesses as the population and vehicular traffic increases.

The mix of land use types contributes to the vibrancy of a place. The layer, Land Use Variety by Block, illustrates how many different land use types are found in a block. What is in your proposed scope that addresses land use mix?

The scope of the project includes the commercial corridor in Mission's Downtown District and East Gateway. Adjacent to the commercial parcels in the project area are proposed, developing, and existing mixed-use developments - multifamily, single-family, office, parks, and commercial - within two blocks to the north and south of the Johnson Drive and Martway corridors (See Attachment 2). Also within the project area are vacant parcels that may be developed for a better and higher use as support for the existing downtown Mission Market and area businesses. The Market, a seasonal farmers' market and open green space adjacent to the Rock Creek waterway, is on City-owned property and serves as a community gathering space year-round. Beautifying the Rock Creek Trail in the Downtown and East Gateway districts will encourage multimodal transit-oriented development in the area, will enhance the viability of the regional destination on Mission's east side (Mission Gateway), and promote economic development throughout the commercial corridor. Providing residents with a delightful pedestrian experience along the trail will encourage use of the connection between mixed land uses and will support residential development in and around the downtown area.

The mix of housing land use types contributes to housing choice. The layer, Housing Variety by Block, illustrates how many housing types are found in a block. What is in your proposed scope that addresses housing mix in your study area?

The area on the south side of Martway between Nall and Roeland Drive that abuts the project area is a vertical mixed-use residential and office structure currently under construction. It is a 168-unit multifamily development that began construction in May 2022 and is estimated to be completed in 2023. Additionally, the City is currently considering two separate multifamily developments a block north of Johnson Drive adjacent to Nall Avenue on the west and on the east. (See Attachment 2) These two residential developments within the Downtown Commercial District are slated to add between 100-120 more units that would affect the adjacent proposed project area. These multifamily developments are in an area where walkability and bike-ability are encouraged and will provide a variety of price points for renters in the region. These developments will provide a percentage of affordable housing at 60% AMI, as well as market-rate and "missing middle" housing to support a variety of demographics. The Gateway mixed-use project is also being reconsidered by the City as more residential use was recently added to the project proposal and provides more than 200 additional multifamily units in the next two years, with 20% at affordable rates. This project is adjacent to the proposed project area on the east and will further promote a walkable urban environment with pedestrian and bicycle connections within Mission and adjacent jurisdictions. By improving the Rock Creek corridor, the residents who live, work,

and play in the area will have a means to connect to commercial businesses, connect to the existing and planned trail network and amenities, and connect to transit within the region.

One of the components of environmental justice is an at or above regional presence of minority populations. The layer, % Minority Population by Block, illustrates the percentage of population that is minority. What is in your scope that addresses minority populations in your study area?

Tract 20091050302 encompasses the Rock Creek Trail and the surrounding business and residential population. Socioeconomic indicators show that this tract is above the 50th percentile in the region for people of color, unemployment, linguistically isolated, and people over age 64. Elements of the project proposal will improve the air quality and environment by promoting walkability while addressing transportation equity and vulnerable populations. By providing a safe and improved pedestrian connection to the transit center on the City's east side, people without a vehicle can have a viable means to access jobs in the region. Trees, native vegetation, and green infrastructure BMPs will reduce urban heat islands and benefit air quality by potentially reducing the number of vehicle trips in and around Mission. Bicycle racks and EV charging stations would promote alternative modes of transportation that do not increase emissions or air pollution. *www.ejscreen.epa.gov

Stormwater runoff can adversely affect infrastructure and properties. The layer, Impervious Surface, illustrates the percentage of impervious surface by block. What in your proposed scope addresses impervious surface in your study area?

Mission's Downtown District has a high percentage of impervious surface. These areas are in close proximity to Rock Creek. There are currently limited areas where the runoff can be captured and/or slowed to allow for percolation and filtration before entering the waterway. The creek is part of a larger watershed and protecting water resources is a priority for the City and the region as a whole. Mission would prefer to address runoff issues by building riparian buffers where feasible to limit the amount of runoff that enters the creek and to slow percolation through the soil. In areas where it is possible, opening the creek and incorporating green infrastructure to replace grey infrastructure would also help slow the velocity of the creek, thereby reducing erosion downstream and allowing natural processes to capture more rainwater for the water table. The project area currently has several parcels where BMPs and green infrastructure could be incorporated to address stormwater runoff challenges and to help conserve this natural resource. Additionally, creating small pockets of pervious parking surface will allow for vehicular access to nearby businesses while creating surface area that can also help capture runoff. Pervious parking areas near the Market may be utilized by food trucks during community events and farmers' market days, thereby enhancing this vital community space.

What is in your proposed scope to address connections in your study area? If connections are missing, tell us about them.

Enhancing the Rock Creek Trail with green space, EV charging stations, shade canopies with solar panels mounted on top, and complete streets on Martway from Nall to Roeland Drive would provide the catalyst for improved multi-modal transportation connections in Mission and potentially throughout the region. The transit station located midway between Nall and Roeland Drive and between Johnson Drive and Martway is near the easternmost end of the project area, and the potential EV charging stations and trail enhancement/green space could be on the westernmost end of the project area. Connecting the two ends of the project scope is the Rock Creek, which runs parallel and adjacent to Johnson Drive at the City's Market where shade canopies with solar panels mounted on top would help provide renewable energy while protecting market-goers from the summer heat. A pavilion for community events at the corner of Johnson Drive and Nall, adjacent to the east of the Market, was proposed by Capital Federal in recent years, which currently resides on a large parcel with open green space. Connecting green infrastructure, alternative energy sources, community amenities, commercial businesses, and transit along the Rock

Creek Trail by improving vacant parcels and protecting Rock Creek is the intent of the project proposal. The MetroGreen Corridors Plan shows a regional connection from the Rock Creek Trail to a planned trail beginning at Roeland Drive and continuing east toward Fairway, Mission Woods, Mission Hills, and ultimately connecting with the existing Brush Creek Trail. Bike connection to the Rock Creek Trail exists on Nall from the trail southward to 67th Street, and a connection from the trail at Nall is planned for a northern connection to 51st Street where the connection will split. The trail would then head west to Lamar and then north again toward the planned Turkey Creek Trail connection or across I-35 to Merriam Lane. The split heading east would continue into Roeland Park.

Project Overview [Third Page]

Question

Answer

Project Description

It is Mission’s intent to develop a project in partnership with local private and non-profit entities, congruent with neighboring jurisdiction area improvements, that utilizes innovative public engagement to develop solutions to transportation and mobility challenges while improving the environment, health and safety of its residents, building social equity, and supporting economic development locally and regionally. The focus area, a 33-acre site in Mission’s central and eastern commercial corridor, is a small piece of the regional context (See Attachment 2). The Rock Creek Trail is the main pedestrian connector from Mission’s west side at Metcalf, abutting Overland Park, through the heart of the City to the east side at Roeland Drive, abutting Roeland Park. Building a vibrant and active pedestrian and bicycle connection between Metcalf’s commercial corridor toward Merriam and Kansas City, Kansas to various community amenities and activity centers throughout Mission and continuing toward Roeland Park and other regional hubs like the Country Club Plaza and Downtown Kansas City is a long-term vision that starts as a catalyst in Mission’s downtown center. We accomplish sustainable, equitable, economic development by a confluence of synergistic elements that address transportation, green infrastructure, alternative renewable energy, creativity, and building community in the public realm. Transforming under-utilized or vacant land areas into places that incorporate green infrastructure to protect natural resources while functioning to support local businesses and beautifying pedestrian connections also supports existing housing and promotes continued sustainable development that is equitable and further drives economic growth. Incorporating EV charging stations on pervious lots near commercial corridors with green buffers adjacent to waterways and connecting the lots to pedestrian and bike trails that lead to transit hubs, residential and mixed-use developments, and regional trails or bike paths is a connection of environmental, economic, and equitable development that is sustainable, vibrant, and a catalyst for scalable future progress.

During the assessment phase of the Comprehensive Plan in 2007, as well as during the assessment phase of the draft update in 2020 (Attach.3), stormwater and transportation infrastructure was studied. Additionally, methods of energy conservation and protection of natural resources were considered. The conclusion of the assessment phase indicated that measures to control stormwater runoff were necessary to prevent flooding and to decrease the load on underground culverts and the Rock Creek channel. Additionally, the Plan

Is the project consistent with the relevant adopted local comprehensive plan(s)?

recommended infrastructure improvements to increase walkability and to create connections to regional trail networks, promote energy conservation, and protect Rock Creek. This proposal seeks to further the goals of the Comprehensive Plan and to specifically address stormwater, transportation, energy conservation, and waterway protection. The Mission Comprehensive Plan (2007) recommends addressing storm water issues by reducing flood potential while improving air quality. Recommendations also include redevelopment of an aesthetically pleasing, economically successful, and ecologically sustainable city core, establishing a pedestrian friendly environment that encourages healthy lifestyles, and promoting a mixed range of housing opportunities, as well as integration of streetscape and open space. Rock Creek is a focal point in the plan as the “property two blocks west of Nall at Johnson Drive exposes the park-like setting of the creek to the larger community passing by. The long-term plan for Downtown includes a mix of uses...and a system of open spaces linked to a new Rock Creek greenway.” Mission has begun to implement this recommendation by building the Rock Creek Trail and creating the open area Market space adjacent to the trail in recent years. The continued environmentally sensitive enhancement of the trail and the area adjacent to Rock Creek is a priority for the City. The Comprehensive Plan update is currently in its final draft and is expected to be adopted in late 2022. Elements of the Plan include exploring green infrastructure opportunities for functionality, as well as enhancement and beautification along the Rock Creek corridor. Goal 1 of the Economic Revitalization section recommends the following: Study and prepare a set of recommendations for integrating complete street multi-use trail connections within existing street right-of-way to provide better trail connectivity through the district to Metcalf and Rock Creek Trail segments – and adjust the required street sections accordingly. A future land use map for the downtown area shows the vacant parcels flanking the trail from Woodson to east of Outlook as “public/semi-public.” Stormwater management, especially along the Rock Creek corridor, is the key to the success of Johnson Drive and Martway Street. The City has taken steps to mitigate flooding by purchasing property in the floodway and reinforcing the channel along open-air segments. The maintenance of traditional gray infrastructure along with green infrastructure will help improve quality of life and a sense of place. Green infrastructure could help decrease the impacts of stormwater and reduce severity of flooding while providing an attractive amenity for residents and visitors. There are opportunities for green infrastructure enhancements on the publicly owned properties along Rock Creek Trail, and publicly funded art in green space could provide a mini-park setting and place-making opportunity.

Mission developed the Rock Creek Master Plan in 2005 to directly address development in the Downtown area. The area plan acknowledges that there is an opportunity for Mission to view the downtown greenway as a defining element for redevelopment and should be embraced to further enrich its ecological, cultural, and economic functions. The plan states that expanding the greenway to the east from downtown is a logical solution to the large expanse of surface parking, and that expanding the greenway upstream to the west will reduce future flooding impacts. This remediation, public infrastructure investment, and consequential redevelopment will benefit residents, schools, the county, and the state with increased property values that generate revenue. Flood mitigation will help

If submitting a Project Development [Level 2] or Implementation Activities [Level 3] application that does not build on a previous PSP project, are the following core elements included in plans previously developed for the area or activity center in question?

protect existing businesses, as well. Protecting the stream would also have far-reaching health and environmental benefits locally and regionally. In 2006, Mission adopted the East Gateway Redevelopment Plan. Recommendations included a vision for Martway to become a parkway and improving its appearance and function. The Plan also recommended better pedestrian and bicycle connections eastward throughout Mission and outward to the regional context. In 2013, Mission and Overland Park, in partnership with the Mid-America Regional Council, collaborated on a bike and pedestrian plan under Creating Sustainable Places to “improve safety and access for all modes of travel with an emphasis on bicycle and pedestrian facilities” in their downtown areas. Part of this plan included connection to the transit center between Johnson Drive and Martway in the East Gateway District that was completed between 2012 and 2013. In late 2018, Capitol Federal, located at Johnson Drive and Nall in the study area, approached the City with an idea to partner together and develop a plan for a pavilion or event space on its property (See Attachment 4). Collaboration between the City, Capitol Federal, and a design consultant resulted in a draft plan and renderings of the space that included a stage, shade structures along Johnson Drive for market-goers, and permeable surface where food trucks could park during community events. The City would like to reexplore the concept and work with the private business to continue the dialogue with this project development. Additionally, the scope of this project builds on Roeland Park’s Planning Sustainable Places Implementation Plan in 2019. Roeland Park’s Roe Boulevard and Johnson Drive Corridor Plan abuts the scope of this project proposal on the east at Johnson Drive. The MetroGreen Corridor Plan also proposes an extension of the Rock Creek Trail from its current eastern terminus through the Mission Gateway site and continuing through Roeland Park, Fairway, Mission Woods, Westwood Hills, and to the existing extension of the Brush Creek Trail. Another extension toward Prairie Village envisions future connections to the south.

The Rock Creek Trail is an amenity that residents and visitors typically use for recreation. Its meandering path connects the west side of the city to its east side as it twists through the commercial corridor, near multifamily developments, and through the Mission Market area on Johnson Drive. It roughly parallels Rock Creek, which daylight in several areas, along its length. While it serves runners and walkers in a recreational capacity, and it connects to several key points along its path, better connections for functional utility can be created that would better serve as an alternative mode of transportation for residents both locally and regionally. (See Attachments 2 and 5) Within the project area, the trail runs adjacent to multifamily apartments and travels north alongside City-owned vacant parcels. The City purchased the properties with the intention of building public parking to support surrounding businesses, but much of these parcels lies within the floodplain. Only a small portion of these properties, the portion outside of the floodplain, is recommended for parking, and it is the intent of this project development study to design some amount of public parking on pervious surface along with green infrastructure that helps to buffer and protect Rock Creek. The public parking area could also serve as an EV charging hub and a trailhead centered in the city’s core business district. Beautifying the trail in this area with native plants and green infrastructure BMPs serves triple-duty as a carbon sink and environmental protection measure, an alternative energy source for electric vehicles, and an enhanced pedestrian and

Describe how this project and its outcomes directly relate to transportation issues.

bicycle connector. The trail continues toward the east and meanders through the Mission Market where there is potential for solar shade structures that might serve to power the EV charging hub or provide alternative energy for other needs. An opportunity to partner with Capitol Federal on the corner of Nall and Johnson Drive has been established and a design for a community event space on their property has been proposed. Plans for this area can be revisited if this proposal receives an award. Nall and Johnson Drive are busy corridors, and alleviating traffic by encouraging foot and bike traffic during community events such as the farmers' market or other gatherings will help reduce the number of vehicles in the area, thus improving safety and reducing emissions. As the trail crosses Nall at Martway, the trail continues west and will pass a newly constructed mixed-use development on the south, with restaurants and shops on the north side of Martway. This area of Martway is wide and is abutted on both sides by surface parking for its length to its final terminus at Roeland Drive. This stretch of Martway is an opportunity to incorporate complete streets design to improve multimodal connections along the trail and to the transit station mid-block, as well as to serve as greening the corridor to provide shade and runoff capture. Improving the street from Nall to Roeland Drive could revitalize the businesses on either side and spur additional transit-oriented development.

Mission is a close-knit community of involved citizens and Staff takes input from Mission residents very seriously. From our website to neighborhood and stakeholder meetings, Staff actively seeks engagement during its planning and development projects. For the public engagement phase of project development for this proposal, Staff would like to develop new ways to reach out to its citizens and neighbors. Utilizing ESRI software, we propose online mapping and public input opportunities for public comment, surveys with visual imagery and mapping components, and educational materials through StoryMaps that will help tell the story of where we started, where we are, and where we envision the future will take us. ESRI's software will help provide the continuity and collaboration between the concepts we envision and the final project design that incorporates the many voices that will help make a final product dynamic and implementable. Visualizations with perspectives and eye level views will demonstrate existing conditions and the proposed enhancements. Social media has become one of the most wide-spread avenues of engaging public feedback and will continue to be utilized by communities for the foreseeable future. Accessing feedback through Facebook, Twitter, and Instagram, a few of the most prominent platforms, is essential to the entire package of public outreach activities. These avenues are often places where people feel free to voice their opinions, whereas they might feel less inclined to share thoughts in a large group. This is one of the ways we can reach out to people in their homes and at any time of day if they do not have the time or opportunity to engage in face-to-face meetings or input sessions. In addition to the online public engagement, in-person engagement opportunities that occur early and often throughout the process are necessary to bring the project to life. Building on the trust between City Staff, Planning Commission and City Council members, business leaders, and non-profit organizations, face-to-face engagement, whenever feasible, will create buy-in that is necessary for a successful project. Processes that encourage dialogue and interpersonal relationships ensure outcomes that are as in-line as possible with the needs and visions of area stakeholders, and

The Planning Sustainable Places program requires projects to include a robust citizen engagement component. Please outline this component.

that projects develop in a way that include a wide variety of perspectives. In-person engagement will meet people where they are and will create opportunities to activate the space along Rock Creek Trail and envision an enhanced corridor with pop-up events. Engagement will include residents, local businesses, environmental conservation organizations, and other stakeholders with vested interest.

One of the dominant goals of the Planning Sustainable places program is to create or enhance vibrant communities. Please explain how this project will enhance future vibrancy. (See [this link](#) for principles and concepts that contribute to a vibrant community.)

The project area is in the downtown area, a compact, walkable part of the city that is designated as a MARC activity center. The Rock Creek Trail is a pedestrian and bicycle-oriented corridor in the public realm that connects commercial and residential uses from the west to the east side of the city. The trail meanders along Martway, a primary transit corridor in the community, and Johnson Drive, connecting the street network with safer multi-modal functionality. A portion of the study area may be considered for complete street design from Nall to Roeland Drive in Mission's East Gateway overlay district. The eight-foot-wide trail has been completed within the study area, but improvements along the corridor to promote its usability will help create a more vibrant area for pedestrians and bicyclists who frequent the trail. The unique combination of a stream, trail, public spaces, and downtown density provides multiple opportunities for placemaking strategies in the district. Improving the trail and activating key nodes along its length can promote healthy lifestyles and implementing green infrastructure along the corridor will aid efforts to protect and buffer the Rock Creek waterway during rainfall events. This part of an integrated trail network serves the regional area as part of a larger context and future planning efforts by neighboring jurisdictions. Additionally, infill housing near this activity center will promote the density that will drive economic prosperity for Mission as well as the region. Creating and enhancing a vibrant, walkable corridor allows residents to more easily age in place, promotes healthy lifestyle opportunities, encourages community interactions, supports economic growth, and incorporating green infrastructure simultaneously protects the environment. When we invest in our existing infrastructure and build upon established community amenities, we also encourage reinvestment. Incorporating pedestrian and bicycle amenities in commercial areas along with optimizing parking area for vehicle use offers residents choice of transportation options. When vehicle parking areas also incorporate electric vehicle charging stations that are powered through renewable power sources, the viability and ease of using electric vehicles is increased. The confluence of these elements supports a strong and regionally connected suburban downtown.

For Project Development [Level 2] or Implementation Activities [Level 3] projects: The Planning Sustainable Places program looks to further those plans that advance implementation. Please provide the project's timeline for implementation.

The City of Mission is committed to improving the downtown streetscape and Johnson Drive corridor. The City improved the Johnson Drive streetscape in 2013 from Lamar to Roeland Drive as part of its Capital Improvements budget. During Summer 2022, Johnson Drive will be restriped to improve pedestrian safety by reducing lanes from four to two lanes plus a center turn lane. Building on these improvements along Johnson Drive, the City plans to capitalize on its investments and the momentum created by street improvements with funding provided by the Planning Sustainable Places grant for the Rock Creek Corridor adjacent to Johnson Drive. The potential impact these improvements would make along Mission's commercial corridor as implemented in conjunction with one another could drive economic development for years to come. If Mission is awarded funding in 2023 for the project development phase of the study area, the City could feasibly develop an implementation project in 2025. The time horizon for implementation would then be

within one-to-two years after the implementation plan is complete.

Intent Questions [Fourth Page]

Question	Answer
<p>Describe how the project promotes improved travel choices (e.g., bicycling, walking, transit use, transportation demand strategies, etc.) For more information see the sustainability principle of Transportation Choice in the Sustainable Land Use Resource.</p>	<p>Merely providing a shared trail for pedestrians and bicyclists without providing an atmosphere that encourages its use or does not provide a network that connects it to activity centers, transit centers, and other trails or streets, will not optimize the investment sufficiently to drive its long-term viability. By creating a beautiful and engaging place, people are drawn to frequently use it and engage with one another in the process. In turn, frequent use creates the vibrancy and engaging environment that further boosts the continued revitalization of the area surrounding it and adds to a city's sense of community. Connecting a trail to local and regional hubs provides a functional usability beyond mere recreation. Energizing a multimodal commercial corridor in Mission will incentivize future development and fortify economic growth in Mission as well as beyond its borders. The impact that providing a corridor where cars, bicycles, buses, and pedestrians can share space safely, and each mode has the necessary infrastructure to accommodate their use, is one of the priorities of this development project. Equity is promoted when people have a choice between various functional modes of transportation, which is a driving factor of the socially, environmentally, and economically sustainable decisions Mission makes when prioritizing infrastructure projects.</p>
<p>Describe how the project promotes sustainable land-use patterns (e.g., mixed use, transit-oriented, walkable, affordable housing, etc.) For more information see the sustainability principle of Housing Choice or Reinvestment in the Sustainable Land Use Resource.</p>	<p>The location of the Rock Creek Trail in the center of the city and adjacent to commercial activity is key to driving future housing developments. The City is currently considering several different types of multifamily housing developments, and two mixed-use developments in the study area are currently under construction. The most recently completed mixed-use development on Johnson Drive, the Locale, and a senior-living apartment building on Martway are arguably very successful applications of residential housing in the western portion of the downtown area. Additionally, two multifamily development proposals submitted to the City for consideration within a month of each other are within one or two blocks of the study area and a quarter mile from the transit station on the City's east side. The demand for affordable rental housing in the region has increased in recent years as demographics and markets have changed. However, the supply of affordable rental housing has not met the pace of demand. By improving the accessibility of multi-modal transportation options along transit corridors, developers are attracted to the area and the amenities this infrastructure provides their targeted demographic.</p>
<p>Describe how the project advances environmental stewardship.</p>	<p>This project proposes a confluence of elements that promote environmental stewardship. Additional vehicle parking near commercial activity on permeable surface with incorporated electric vehicle charging stations and green space encourages energy efficiency, natural resource protection, renewable energy use, as well as optimized parking. Connecting this parking with a trail network encourages walkability, multi-modal transportation, and encourages infill development nearby that utilizes existing infrastructure. Providing the option for pedestrians and bicyclists to utilize the trail to get to work, to recreate, and to easily access retail shops encourages fewer vehicle trips, thus reducing</p>

For more information see the sustainability principle of Resource Conservation and Energy Efficiency in the [Sustainable Land Use Resource](#).

greenhouse gas emissions and pollutants from entering air and water systems. Enhancing trail systems with complete streets adds another layer of green space to reduce the heat island effect of large expanses of impervious parking and wide road networks. The density that is encouraged in transit-oriented development corridors further promotes resource conservation through higher floor-area ratios that help to counterbalance typical suburban sprawl development. Additionally, providing shade elements in activity centers that double as solar energy generators supports renewable energy efforts to help mitigate increased fossil fuel use that leads to climate change. Enhancements along the trail to reduce runoff and improve water quality provide a highly visible network to demonstrate the benefits for Rock Creek.

Describe how the project advances housing choice. For more information see the sustainability principle of Housing Choice in the [Sustainable Land Use Resource](#).

The improvements on and around Rock Creek and the Rock Creek Trail that are adjacent to Mission's commercial corridor will potentially encourage infill housing development. Developers are privy to the amenities provided by the City that are near potential developable properties, and they tend to choose properties in close proximity to those amenities. Improvements to public amenities and the subsequent infill housing potential for adjacent properties supports a variety of housing developments. Developers recognize the opportunity near commercial corridors that abut single-family residential neighborhoods to provide "missing middle" housing typologies. Currently, two proposed multifamily housing developments within a few blocks of the downtown commercial corridor fit this type of housing need, and more developments are likely to follow. The diversity of housing types near compact, walkable centers is a key to sustainable housing development and increased supply of various housing types increases the affordability of housing over time. This simple supply and demand scenario is a key planning and economic concept that City Staff expects will help provide more equitable housing in the long-term. With increased supply comes more affordability as demand decreases. From 2000 to 2018, Mission lost about 566 housing units, and the vacancy rate decreased from 8.7% to 5.8%. At the same time, several structures were demolished just north of the study area along Johnson Drive. This scenario provides the opportunity in the area to redevelop, and improvements along the Rock Creek Corridor can act as a catalyst. Redevelopment along the corridor also helps to reinvigorate housing choices, as much of the housing stock in the area is more than 50 years old. Before the Locale was constructed at Johnson Drive and Lamar in 2019, the most recent multifamily development in Mission was in 1986. Redevelopment in the downtown core, including more dense quality housing, would be complimented by multimodal transportation options.

Describe how the project advances improved public health. For more information see the sustainability principle for Healthier Lifestyles in the [Sustainable Land Use Resource](#).

Providing a dynamic and connected trail system that can be used for recreation and/or a functional mode of travel gives people an option that is an alternative to auto-centric transportation. If given a convenient option between travel by car or travel by foot or bike, many people may choose to forgo the automobile. When there are more people in an area that choose to walk or bike than drive their car, the better the air quality is and safety of the environment, as well. For people who may not be able to afford to buy and maintain a car, or do not own a car by choice, a City that provides alternative modes of travel is also an equitable and attractive option. The trail's location along an existing farmer's market further improves access to healthy food. The ability to afford healthy food options instead of car maintenance expenses is only a viable choice where the

opportunity to walk, bike, or bus to work is available. An enhanced trail provides free access to walk or bike and the trail's proximity to the community center and pool also provides better access to health and activity nodes in the community.

Describe how the project supports investment in areas with existing infrastructure. For more information see the sustainability principle of Corridors & Activity Centers in the [Sustainable Land Use Resource](#).

The existing Rock Creek Trail is a connector for the Johnson Drive Activity Center. The project will support the existing trail and the creek by investing in strategies to mitigate climate change, promote resiliency, and enhance walkability. The infrastructure in the area is aged and BMPs such as rain gardens, permeable pavement, and green space, along with alternative energy sources, will help to protect the stormwater system and lighten the load for the electrical grid. Trails require less maintenance and resource-intensive materials than streets, and the more that people can use a trail network to travel, the less vehicle traffic will impact existing street networks. In conjunction with the Rock Creek Master Plan, the City has implemented certain improvements along Johnson Drive. In 2014, a robust program to improve the public realm along Johnson Drive from Nall to Lamar in the Downtown Commercial District was implemented. The City widened the sidewalks along business storefronts and incorporated landscaped islands, crosswalks and pedestrian warning lights, park benches and waste receptacles, and diagonal street parking. During the summer of 2022, Mission will restripe Johnson Drive to reduce the street from four lanes to two lanes with a center turn lane. The street network improvement effort will improve safety for pedestrians crossing Johnson Drive at busy intersections. Mission has incorporated on-street parking in the study area, but with the influx of population that is expected in the coming years, businesses will potentially require more parking areas for visiting patrons. Large expanses of surface parking is not ideal, but smaller, well-designed parking areas with green infrastructure to mitigate stormwater runoff issues could provide the additional infrastructure businesses may need to grow regional markets. Small-scale design can also be more easily adapted for pocket parks or housing if less parking is needed in the future. The "hub" created by additional parking and connection to the trail at approximately Outlook between Johnson Drive and Martway may also serve as a trailhead where someone who wishes to park and ride to work or the transit station can stage their car, perhaps even charge their electric vehicle during the day.

Describe how the project improves economic growth (i.e. jobs retention, jobs generator, tax growth).

Enhancements along the Rock Creek corridor feasibly promote foot and bicycle traffic to adjacent businesses, thereby maintaining the viability of current local businesses and encouraging more businesses to come to Mission and surrounding cities. Johnson Drive, the main commercial and jobs corridor in Mission, is located in the center of the city on an east-west trajectory. Providing a more vibrant Rock Creek corridor and beautifying vacant parcels may help revitalize some vacant commercial structures along Johnson Drive as well as along Martway. ScriptPro, which holds multiple office spaces near Johnson Drive, is a major employer in Mission. The employees who work in these offices, and the employees in other businesses would benefit from the trail improvements as a public amenity to incentivize job retention. By improving the trail and thereby supporting adjacent businesses, tax growth is expected to increase, as well.

Cost-Benefit analysis helps quantify reasons for project implementation. During the beginning phases of project design, an in-depth analysis of the benefits a project provides that implements flood mitigation, carbon capture, and alternative energy sources, will help us understand how a project of this

Describe how the project commits to using a planning resource(s) to understand the project area and craft the plan (e.g. scenario planning, data indicators, performance measures², environmental data or similar resources - for example list visit [insert link])

scope improves our city's vitality, both economically and physically. The project will gather data on the public services, land values, environmental resources, vulnerable populations, and infrastructure (including transportation, stormwater, and electricity) that are impacted within and around the project area. Other area plans that impact the project area will also be considered in the matrix. The project will gather traffic data at key locations to evaluate traffic volume, speed, and behavior by mode to establish a baseline which can be used to examine the likely benefit of synergistic complete street/vision zero improvements. The upstream and downstream land areas outside of the immediate area may have an immediate impact on the focus area and the data should be considered holistically as the project details are evaluated. The project will establish performance measures, or metrics, for the primary goals of the multi-layered community benefits of the corridor (environmental, social, and economic). Metrics help to create accountability, internally for the City as well as externally for residents and stakeholders, for the key goals of the project and how to achieve them.

Describe how the project promotes resiliency (physical and/or economic).

Rising temperatures and increased rainfall with flooding is expected to occur in the coming years due to climate change. Adding ecological functionality to green spaces along the trail and including native landscaping could help mitigate the heat island effect created by expansive impervious surface. Native species would also require less irrigation as potable water supplies are expected to become increasingly scarce and seasonal rains become less predictable. In areas where pervious surface is feasible, percolation of stormwater runoff during heavy rainfall events will decrease the load on Rock Creek as well as decrease the likelihood that nearby businesses and public services would be damaged by flash flooding due to increasingly heavy rainfall events. Green buffers, including rain gardens and BMPs, adjacent to the creek along the trail will further help to mitigate flooding and protect vital structures from water damage. Reducing the load on the electrical grid by including solar arrays that also act as shade structures could help improve the resiliency of energy infrastructure, as well. In this way, the project could promote physical and economic resiliency. The project area is within the Brush Creek portion of the Blue River watershed and is part of the Middle Blue River. Designs which focus on reduction of impervious runoff into the Blue River watershed can be measured. These reductions contribute to partner agencies' resiliency goals such as the Renew the Blue Initiative through Heartland Conservation Alliance, and the Urban Waters Learning Network. The position of this project in the upper areas of the watershed aligns Water Services approaches on past green infrastructure efforts which aligns with efforts outlined in its Green Infrastructure Opportunities (page 56) document.

Describe how the project includes innovation in concept generation and public engagement.

Mission's stakeholders will participate in hands-on concept generation for the multi-layered approach this project can provide. Whether a community member is interested in healthy food, economic development, safety, transportation, housing, or resiliency, there is something for everyone. Public engagement will provide online and in person opportunities to participate. The community will be encouraged to express priorities for the components of this community amenity; elements configured according to needs consensus. These activities stimulate dialogue and encourage participants to consider design elements comprehensively. The project team will also provide pragmatic data points for traffic flow, stormwater needs, and

parking requirements to guide concepts that are feasible to meet performance metrics. Focus groups will address specific concerns or viewpoints of local constituents to build trust and buy-in during concept refinement.

Location Questions [Fifth Page]

Question	Answer
Does this project serve MARC's defined redevelopment area? Click on the Redevelopment Area layer in the Planning Sustainable Places Atlas.	Yes
If yes, please describe.	The project area is in the vicinity of the I-35 corridor, well within the MARC redevelopment area as defined by the Planning Sustainable Places Atlas
Is the project located in an activity center identified on MARC's map of activity centers? Click on the Activity Centers layer in the Planning Sustainable Places Atlas.	Yes
If yes, please describe.	Medium and high-intensity activity center parcels exist along the Rock Creek corridor in the study area. As the corridor has been revitalized in the last ten years and the Rock Creek trail and Mission Market have been improved, residents and visitors have utilized access to the trail at a higher intensity. Additionally, as the Market has become a popular gathering place, more events have occurred along the commercial corridor. Businesses along Johnson Drive, including Sandhills Brewery, The Wing Stand, and Sully's have seen increased activity correlated with farmers' market events. These activities are expected to increase in frequency and in attendance as the events become more popular locally and regionally.
Does the project serve a current or future transit corridor or mobility hub (Smart Moves 3.0)? Click on Mobility Services and select the Mobility Hubs or Smart Moves layer in the Planning Sustainable Places Atlas.	Yes
If yes, please describe.	The project proposal will consider locations for EV charging stations along the corridor at strategic locations to promote alternative fuel sources for private vehicles and as a means to increase transit service ridership where riders can transfer from one fixed route to another or connect to other street or trail networks that feed the region. The trail connects with the existing transit corridor on Martway and the transit station on the eastern end of the project study area, and the project study area at Outlook and Johnson Drive has potential to become a mobility hub. This project proposal can address all the goals of the Smart Moves 3.0 vision, including economic vitality, placemaking, equity, transportation choices, safety and security, system condition (maintenance), system performance (maximize exiting investments), public health, environment, and climate change/energy use.
Does the project serve an environmental justice area(s) or has areas with hidden environmental justice populations or does the project provide connections to environmental justice area(s) with opportunities (i.e., jobs access, education, reduce health disparities, etc.)? Click on Environmental Justice Tracts layer in the Planning Sustainable Places Atlas.	Yes

If yes, please describe.

The project falls within an EJ tract due to populations with low-income, and/or vulnerable populations (age) category. The project area is within proximity to pollutants and residents have limited transit options. The Environmental Protection Agency's EJ indicators show that the tract is above the 50th percentile in particulate matter, ozone, and air toxins which cause cancer. Sources of pollution for the same area are above the 50th percentile regionally in all indicators, and above the 75th percentile in multiple other indicators. The project area has a transit hub on its east side, but ridership is relatively low and infrequent. Creating a more vibrant, connected corridor can boost bus ridership. Populations affected by environmental justice issues can have alternative and more equitable mobility choices, which may help to increase healthy lifestyles and promote fewer vehicle trips in the area, thus decreasing air pollution associated with particulates and fuel emissions.

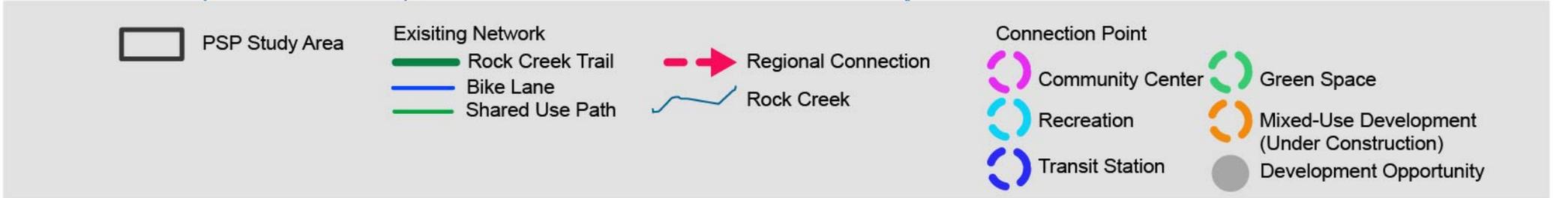
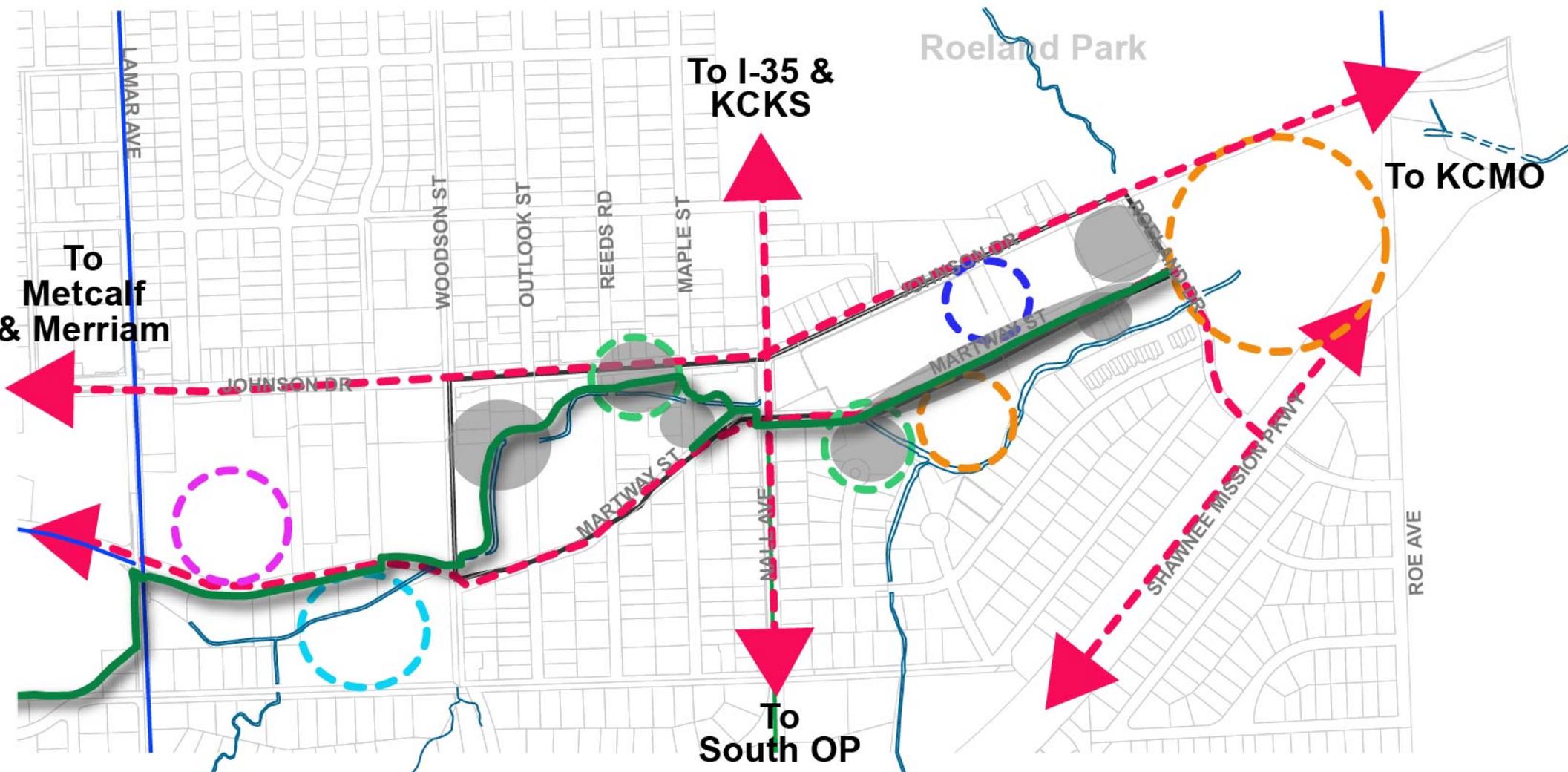
Partnership & Implementation Questions [Sixth Page]

Question	Answer
<p>Describe the partnerships formed to develop the project and the manner in which these partnerships will benefit the project. In particular detail project coordination within the sponsor entity and partnership with entities outside the sponsor entity.</p>	<p>Downtown business owners will be invited to engage in the project development activities early and often throughout the process. They will be invited to participate in the steering process as well as engage in online surveys. Capital Federal Bank will be invited to engage to explore a partnership that the business initiated in 2018. The City is ready to reengage in the preestablished dialogue to determine the viability of a community event space adjacent to the Mission Market. Persons and/or organizations that advocate for persons with disabilities will be invited to be on the steering committee and to engage in the input stages of project development. The City will reach out to Evergy for solar energy opportunities and EV charging stations to determine the infrastructure requirements and best practices.</p>
<p>Describe if the project demonstrates sustained involvement with social equity and/or typically underrepresented stakeholders.</p>	<p>The City has established a relationship with a consultant for Americans with disabilities on past projects and continues to work on providing access to people with mobility challenges through the recommendations that emerge from that partnership. Mission is committed to reaching out to minority and low-income populations and to engage these groups in the planning process to determine how we can best serve their needs. This project will consist of focused efforts to engage and apply recommendations from vulnerable populations early and throughout project development, as well as later during the implementation phase. Enhanced trail connectivity and public space provides improved access to all populations for exercise, business activity, and the natural environment.</p>
<p>Describe local activities that show commitment and ability to carry out the proposed project and support the stated project summary.</p>	<p>The Rock Creek Trail Master Plan was developed in 2005 and parts of the plan began to be implemented by 2011. In 2014, Mission purchased land in the floodway along Johnson Drive and helped businesses there relocate to dry land within the city. At the same time, Mission began large-scale improvements to Johnson Drive. The City widened sidewalks from four feet to eight feet, installed pedestrian-scale streetlights, and added diagonal parking in the Downtown Commercial District. This required a robust public engagement process and the City worked with local business owners and managers to implement the project with the least amount of impact possible. Mission procured parcels between Woodson and Outlook south of Johnson Drive that were in the floodway, as well. These parcels were purchased over time with the intent to redevelop and add</p>

green space and/or parking for area businesses. By 2016, the Mission Market was established and became a treasured community amenity and event space.

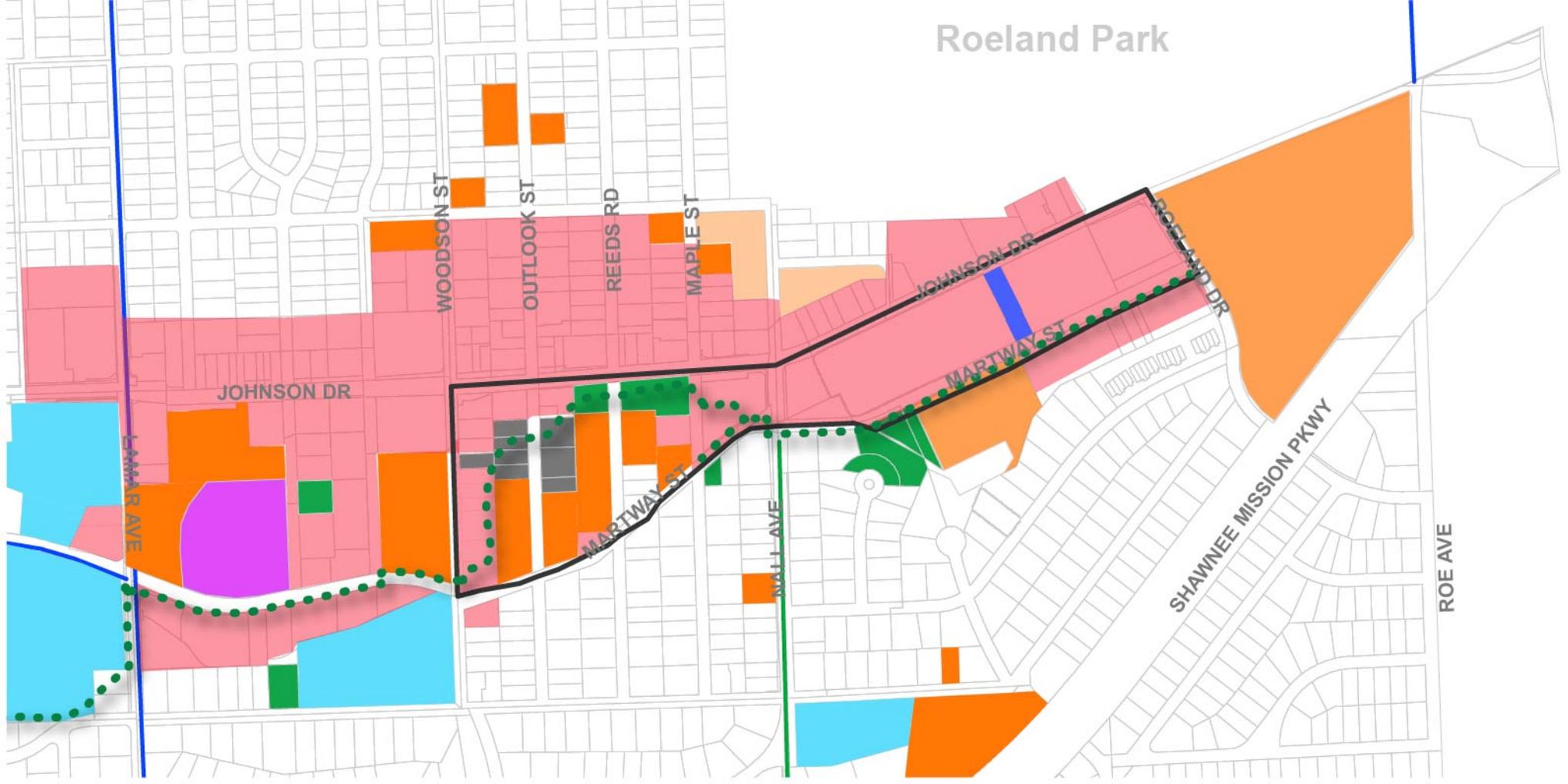
Supplemental Information [Seventh Page]

Question	Answer
File 1	37_9.21.pdf
File 2	37_9.22.pdf
File 3	37_9.23.pdf
File 4	37_9.24.pdf
File 5	37_9.25.pdf



CONNECTIONS AND OPPORTUNITIES

Roeland Park



 PSP Study Area

Existing Network
 Rock Creek Trail
 Bike Lane
 Shared Use Path

Land Use
 Commercial
 Community Center
 Transit Station
 Gov/Pub
 Park/Green Space

 Multifamily/Mixed-Use(Existing)
 Multifamily/Mixed-Use (Construction)
 Multifamily (Proposed)
 Single Family Residential
 Vacant Municipal Parcels

Land Use and Pedestrian/Bike Connections

City of Mission	Item Number:	4.
ACTION ITEM SUMMARY	Date:	January 11, 2023
Parks + Recreation	From:	Penn Almoney

Action items require a vote to recommend the item to the full City Council for further action.

RE: Water Works Park Final Design Contract Award

RECOMMENDATION: Approve a contract with Stantec for final design services for Water Works Park in an amount not to exceed \$139,000.

DETAILS: In November 2019, the City contracted with Confluence to conceptually redesign the entire layout of Water Works Park as part of an overall conceptual park planning process. The conceptual redesign had significant input from a citizen stakeholder committee, WaterOne, City Council, the Parks, Recreation + Tree Commission, and from two public meetings.

In October 2022, Council approved the 2023-2027 Capital Improvement Program (CIP) which included a project in 2023 to add restrooms and a pavilion/shelter to Water Works Park in conformance with the conceptual design plans. The next step in moving to construction involves completing the final design and developing construction documents for bidding. The final design process will include final construction plans and detailed specifications for the performance of construction work like engineering, utility placement and an updated estimate of cost.

The RFQ was distributed on November 10 with responses due by 5:00 PM on December 8. Three firms responded to the RFQ by the published deadline and one firm opted out. Included below are the firms and their associated bid details:

Firm	Bid	Extras	TOTAL
SMH			
Stantec	\$125,000	\$17,000 (survey if needed)	\$139,000
Confluence	\$163,075		\$163,075
BBN Architects	N/A		Opted Out

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$1,500,000

City of Mission	Item Number:	4.
ACTION ITEM SUMMARY	Date:	January 11, 2023
Parks + Recreation	From:	Penn Almoney

Action items require a vote to recommend the item to the full City Council for further action.

The three firms were interviewed by Penn Almoney and Emily Randel on January 4 and were scored in the following categories:

- Qualifications and experience
- Team organization and capabilities
- Project and schedule approach
- RFQ Responsiveness
- Cost

The interviews required each firm to present their experience and qualifications and unique capabilities after which they answered a series of questions to ensure project deliverables could be aligned with staff and Council goals and objectives. After a complete review and evaluation process, Stantec received the highest cumulative score and is the lowest cost option. Their company is local and collaborates with nationwide offices who perform similar functions. They employ technological efficiencies that keep projects on pace and on budget and are familiar with the nuances of local government processes.

Staff recommends approval of a contract with Stantec for final design services for Water Works Park for an amount not to exceed \$139,000 - (\$125,000 for engineering, architecture, design and construction management + \$17,000 topographical/utility survey). Following approval of a final design, staff will work with the consultant to prepare construction documents and solicit construction bids late summer 2023.

The Stantec team will meet with staff to begin the project in February and continue the schematic and design development stages from February – May 2023. Construction documentation will begin in May and continue through August 2023 with the intent to review bids and begin construction in Winter 2023.

The total projected order of magnitude costs for the entire park plan have been included in the packet to provide a frame of reference for design and engineering costs estimated from the outset of the project. Stantec believes the entire project, including design fees, can be accomplished for \$1,500,000 barring any unpredictable and/or extraordinary inflationary elements.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$1,500,000

City of Mission	Item Number:	4.
ACTION ITEM SUMMARY	Date:	January 11, 2023
Parks + Recreation	From:	Penn Almoney

Action items require a vote to recommend the item to the full City Council for further action.

This project will be paid for from the Outdoor Park Systems Improvements budget identified in the Parks and Recreation Capital Improvement Plan, which is funded by Parks and Recreation Sales Tax revenues including 2022A Bond proceeds identified for this project.

CFAA IMPACTS/CONSIDERATIONS: Quality recreation amenities enhance the resident and non-resident’s experience in Mission Parks while participating in a variety of programs, events and activities that connect people and improve quality of life. Water Works Park is accessible to adults and youth of all ages and abilities. It provides a safe platform for recreation activities for parents and children and serves as a neighborhood park for surrounding citizens and visitors. The public engagement process ensures the residents and users had an opportunity for input.



Conceptual Layout of Water Works Park

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	45-90-805-09
Available Budget:	\$1,500,000

PROBABLE CONSTRUCTION COST OPINION

Preliminary

The amounts stated herein are our best estimate of probable construction costs based on current information. Because costs are influenced by market conditions, changes in project scope, and other factors beyond our control, we cannot ensure that actual construction costs will equal this cost opinion.

Water works Park

Mission, Kansas

20418

11/9/2021

Project Summary		Remarks
Phase 1 - Description	\$ 2,424,446.72	
Total Anticipated Project Cost	\$ 2,424,446.72	

AC = acre (43,560 sf) / ALW = allowance / EA = each / LF = linear foot / LB = pound / LS = lump sum / MSF = 1,000 sf / SF = square foot / SY = square yard / TON = 2,000 pounds

Site Improvements

Demolition	Qty	Unit	Unit Cost	Item Total	Remarks
Playground Demolition	1	LS	\$ 5,000.00	\$ 5,000.00	
Asphalt Trail Demolition	1,900	LF	\$ 8.00	\$ 15,200.00	
Shelter Demolition	1	LS	\$ 5,000.00	\$ 5,000.00	
Subtotal				\$ 25,200.00	

Site Amenities	Qty	Unit	Unit Cost	Item Total	Remarks
Concrete Walks	29,261	SF	\$ 9.00	\$ 263,349.00	
Parking Lot (Mill and Overlay & Re-strip)	1	LS	\$ 20,000.00	\$ 20,000.00	+ 8 More Stalls
Concrete Seat Wall	85	LF	\$ 400.00	\$ 34,000.00	
Nodes Signage	5	EA	\$ 4,500.00	\$ 22,500.00	
Nodes Shelter	3	EA	\$ 7,500.00	\$ 22,500.00	
Utilities	1	LS	\$ 35,000.00	\$ 35,000.00	
Grading & Earthwork	1	LS	\$ 25,000.00	\$ 25,000.00	
Entry Sign	1	LS	\$ 30,000.00	\$ 30,000.00	
Playground Equipment	1	LS	\$ 300,000.00	\$ 300,000.00	
Playground Surfacing	1	LS	allowance	\$ 150,000.00	
Shade Sails (Over Playground)	3	EA	\$ 30,000.00	\$ 90,000.00	
Shelter	1	LS	\$ 300,000.00	\$ 300,000.00	
Restroom	1	LS	\$ 250,000.00	\$ 250,000.00	
Bench	4	EA	\$ 3,500.00	\$ 14,000.00	
Lighting (Pedestrian)	16	EA	\$ 2,500.00	\$ 40,000.00	
Trash	4	EA	\$ 2,000.00	\$ 8,000.00	
Covered Picnic Bench pads	2	EA	\$ 7,500.00	\$ 15,000.00	
Water Fountain	1	EA	\$ 5,000.00	\$ 5,000.00	
Subtotal				\$ 1,624,349.00	

Landscape Elements	Qty	Unit	Unit Cost	Item Total	Remarks
Trees	30	EA	\$ 500.00	\$ 15,000.00	
Turf Seed	47,000	SF	\$ 0.15	\$ 7,050.00	
Rain Garden Perennials	530	SY	\$ 125.00	\$ 66,250.00	
Subtotal				\$ 88,300.00	

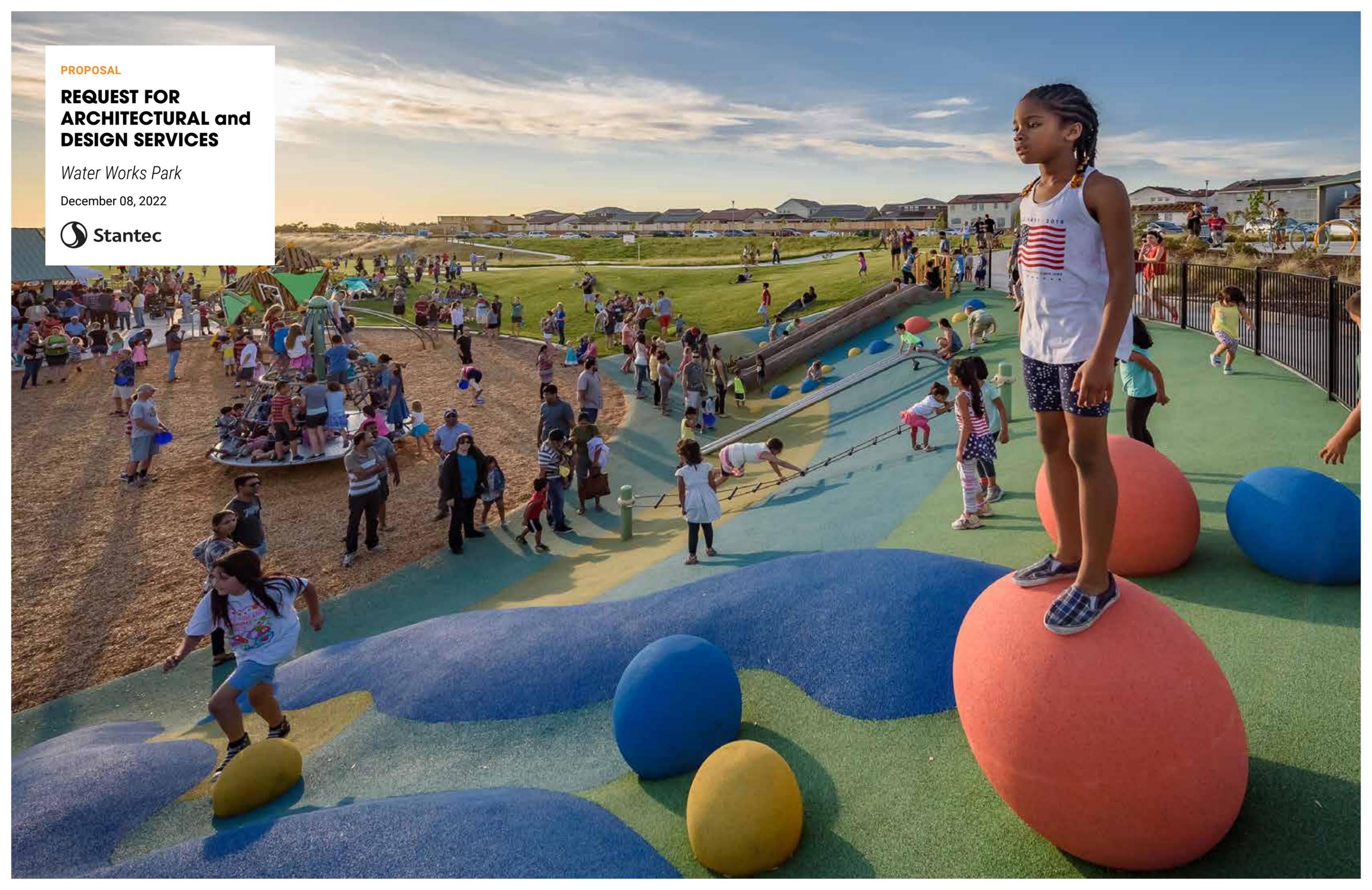
Subtotal - Project Total			\$ 1,737,849.00	
General Conditions	8%		\$ 139,027.92	
Overhead and Profit	10%		\$ 173,784.90	
Contingency	10%		\$ 173,784.90	
Survey and Geotech			\$40,000-50,000	
Design and Engineering Fees			\$150,000-180,000	

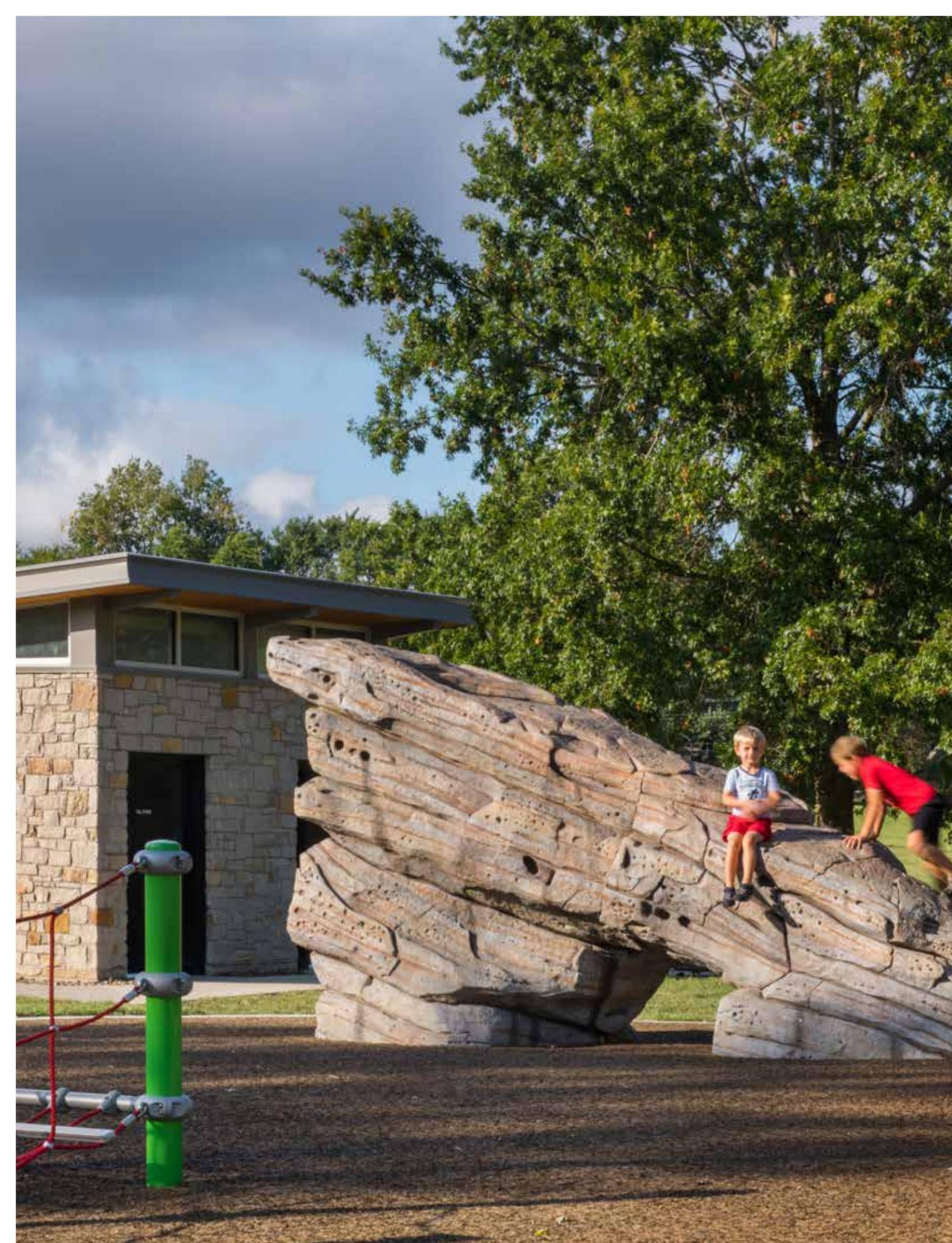
PROPOSAL

**REQUEST FOR
ARCHITECTURAL and
DESIGN SERVICES**

Water Works Park

December 08, 2022





COVER LETTER

 **Stantec Consulting Services Inc.**
6800 College Blvd #750, Overland Park, KS 66211

December 08, 2022

Penn Almony
Director of Parks and Recreation
Parks and Recreation Department
Mission, Kansas

RE: Water Works Park

Dear Mr. Almony:

Located in a unique position within the metro area, The City of Mission's 10,000 residents benefit from established neighborhoods with great access and quality municipal services. A significant part of those services includes eight existing parks with trails, playgrounds, a community center, aquatic center, and natural areas. Stantec understands the City's mission and vision statements provided in the master plan. These statements dovetail well with Stantec's purpose to "Design with Community in Mind", and we are excited about the opportunity to utilize our expertise and experience to provide the City with Architectural and Design Services for the improvements at Water Works Park.

The Stantec team is comprised of local experience with national expertise to design projects with a fresh perspective that are delivered on time and on budget. The best way to ensure that these goals are met is to identify the top consultants that have a proven working relationship and keep them engaged from start to finish. That is our approach to every project, and we have gathered a familiar team to complete this project under one umbrella led by Stantec.

We are structured perfectly to work closely with you and provide the experience necessary for a park project of this scale of complexity that is sensitive to the close proximity of residences and involves working with critical infrastructure and utility agencies. We will engage the City, community, and other stakeholders throughout the process to develop design solutions and a set of documents that are clear, concise and within budget. Our seasoned professionals have proven their knowledge of delivering cost effective projects that remain impactful, creative, sustainable, and engaging to meet with standards expected by the City of Mission and its residents.

Stantec has carefully assembled a talented team of professionals to meet the needs of multiple project types. The core team from Stantec, led by Kelly VanElders, will include Josh Cheek, and Jake Stodola, who lives 600 feet from the park! These are the landscape architects and designers the City will consult with on a regular basis for all design services. In addition to internal consultants for Public Involvement, we have added several sub-consultants to our team to be able to respond to specific needs for the anticipated program. Firms include Wilson & Company (Survey, IT, Security & Civil Engineering), Stand SEI (Structural), and Star Signs (Signage). Our long tenured local ties to these firms provide a team that can tackle any design problem. We have ensured that all team members have the workload capacity to complete any project and available to meet on short notice.

We appreciate the opportunity to submit qualifications and look forward to the possibility of collaborating with The City of Mission to provide Architectural and Design Services for Water Works Park.

Sincerely,

STANTEC CONSULTING SERVICES INC.



KELLY VANELDERS PLA, ASLA
Project Manager, Principal
816-260-9927
kelly.vanelders@stantec.com



JOSH CHEEK PLA, ASLA
Design Director, Senior Landscape Architect
913-905-3425
josh.cheek@stantec.com

01

COMPANY PROFILE

STANTEC CONSULTING SERVICES

6800 College Boulevard, Suite 750
Overland Park, Kansas 66211
www.stantec.com

KELLY VANELDERS PLA, ASLA
Project Manager, Principal
816-260-9927
kelly.vanelders@stantec.com

Stantec Consulting Services is a corporation publicly traded on the New York Stock Exchange under the symbol STN

There are no known conflicts of interest with the City of Mission, its officers, agents or employees.



02

QUALIFICATIONS

Our Firm

Stantec employs nearly 35 people in our Kansas City office. Of the various disciplines we have in Kansas, our four local landscape architects, and the diverse background of 245 landscape architects firm-wide, can provide the resources to address any project challenge. The focus of our local studio team includes extensive experience with design and delivery of park facilities, natural areas, and outdoor recreation. In addition to our local experts, we bring a network of over 22,000 professionals in 350 offices.

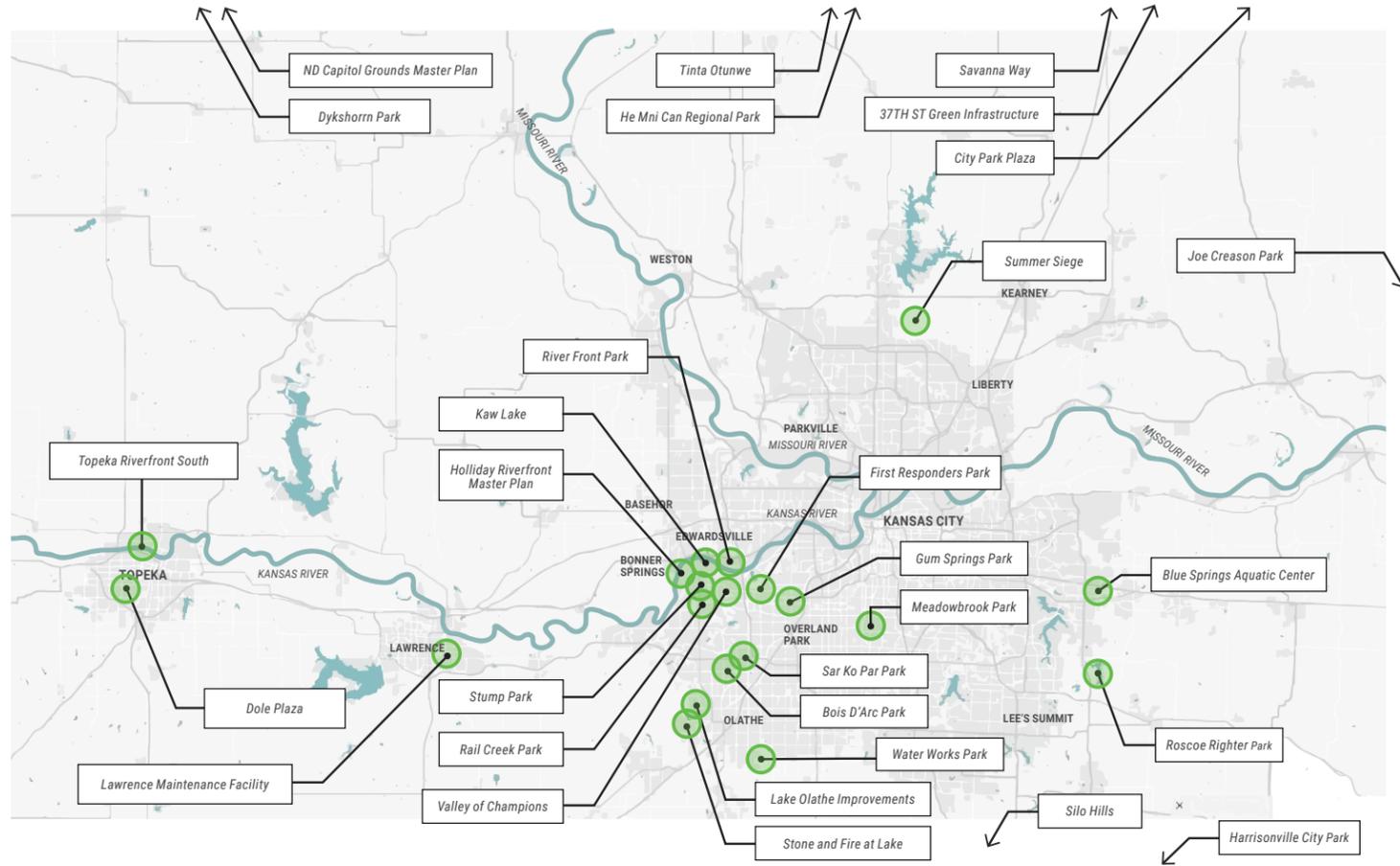
Since 1954, our local strength, knowledge, and relationships, coupled with world-class expertise, have allowed us to go anywhere to meet our clients' needs in more creative, personalized ways. With a long-term commitment to the people and places we serve, Stantec has the unique ability to connect to projects on a personal level and advance the quality of life in communities across the globe. We're active members of those communities, which is why, at Stantec, we design with community in mind.

Through analysis, planning, and design, we create inspired landscapes that reflect context and user needs. Whether an urban park, a restored wetland, a stormwater enhancement, an athletic complex, a waterfront destination, or recreation feature, our landscape architects make valuable contributions to the quality of life in our communities. We create opportunities from complex physical constraints and help our clients achieve their unique project goals for the design, organization, and use of space. From concept development through construction drawings and implementation, we're the source and facilitator of creative ideas that are economically viable and environmentally responsible.

Our Process

- 1. We Listen:** We want to start each project by understanding your vision. We know it needs to be a fun, engaging process that yields a financially successful, beautiful park. Together, we will create and reinforce the special personality for Water Works Park.
- 2. We Engage the Site:** A park cannot be designed in isolation. It must be engaged to understand site context in order to respond to it. Each site has hidden potential and opportunities that can only be found by site discovery.
- 3. We Enlist the "A" Team:** The best way to deliver a successful project is to identify the team members from the beginning and keep them engaged in the project from start to finish. We have developed a highly qualified team by combining the unique expertise required to make this arrangement successful under one umbrella led by Stantec. Quality Control will be provided by Landscape Architect Jillian Johnson.
- 5. We Create Memorable Experiences:** Most people can intuitively sense good design. Our goal is to design memorable experiences that resonate with your users. That is what will keep them coming back for more and continue their support of Mission parks.
- 6. We Identify Specialty Tasks and provide Applicable Resources:** We have the most capable team to complete Water Works Park because of the "deep bench" and knowledge available through our teaming partners and within Stantec. Our team is prepared to respond to any and every opportunity that arises during the design process.
- 7. Close out:** Making sure that the design intent remains intact through construction is a critical step in the final stages of a successful project. Proof of our ability to finish strong is evidenced by our past and recent award-winning projects, having won high honors from PGASLA two years in a row. Our team is committed to be engaged through the close out of the project!





Recreation Projects in Last 5 Years

Our Experience with Municipal Agencies

The core team whom you will be collaborating with includes Project Manager, **Kelly VanElders**, Design Director, **Josh Cheek**, Designer **Jake Stodola** and landscape architect **Ben Wagner** all whom have worked on a wide variety of municipal park projects in significant roles, attending to the smallest of projects to very complex large projects.

In addition, Kelly worked for the City of Overland Park as a landscape architect in the Parks and Recreation Department. This unique experience will add insight and value to the City of Mission that other teams simply cannot offer and is one of the building blocks of our tailored approach.

The map above illustrates the projects that our studio has completed in the last 5 years. These projects range from site master plan studies to finished construction projects. We value our relationships with each community that we work with, and intend to create lasting working relationships by successfully completing and focusing on each project.

What Makes Us Unique

Proven History of Collaboration

Our team has a long history of working together collaboratively on landscape architecture, and public park projects. These projects have ranged in size and scope from small to large parks for communities with populations of 4,000 to 400,000. We have fun working together, respect what each team member brings to the table and believe that this group of professionals has the best mix of technical expertise and design vision to deliver this project.

Proven Experience with Results

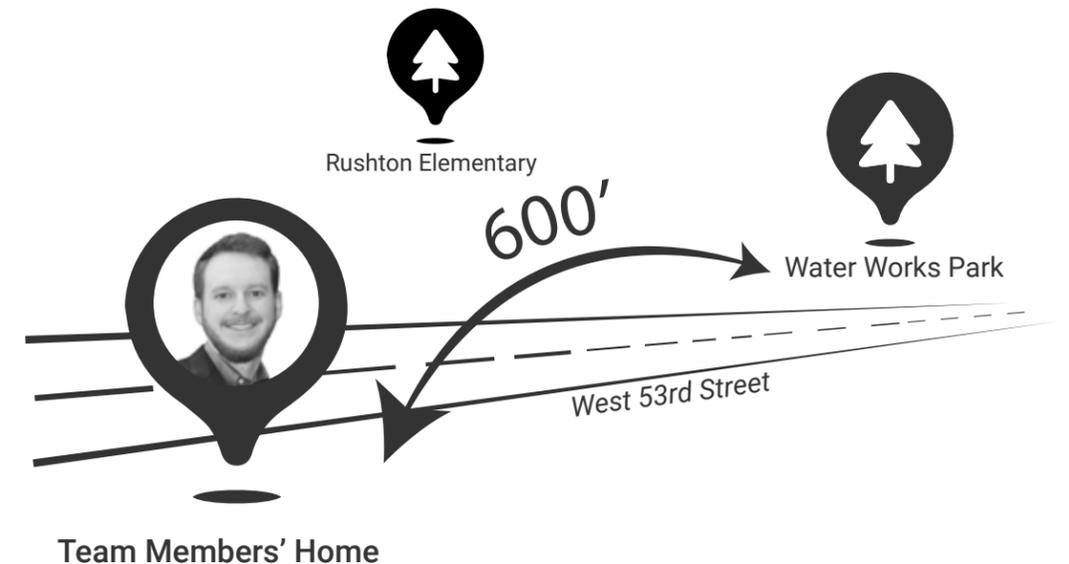
Our team has experience providing consistent quality work from the design consultant side, as well as serving as an owner's representative, and municipal employee. These experiences will allow our team to be more effective delivering innovative and creative designs because it will be balanced with our understanding of potential hurdles and cost savings opportunities during the design and construction phases.

Flexible Through the Project Delivery Process

Cost estimates are part of the design process and we understand the need to be flexible and modify the design and details as the project evolves to better mirror the budget. We work throughout all stages of the design process with a series of quality control measures in place to right size design details and materials to deliver a project within cost expectations.

We Are Residents of the Neighborhood.

A key member of our design staff, Jake Stodola, lives less than 600 feet from the park on West 53rd Street.



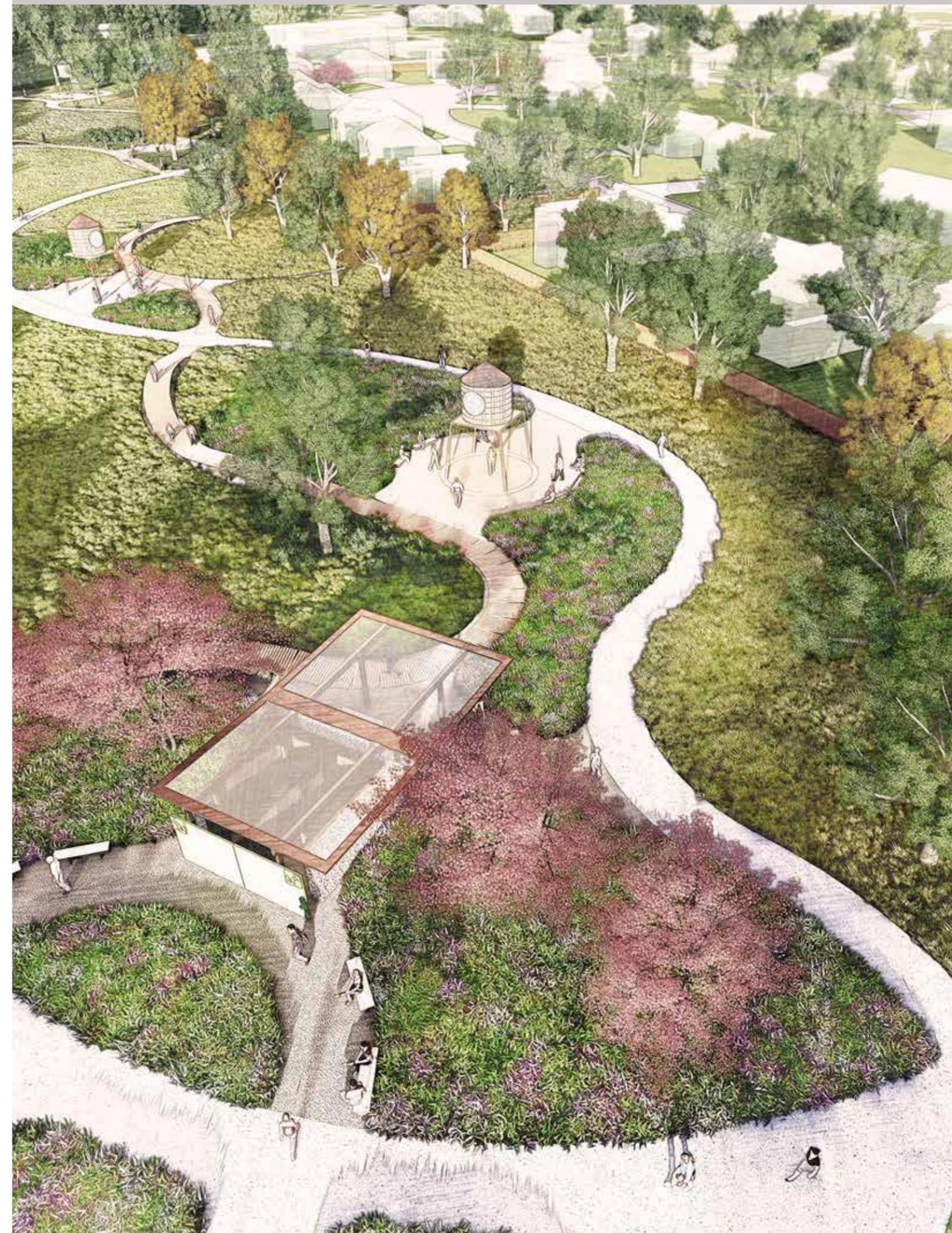
03

EXPERIENCE AND ABILITY

PROJECT APPROACH

How We Work

The following pages describe our approach to Water Works Park based on our current understanding of the project and the scope of work, schedule and deliverables anticipated.



PROJECT TASK 2

DESIGN DEVELOPMENT PHASE

MEETING 02: SCHEMATIC DESIGN REVIEW / COMMENTS

After approval of the Schematic Design by city staff, we will proceed with further refinement of the design through the Design Development process. We will continue the involvement of city staff to confirm refinement of the project design and cost estimation. The cost estimate will also evaluate **maintenance and on-going operation needs** related to the park design.

The **project vision statement** generated in the first workshop will be evaluated continuously through this task to ensure that the original goals of the project are being met. If the goals of the mission statement are not in line with the design a meeting with the city will be initiated by the design team to determine if the design direction needs to be modified or if the mission statement needs to evolve.

If preliminary geotechnical information is needed, we will engage with a Geotechnical consultant to complete.

DELIVERABLE: 50% DESIGN DEVELOPMENT REVIEW

MEETING 03: PROJECT REVIEW / COMMENTS

After review of the 50% Design Development set, the Stantec team will make any necessary changes and revisions based on comments from city staff.

During this phase, the Stantec team will begin to develop 2-D and 3-D graphics for Planning Commission and City Council meetings. We also anticipate a need to keep Rushton Elementary and the surrounding neighborhoods “up to speed” on the design of the park.

The design development package complete with plans, narratives, 3-D renderings and images will be finalized. If needed, a number of methods could be utilized to engage and inform the City of Mission residents on the future of the park. These could include 2-D or full 3-D immersive websites to allow for full engagement and exploration of the design.

DELIVERABLE: 100% DESIGN DEVELOPMENT SUBMITTAL



PROJECT TASK 3

CONSTRUCTION DOCUMENTATION

MEETING 04: DESIGN DEVELOPMENT REVIEW / COMMENTS

Upon approval by planning commission, the Stantec team will incorporate comments and prepare **construction documents** and **technical specifications** for elements approved in the design development phase of the work. The team will prepare the project drawings that will include plans, elevations, summary of quantities, and details. Cost and schedule updates will be included. Coordination of City of Mission purchasing agreements for all equipment/furnishings will be finalized for review including associated lead times.

DELIVERABLE: 50% CONSTRUCTION DOCUMENT SUBMITTAL

A 50% Construction Document review set will be prepared for review by city staff and by Stantec quality control. Revisions and comments will be incorporated moving forward.

DELIVERABLE: 90% CONSTRUCTION DOCUMENT SUBMITTAL

A 90% Construction Document review set will be prepared for review by city staff and by Stantec quality control. Revisions and comments will be incorporated moving forward.

The final bid documents will incorporate any comments by City of Mission staff. The final bid drawings and specification that will be certified by licensed professionals in each of the disciplines represented.

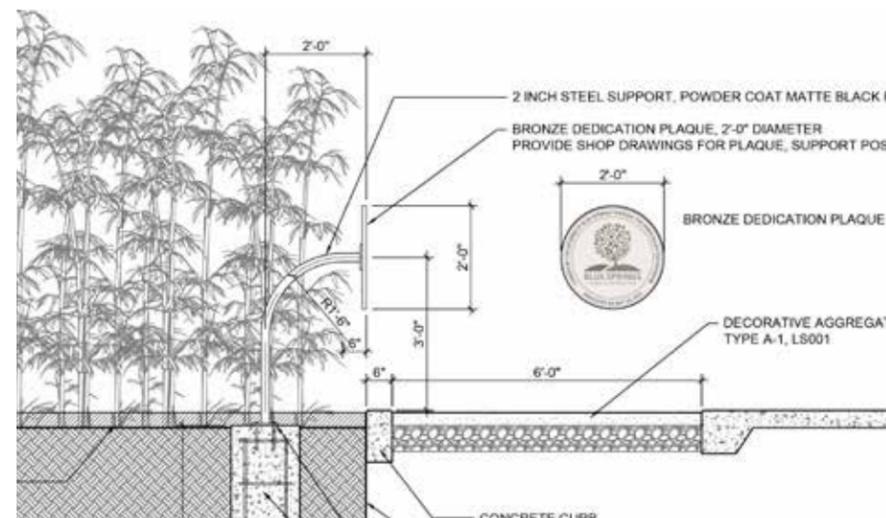
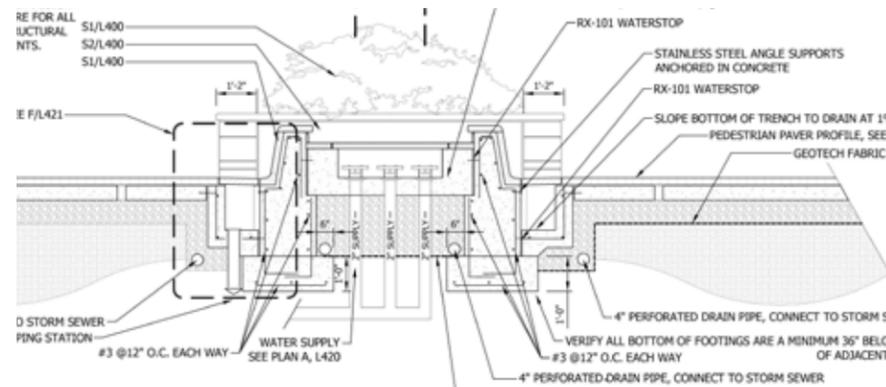
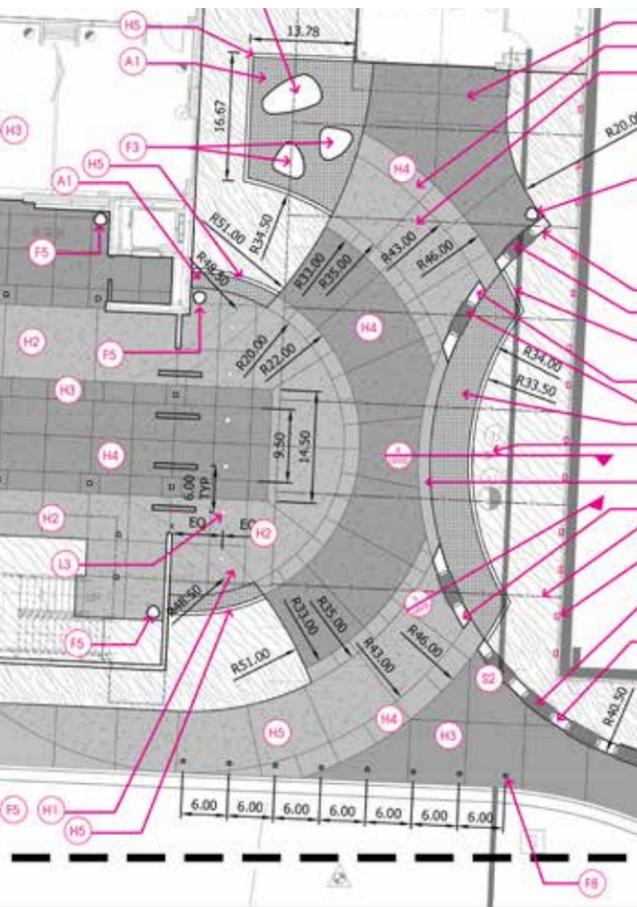
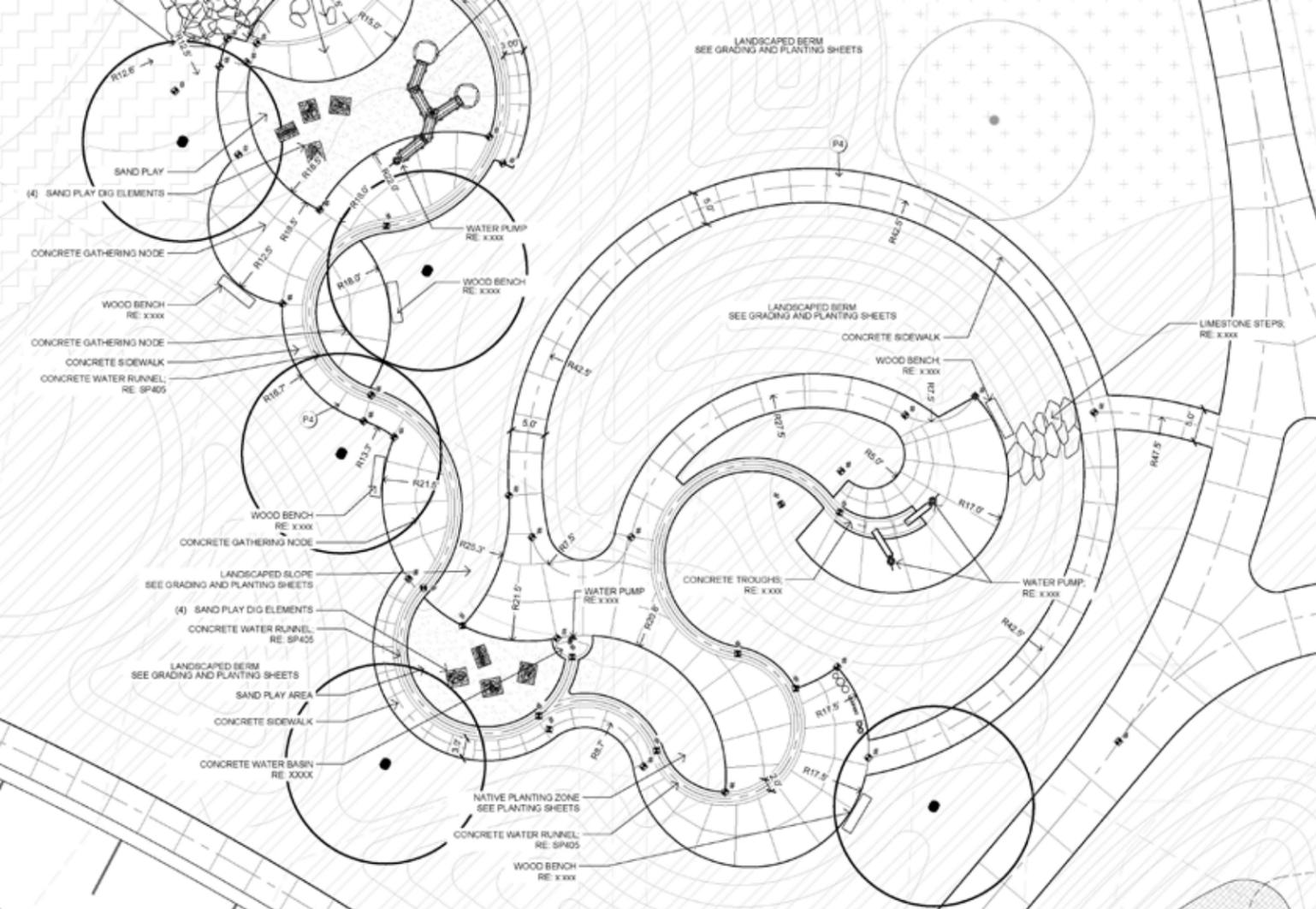
Stantec will prepare for and attending meeting needed for Planning Commission and City Council approvals.

Permits

The design team will assist the city with permits necessary for the construction and operation of the park. All necessary permitting will be recognized during the Design Development process and conducted in a timely manor to coordinate with agency review timeframes and requirements. The goal is to sequence the receipt of permit approvals in time for bid document release for efficiency.

DELIVERABLE: 100% CONSTRUCTION DOCUMENT SUBMITTAL

NOVEMBER 2023 CONSTRUCTION DOCUMENTS READY FOR BID





PROJECT TASK 4

BIDDING PHASE

Bidding of the project will be a joint effort with Stantec and City of Mission staff. It is highly recommended that General Contractors meet a qualification standard for the specific scope of work defined by the project and have a proven track record of working on projects with a similar budget and schedule.

PROJECT TASK 5

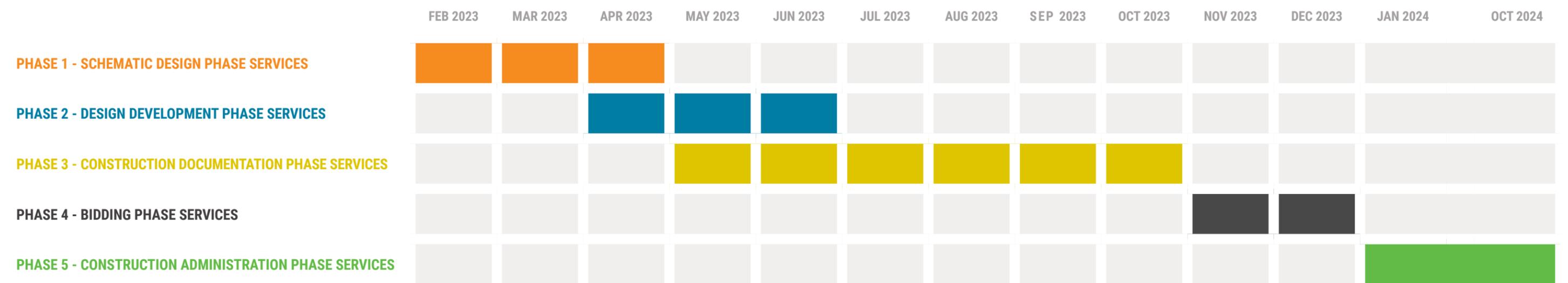
CONSTRUCTION ADMINISTRATION PHASE

The construction administration period will require oversight and input from the Stantec team throughout the construction period to review submittals and materials, address potential questions by the contractor, inspect the construction means, methods and installation through the final punch list.

In addition, our team will closely monitor construction progress as it aligns with payment request and quality control, and that construction as-builts are being properly performed by the contractor.

CONSTRUCTION COMPLETE OCTOBER 2024

PROJECT SCHEDULE





MEADOWBROOK PARK

Prairie Village, Kansas

The project involved converting a mature 18-hole golf course into an 80-acre public park. Fulfilling a desperate need for public park land in established NE Johnson County, Meadowbrook Park has attracted a lot of attention and was the County's largest park project in JCPRD's award winning history to be built in one phase.

Key components for this high-profile location in the Kansas City Metro area include a new activity building, custom shelters and restrooms, a large destination playground, over 5 miles of trails and multiple bridges, open space fairways, a multi-use festival lawn, large sledding hill, pickleball courts, an accessible sand box, musical instrument grove, and two trail lined bodies of water.

The design and management of Meadowbrook Park is the individual experience of Kelly VanElders whose contract was transferred to Stantec where he continued to be involved in the initial phase of construction.

AWARD:
2016 NACPRO Planning Initiative Award



HILLSIDE PARK

Rancho Cordova, California

Hillside Park is a 6.5 acre park that includes a 2.5 acre detention basin. A requirement for this new development, this park would provide a recreational area for a new suburban community. The developer's vision was to create a more modern and distinctive park in the region that would also attract younger families with children to move in.

We wanted to design a unique and modern park with features that would attract children's interest with elements they have never seen before. We were inspired by the idea of combining unique and challenging elements with natural forms, such as log slides. By utilizing the park's grade change, we created a unique play hill to stand as the park's major element. The large play hill included two precast slides, a waterfall slide, climbers, and a resilient rubber surface with play elements and forms. Other play elements included a basketball court, soccer field, two to five year old tot lot, and a 5-12 year old play area with a large interactive net spinner that holds 15 or more children.

AWARD:
2016 CSASLA Honor Award



RIVER FRONT PARK

Edwardsville, Kansas

River Front Park is uniquely situated between the Kansas River to the south and an established neighborhood to the north. The existing site is underutilized, overgrown and creates a visually and physical separation between the residents and the water. The revisioning of the park provides the opportunity for the creation of an amenity space that serves as a neighborhood park as well as creating an asset to be enjoyed by the community.

Stantec worked with the city staff and parks board to create a program that allowed for passive park engagement throughout the site. A network of pathways provide for a variety of user groups to engage in the space at different levels of activity and time spent in the park. Planting zones transition for the river, utilizing the existing sandy soil to establish experience zones within the park and help buffer the neighborhood. A dynamic river overlook breaks through the tree canopy to provide unobstructed views upstream and downstream. This structure will provide previously unobtainable views of the river corridor.

Stantec is currently working on Phase 1 construction documents for project.

AWARD:

2022 PGASLA Award of Excellence



SPORT COURT COMPLEX

Sar-Ko-Par Park and Bois D'Arc Park Lenexa, Kansas

Stantec completed design and construction oversight for converting the City of Lenexa's Bois' D' arc Park's tennis courts into a tournament style pickleball complex. The project objective was to utilize the best design and construction methods known to build a durable, low maintenance facility to support its anticipated high use. The courts incorporated post tension concrete construction with attention given to proper detailing of various joint types and details to accommodate PTC curing tendencies. The centerpiece of the complex is a player amenity center complete with tensile fabric shade sails, site furnishings, hydration, device charging, and the latest sport court LED lighting. The facilities success resulted in high demand requiring periodic scheduled use and added revenue for access to the facility.

Stantec also completed design and construction oversight for converting Sar Ko Par Park's tennis courts into a roller hockey and tennis facility. The project objective was to utilize the best design and construction methods known to build a durable, low maintenance facility to support its highly punishing use. The surfaces also incorporated post tension concrete construction.

AWARD:

2020 ASBA Distinguished Outdoor Pickleball Facility



SOUTHWEST PARK + ROSCOE RIGHTER PARK

Blue Springs, Missouri

Looking to the future for its residents and visitors, the City of Blue Springs wanted to create two new, major city parks from several large parcels of undeveloped land. For the 55-acre Southwest Park Master Plan, as well as the larger Roscoe Righter Master Plan. Our work included concept development, public meetings and client workshops for both parks, the preparation of descriptive narratives, and the preparation of presentation materials and renderings for the City's use.

The Master Plan included two revenue-generating event facilities, a flexible open space to accommodate outdoor venues, picnic areas, an aerial tree walk, bike trails, a sledding hill, an iconic and fully accessible play structure for all ages, and a variety of shelters positioned throughout the site. Stantec managed the entire approval process, working with an Advisory Committee, to gather stakeholder input and gain support from citizens and residents by using online surveys, public in-person meetings, and public webinars.

AWARD:

2021 PGASLA Honor Award



WEST FLANDERS PARK GARDEN RENOVATIONS

Shawnee, Kansas

West Flanders Park is one of Shawnee's most popular established parks. Stantec was commissioned to help with the renovation of a rose garden and the addition of a war memorial for this 8.7 acre parcel surrounded by homes built in the 1920's to the 1970's. The design team used inspiration from Shawnee's sister city Pittem, Belgium for the architecture of the potting shed and developed meandering garden pathways, hardscape, entry signs and shelter renovation. The popular Rose Garden is now cared for by the Johnson County Master Gardeners as one of their demonstration gardens.

In addition, Stantec designed a World War One memorial to pay tribute to the United States' entry into World War I and also as a way for the city to recognize its beginnings. The memorial consists of a large metal interpretive sign, with historic information and photographs. "In Flanders Field", a soldier's poem is displayed on one side of the sign. The other side pays tribute to the city of Pittem, the region of West Flanders and the historic Belgian immigration to the United States.





CENTRAL PARK FESTIVAL SQUARE

Mount Pleasant, Michigan

Stantec was selected by the City of Mount Pleasant to create a new downtown park to replace an existing parking lot. The park was envisioned to become a festival plaza for the city hosting concerts and events in the summer and ice skating in the winter.

The design team created a main festival lawn as the centerpiece for the park with a series of smaller spaces at the park boundary. These smaller spaces could serve as amenity spaces during weekend festivals or more individual spaces during the week allowing residents to find spaces to relax and enjoy the park.

Flexibility was a key component of the design, allowing the city the opportunity to program a variety of different size events throughout the year without disrupting the traffic flow along the edges.

Stantec is currently working with the city to secure funding for design and construction.



DYKSHOORN PARK

Mandan, North Dakota

Stantec worked on the design of immediate and long-term improvements to important community spaces in downtown Mandan. The Morton Mandan Public Library is uniquely situated within the downtown framework—immediately adjacent to community parks, plazas and open spaces that support many activities. Collaborating closely with local stakeholders, Stantec has developed a cohesive master plan that envisions how library improvements and park improvements can be integrated to support the vibrancy of downtown Mandan.

After the master plan was finished, Stantec was asked to complete Construction Drawings and oversee Construction Administration for the first phase of the park.

First phase of the park is now complete and open to the public.

Sustainability

Sustainability is key to our purpose, promise and values. And we live it every day, because we are accountable to our communities. We are global leaders and are ranked as the #1 most sustainable corporation among industry peers by Corporate Knights. We have an operational pledge to be carbon neutral and are on track to be net zero by 2030.

We approach the design of projects with the same level of commitment.

Availability and Commitment

Our proposed design leadership for this scope of work is based out of our Overland Park office. Kelly VanElders is committed to managing the project from start to finish and conducting meetings in a time efficient manner to stay on schedule. Our staff has a large margin of availability, and are focused on delivering a quality project to the city.

In addition, our vested interest in having a team member living in the neighborhood adds a level of commitment to the success of the project

Authenticity

Most people can intuitively sense good design. This project will require a solution that fits within the context of the community and connection to Rushton Elementary. Prioritizing the community and connections through the park is important. Being authentic is the key, respecting the budget and understanding when to push the limits and when to be restrained. It is an exciting opportunity!

References

ZACK DANIEL

Assistant City Manager
Edwardsville, Kansas
(913) 356-6002
zdaniel@edwardsvilleks.org

LOGAN WAGLER

Director of Parks and Recreation
Lenexa, Kansas
(913) 477-7140
lwagler@lenexa.com

DENNIS DOVEL

Director of Parks and Recreation
Blue Springs, Missouri
(816) 228-0265
ddovel@bluespringsgov.com





KELLY VANELDERS
Project Manager
Stantec



JOSH CHEEK
Design Director
Stantec



JAKE STODOLA
Design and Visualization
Stantec



JUSTIN KLAUDT
Civil Engineer
Wilson and Company



JILLIAN JOHNSON
Landscape Architect
QA/QC
Stantec



WILLIAM KNIGHT
Surveying
Wilson and Company



BEN WAGNER
Landscape Architect
Stantec



MARC HESS
Electrical Engineer & IT
Wilson and Company



SHELLEY ROSDAHL
Signage Consultant
Star Signs



BRENT BONHAM
Structural Engineer
Stand

Design Team Capabilities

Proven History of Collaboration

Our team has a long history of working together collaboratively on landscape architecture, and public park projects. These projects have ranged in size and scope from small to large parks for communities with populations of 4,000 to 400,000. We have fun working together, respect what each team member brings to the table and believe that this group of professionals has the best mix of technical expertise and design vision to deliver this project for the City of Mission.

Proven Experience with Results

Our team has experience providing consistent quality work from the design consultant side, as well as serving as an owner's representative, and municipal employee. These experiences will allow our team to be more effective delivering innovative and creative designs because it will be balanced with our understanding of potential hurdles and cost savings opportunities during the design and construction phases.

Flexible Through the Project Delivery Process

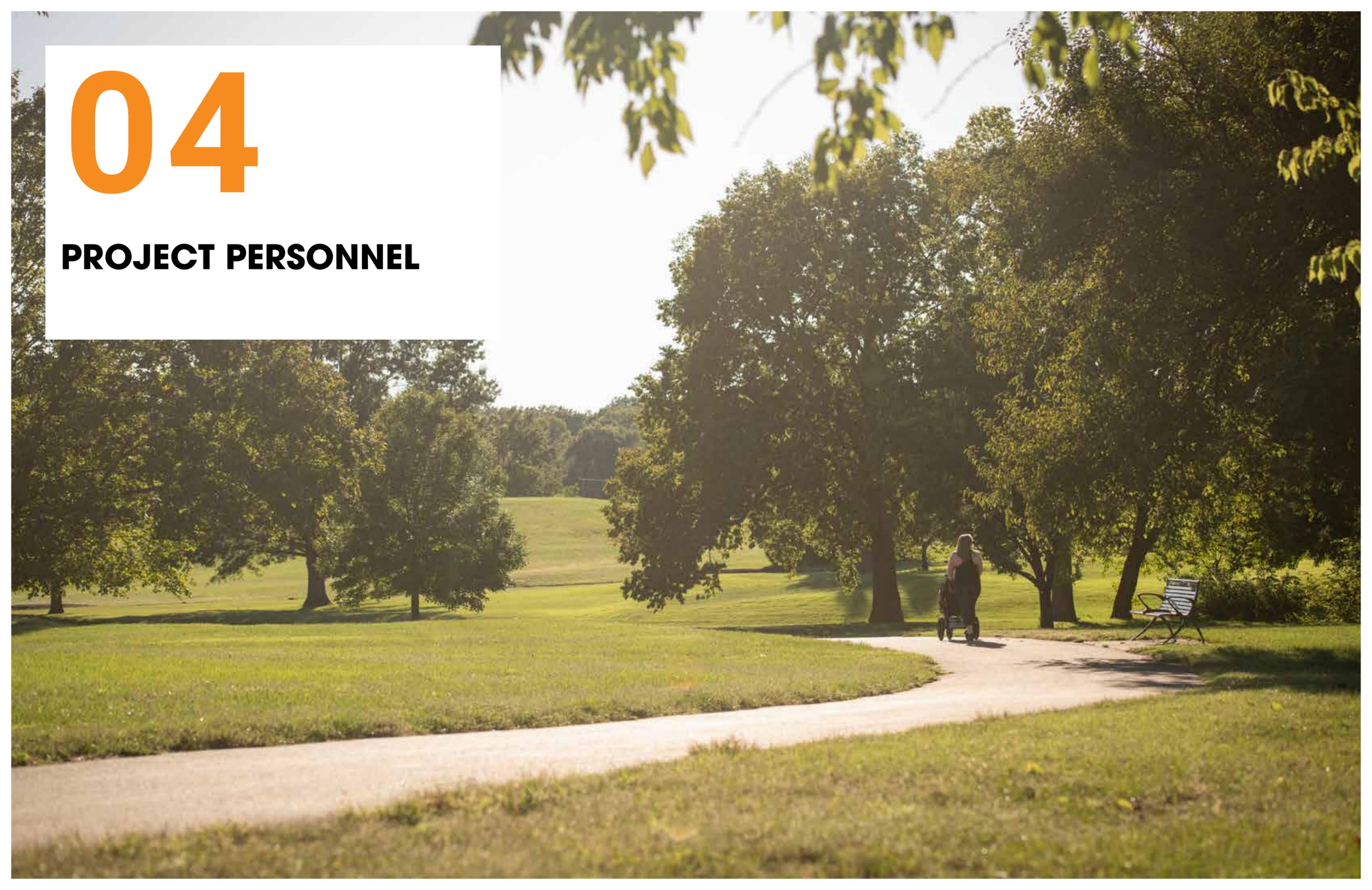
Cost estimates are part of the design process and we understand the need to be flexible and modify the design and details as the project evolves to better mirror the budget. We work throughout all stages of the design process with a series of quality control measures in place to right size design details and materials to deliver a project within cost expectations.

We Design for Communities

We design for our clients and the communities in which we work, not for awards. Our team members have won a number of local and national awards for their park, civic, and community projects. It is nice to receive recognition from your peers, but it is more important to us that the project meets the needs, goals, and wants of the community.

04

PROJECT PERSONNEL



STANTEC KANSAS CITY PARKS AND RECREATION GROUP

Below is the core team that the City of Mission will collaborate with on Water Works Park. Stantec has more than 265 landscape architects on staff nationwide that can be utilized as needed.

KELLY VANELDERS
PLA, LEED AP, ENV SP, CLARB

TITLE/ROLE: Project Manager/Point of Contact
YEARS EXPERIENCE: 32 Years total



EDUCATION

Bachelor of Landscape Architecture, *Kansas State University, 1990*
Associate of Arts in Architecture, *Central College, McPherson, Kansas, 1986*

REGISTRATIONS

Registered Professional Landscape Architect, *Kansas, Missouri, Iowa, Kentucky, Colorado*
Envision™ Sustainability Professional (ENV SP), *Institute for Sustainable Infrastructure*
LEED Accredited Professional, *U.S. Green Building Council*
CLARB Certified Landscape Architect, *Council Record #30646*

JOSH CHEEK
PLA, ASLA, CLARB

TITLE/ROLE: Design Director/Senior Landscape Architect
YEARS EXPERIENCE: 22 Years total



EDUCATION

Bachelor of Landscape Architecture, *Kansas State University, 2000*

REGISTRATIONS

Registered Professional Landscape Architect, *Kansas, Missouri and Arkansas*
CLARB Certified Landscape Architect, *Council Record #18201*
American Society of Landscape Architects

JAKE STODOLA
ASLA

TITLE/ROLE: Design Staff/Visualization



EDUCATION

Bachelor of Landscape Architecture, *Iowa State University, 2017*

REGISTRATIONS

American Society of Landscape Architects

BEN WAGNER
PLA

TITLE/ROLE: Landscape Architect
YEARS EXPERIENCE: 9 Years total



EDUCATION

Bachelor of Landscape Architecture, *Kansas State University, 2013*

REGISTRATIONS

Registered Professional Landscape Architect, *Missouri*

Similar Projects Completed by the Stantec KC Parks and Recreation Group in the Last 5 Years

- Southwest Park - Blue Springs Missouri
- River Front Park - Edwardsville, Kansas
- Kaw Lake Park Vision Plan - Shawnee, Kansas
- Valley of Champions Master Plan - Shawnee, Kansas
- First Responders Park - Shawnee, Kansas
- Roscoe Righter Park - Blue Springs Missouri
- Stone and Fire at Lake Olathe Park - Olathe, Kansas
- Joe Creason Park - Louisville, Kentucky
- Silo Hills Farm - Belton, Missouri
- Water Works East - Olathe, Kansas
- Listowel Park - Shawnee, Kansas
- Rail Creek Park - Shawnee, Kansas
- Dykshorn Park - Mandan, North Dakota
- Summer Siege - Smithville, Kansas
- Priest Ravine - Lake Michigan, Illinois
- Bluhawk Central Core - Overland Park, Kansas
- I-49 CSS - Lafayette, Louisiana
- Civic Centre Expansion - Shawnee, Kansas
- Topeka Riverfront South - Topeka, Kansas
- Gum Springs Master Plan - Shawnee, Kansas
- Stump Park - Shawnee, Kansas
- West Flanders Memorial Gardens - Shawnee, Kansas
- Harrisonville City Park - Harrisonville, Missouri
- Tinta Otunwe Park - Shakopee, Minnesota
- Blue Springs Aquatic Center - Blue Springs, Missouri
- Parks Maintenance Facility - Shawnee, Kansas
- Plaza West Park - Manhattan, Kansas
- Dole Plaza at Washburn School of Law - Topeka, Kansas
- North Dakota Capitol Master Plan - Bismarck, North Dakota
- 37th Street Green Infrastructure - Chaska, Minnesota
- City Park and Ice Ribbon - Mount Pleasant, Michigan
- Savanna Way Park - Chaska, Minnesota
- Lawrence Field Operations Campus,
- He Mni Can Park - Red Wing, Minnesota

Similar Projects Completed by the Stantec KC Parks and Recreation Group at Previous Firms

- Lead Innovation Campus - Kansas City, Missouri
- Creighton University Master Plan - Omaha, Nebraska
- Cedar Niles Park Trail - Johnson County, Kansas
- E H Young Park - Riverside, Missouri
- Community Park at Ford - St Paul, Minnesota
- Gardner Central Park Green - Gardner, Kansas
- Lexington Lake Park - DeSoto, Kansas
- Atchison Riverfront Park - Atchison, Kansas
- Kaw Point - Kansas City, Kansas
- Blake Street House - Bentonville, Arkansas
- One and Only Ocean Club - Paradise Island, Bahamas
- The Royal Atlantis - Dubai, UAE
- Woodside Village - Westwood, Kansas
- One and Only The Palm - Dubai, UAE
- Xanadu Island - Bodrum, Turkey
- Ciragan Palace - Istanbul, Turkey
- Khalifa Park - Abu Dhabi, UAE
- Tatami House - Springfield, Missouri
- Mandarin Oriental - Dubai, UAE
- Lake Olathe - Olathe, Kansas
- Overland Park Arboretum - Overland Park, Kansas
- ADIA Headquarters - Abu Dhabi, UAE
- Kansas City Zoo Nature Play - Kansas City, Missouri
- Tinta Otunwe Park - Shakopee, Minnesota
- Altru Expansion Green Space - Grand Forks, North Dakota
- Parks Maintenance Facility - Shawnee, Kansas
- Beach Horse Stables - Dubai, UAE
- Hermitage Farm - Goshen, Kentucky

DESIGN TEAM MEMBERS

JUSTIN KLAUDT
PE

WILSON AND COMPANY
TITLE/ROLE: Civil Engineer



EDUCATION

BS, Civil Engineering, Kansas State University, 1998

REGISTRATIONS

Professional Engineer (PE), Kansas, Missouri, Arizona, Nebraska, Oklahoma, Kentucky, Colorado

NOTABLE PROJECT EXPERIENCE

Gum Springs Park, Shawnee, Ks
River Front Park, Edwardsville, Ks
Southwest Park, Blue Springs, Mo

WILLIAM KNIGHT
PLS

WILSON AND COMPANY
TITLE/ROLE: Surveying



EDUCATION

Coursework, Missouri State University, Surveying
United States Army: Basic Geodetic Survey Course, National Geospatial-Intelligence Agency (NGA), Ft. Belvoir, VA, Certificate of Completion

REGISTRATIONS

Registered Land Surveyor, Kansas #1657, Missouri PLS-2007000077, Nebraska #772

NOTABLE PROJECT EXPERIENCE

Gum Springs Park, Shawnee, Ks
Summer Siege, Smithville, Mo
City Park, Harrisonville, Mo

MARC HESS
PE

WILSON AND COMPANY
TITLE/ROLE: Electrical Engineer/IT



EDUCATION

Bachelor of Science, Electrical Engineering, University of Kansas, 2008

REGISTRATIONS

Professional Engineer, Kansas, Louisiana, California, Washington, Oregon, Wyoming, Iowa, Arkansas, Nevada, Missouri, Minnesota, Alberta (Canada)

NOTABLE PROJECT EXPERIENCE

Heron Park, Denver, Colorado
Greenwich Elementary, Wichita, Kansas
Overland Park Parking Lot Renovation, Overland Park, Kansas
UPRR Santa Teresa Terminal, Santa Teresa, New Mexico

JILLIAN JOHNSON

STANTEC
TITLE/ROLE: QA/QC Review of Design and Construction Documentation



EDUCATION

Bachelor of Landscape Architecture, California Polytechnic State University

NOTABLE PROJECT EXPERIENCE

Hillside Park, Rancho Cordova, California
McKinley Park, Sacramento, California
Oasis Park, Elk Grove, California
Harry Crabb Park, Sacramento, California
Mountain View Community Center, Mountain View, California
Cornerstone Park, Henderson, Nevada

BRENT BONHAM
PE, SE, LEED AP

STAND STRUCTURAL ENGINEERING, INC
TITLE/ROLE: Structural Engineer



EDUCATION

MS, Civil Engineering, University of Missouri-Columbia, 1994
BS, Civil Engineering, University of Missouri-Columbia, 1992
BS, Architecture Dept., M.I.T., 1990

REGISTRATIONS

Structural Engineer: Illinois, Utah, Nevada and Oklahoma
Professional Engineer: Kansas, Missouri, California, Texas, New York, Colorado, New Jersey, Indiana, Kentucky, Nebraska, New Mexico, and Wyoming
LEED Accredited Professional

SHELLEY ROSADHL

STAR SIGNS
TITLE/ROLE: Signage



EDUCATION

Bachelor of Science, Interior Design, Kansas State University

NOTABLE PROJECT EXPERIENCE

Shawnee Parks and Recreation, Shawnee, Kansas
Meadowbrook Park, Prairie Village, Kansas
Riverside, Missouri, Wayfinding & Trail Marker Signage
Niewman Now, Shawnee, Kansas
Lake Olathe ID signs, amenities, interpretative signs, wayfinding signs
Johnson County Parks & Recreation, Large park identification Missouri monuments,

05

PRICING

SCHEDULE OF FEES

Schedule of Fees for Relevant Services

Scope of Work					
	Landscape Architecture & Project Management	Civil Engineering	Technology Design / Security Systems / Internet	Structural Engineering	Signage
<i>SCHEMATIC DESIGN</i>	\$12,000	\$4,000	\$0	\$0	\$2,000
<i>DESIGN DEVELOPMENT</i>	\$18,500 - \$20,000	\$5,000 - \$7,000	\$0	\$1,000 - \$2,000	\$2,000 - \$3,000
<i>CONSTRUCTION DOCUMENTS</i>	\$17,500 - \$19,000	\$8,000	\$4,000 - \$6,000	\$3,000 - \$5,000	
<i>BIDDING</i>	\$2,000	\$1,000	\$500	\$500	
<i>CONSTRUCTION ADMINISTRATION</i>	\$22,000 - \$24,000	\$3,000 - \$4,000	\$3,500	\$1,500	
<i>TOTALS</i>	\$72,000 - \$77,000	\$21,000 - \$24,000	\$8,000 - \$10,000	\$6,000 - \$9,000	\$4,000 - \$5,000

Fee Range Total = \$111,000 - \$125,000 plus reimbursable expenses

Reserve Services Notes:

Architecture - Design Fees included in Pre-Fab Manufacture Rep (no fees necessary)

Survey - \$17,000 if full survey and utility locates needed



THANK YOU FOR THE OPPORTUNITY TO SUBMIT FOR WATER WORKS PARK!

Please feel free to reach out to either Kelly or Josh with any questions.

A handwritten signature in black ink, appearing to read "Kelly Vanelders".

KELLY VANELDERS PLA, ASLA
Project Manager, Principal
816-260-9927
kelly.vanelders@stantec.com

A handwritten signature in black ink, appearing to read "Josh Cheek".

JOSH CHEEK PLA, ASLA
Design Director, Senior Landscape Architect
913-905-3425
josh.cheek@stantec.com

STANTEC TEAM ADVANTAGES

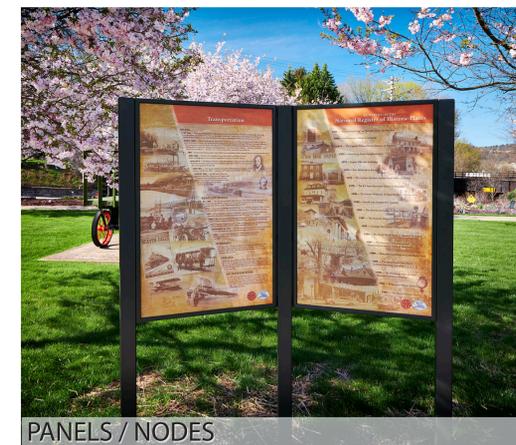
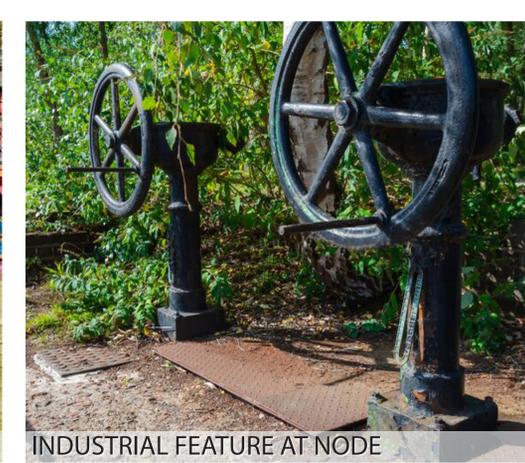
WE BRING PROVEN EXPERIENCE

WE FOCUS ON CREATING RESILIENT PROJECTS THAT ENDURE

WE BRING CREATIVITY TO EVERY ASPECT OF THE PROJECT

WE PRIORITIZE QUALITY CONTROL and CONTINUALLY ANALYSIS COST

WE ARE EXCITED ABOUT THE OPPORTUNITY TO WORK WITH MISSION!



City of Mission Project Timeline

2023 Meetings and Deadlines

Planning Commission Meeting Date	Applicant Deadlines							Staff Deadlines			City Council
	Application Deadline	Staff: Comments	Staff/ Applicant Meeting (optional)	Revisions Deadline	Staff: Comments	Final Revisions Deadline	Property Owner Notice	Staff: Publish Packet	Staff: Newspaper Notice		
4th Monday of the Month*	**45 Working Days Prior to Meeting	28 Calendar Days after Submittal	Following Staff Comments	10 Calendar Days after Staff Comments	10 Calendar Days after Revisions	**7 Working Days Prior to Meeting	20** Calendar Days Prior to Meeting	5 Calendar Days Prior to Meeting	At Least 20 Days Prior (Submit on Friday Before the Tuesday Issue)		As Necessary*
									Friday	Tuesday	
23-Jan	15-Nov	13-Dec	15-Dec	22-Dec	30-Dec	11-Jan	30-Dec	18-Jan	28-Dec	3-Jan	15-Feb
27-Feb	19-Dec	17-Jan	19-Jan	30-Jan	9-Feb	15-Feb	7-Feb	22-Feb	3-Feb	7-Feb	15-Mar
27-Mar	20-Jan	17-Feb	19-Feb	1-Mar	11-Mar	16-Mar	7-Mar	22-Mar	3-Mar	7-Mar	19-Apr
24-Apr	17-Feb	17-Mar	19-Mar	29-Mar	8-Apr	13-Apr	4-Apr	19-Apr	31-Mar	4-Apr	17-May
22-May	20-Mar	17-Apr	19-Apr	29-Apr	9-May	11-May	2-May	17-May	28-Apr	2-May	21-Jun
26-June	20-Apr	18-May	20-May	30-May	9-Jun	14-Jun	6-Jun	21-Jun	2-Jun	6-Jun	19-Jul
24-July	17-May	14-Jun	16-Jun	24-Jun	3-Jul	13-Jul	3-Jul	19-Jul	23-May	27-May	16-Aug
28-Aug	23-Jun	21-Jul	23-Jul	2-Aug	12-Aug	17-Aug	8-Aug	23-Aug	4-Aug	8-Aug	20-Sep
26-Sep	24-Jul	21-Aug	23-Aug	1-Sep	11-Sep	15-Sep	6-Sep	21-Sep	1-Sep	5-Sep	18-Oct
23-Oct	18-Aug	15-Sep	17-Sep	27-Sep	7-Oct	12-Oct	3-Oct	18-Oct	29-Sep	3-Oct	15-Nov
27-Nov	21-Sep	19-Oct	21-Oct	31-Oct	9-Nov	15-Nov	7-Nov	22-Nov	3-Nov	7-Nov	20-Dec

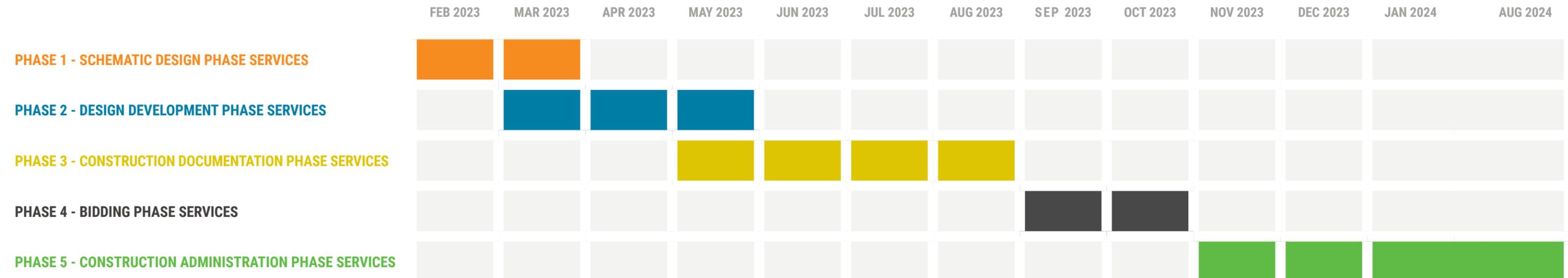
No December Planning Commission Meeting

*Except when conflicts in schedule occur - See Sept. 26

**Excluding Holidays

Dates falling on Saturday move to previous Friday; Sunday moves to following Monday

PROJECT SCHEDULE



WATER WORKS PARK

City of Mission	Item Number:	5
ACTION ITEM SUMMARY	Date:	January 11, 2022
Community Development	From:	Brent Morton

Action items require a vote to recommend the item to full City Council for further action.

RE: 2023 Public Works 2023 Ford F-450 Capital Equipment Purchase

RECOMMENDATION: Approve the purchase of one (1) 2023 Ford F-450 Truck in an amount not to exceed \$63,340.00.

DETAILS: The 2023 budget includes \$90,000 in the Equipment Reserve and Replacement Fund for replacement of a F-450 vehicle and associated equipment. Due to supply chain issues, the low bidder, Shawnee Mission Ford has indicated that vehicles must be ordered by 1/13/2023 in order to receive a vehicle in 2023. The remainder of the budget will be allocated for the associated equipment and those expenses will be presented to the Council at a future committee meeting.

Quotes were solicited for this item scheduled for replacement in 2023. The quotes are summarized in the table below with additional information provided for this item.

Ford F-450 Crew Cab	Vendor	Price
F-450 Crew Cab	Shawnee Mission Ford	\$63,340
F-450 Crew Cab	Olathe Ford	\$66,450
F-450 Crew Cab	Midway Ford Truck Center	\$67,300

The Ford F-450 will replace Truck #401, a 2012 Ford F-450, currently one year past its scheduled replacement. The new truck will be used by Public Works for daily activities, such as asphalt patching, trash, and concrete rehabilitation work. The F-450 is very versatile and can be used for all Public Works core duties. Truck #401 will be declared as surplus and sold at auction.

The budget for replacement of this truck and equipment is \$90,000. If Council consensus is received at the Community Development Committee meeting, the City Administrator will sign the purchase order by January 13, and the approval/purchase will then be ratified by City Council at the January 18, 2023 legislative meeting.

Staff recommends depositing the proceeds from the sale of the surplus vehicle to the Equipment Replacement Fund.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	24-20-403-01 Equipment Reserve & Replacement Fund
Available Budget:	\$90,000

City of Mission	Item Number:	5
ACTION ITEM SUMMARY	Date:	January 11, 2022
Community Development	From:	Brent Morton

Action items require a vote to recommend the item to full City Council for further action.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	24-20-403-01 Equipment Reserve & Replacement Fund
Available Budget:	\$90,000

SHAWNEE MISSION MISSION TO DO MORE

11501 SHAWNEE MISSION PARKWAY • SHAWNEE, KANSAS 66203-0179
(913) 631-0000 • FAX (913) 268-6521
WWW.SHAWNEEMISSIONFORD.COM

January 9, 2023

Brent Morton
City of Mission

Cutoff date to order 1-13-23.

Ford has implemented Allocation by FIN Code on the 2023 Super Duties. City of Mission has been allocated 1 2023 Super Duty.

2023 Ford F450 Crew Cab and Chassis 4x4 DRW XL (W4H 203)

Exterior: Oxford White (Z1)

Interior: Vinyl 40/20/40 (AS)

Base Price:	\$51,623
• 6.7L Diesel (99T)	
• Engine Block Heater (41H)	\$9,096
• HD Alternator (67B)	\$104
• Dual Batteries (86M)	\$NC
• Snowplow Prep (473)	\$228
• Cab Steps (18B)	\$405
• 4.30 Limited Slip (X4N)	\$360
• Max Traction tires (TGK)	\$195
• Skid Plates (41P)	\$91
• Rear Camera Prep Kit (872)	\$377
• XL Chrome Package (96V)	\$205
• Interior Work Surface (52S)	\$128
• High-Capacity Trailer Tow (535)	\$528
• Spare tire (512)	\$included in base price.
• High Mount Stop Lamp (59H)	\$NC.
• Trailer Brake Controller	\$standard
• Cruise Control	\$standard
• PTO Provision	\$standard
• Power Locks Windows Mirrors	\$standard
• Up Fitter Switches	\$standard
Total	\$63,340

Thank you for your time and interest.

Sincerely,

Jay Cooper
Government Fleet Sales

