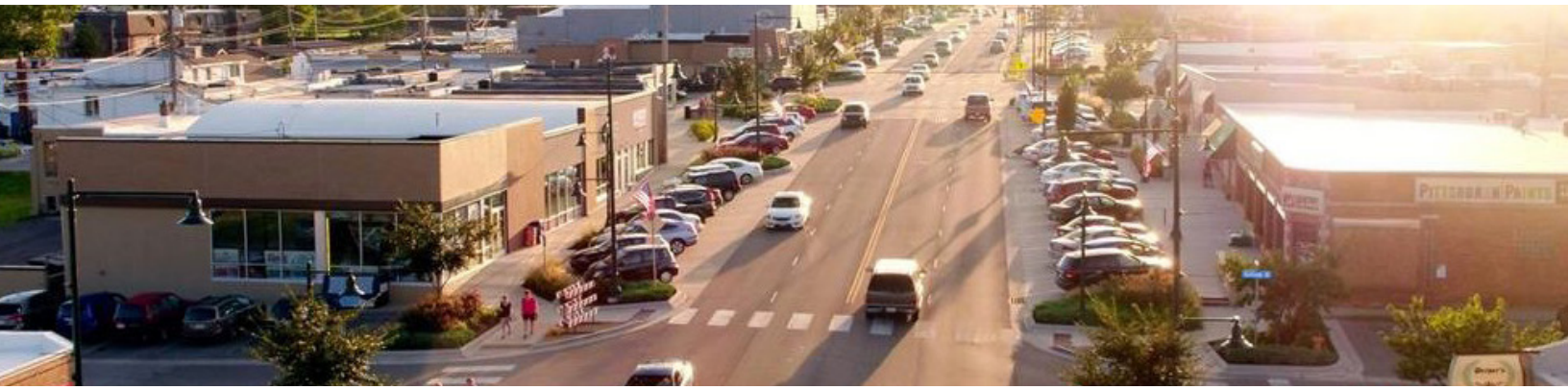
tomorrow together

2040 mission comprehensive plan



Adopted December 2023

Acknowledgments

City Council and Mayor

Sollie Flora, Mayor
Hillary Parker Thomas, Ward I
Trent Boultinghouse, Ward I
Lea Loudon, Ward II
Mary Ryherd, Ward II
Debbie Kring, Ward III
Kristin Inman, Ward III
Ben Chociej, Ward IV
Ken Davis, Ward IV

This plan was developed and finalized with the generous input and time from Mission's former council members.

Planning Commission

Stuart Braden, Ward I
Wayne Snyder, Ward I
Cynthia Smith, Ward II
Megan Cullinane, Ward III
Brian Schmid, Ward III
Charles Troppito, Ward III
Mike Lee, Chair, Ward IV
Robin Dukelow, Ward IV
Amy Richardson, Ward IV

Steering Committee

Cathy Boyer-Sheshol
Cherron Williams
Debbie Kring
Jacque Gameson
Josh Thede
Lolly Cerda
Pete Christiansen
Robin Dukelow
Robynn Haydock
Sollie Flora
Steve Corwine
Stuart Braden
TJ Roberts

City Staff

Laura Smith - City Administrator
Brian Scott, Deputy City Administrator - Planning and Development Services
Emily Randel, Deputy City Administrator - Administrative and Finance Services
Celia Duran, Public Works Director
Penn Almoney, Parks and Recreation Director
Dan Madden, Police Chief
David Martin, City Attorney
Kaitlyn Service, Planner (2020-2021)
Karie Kneller, Planner (2021-Present)

Consultants

CONFLUENCE WSP

CNA Collins Noteis & Associates, LC

Special Thanks

The Tomorrow Together Comprehensive Plan was made possible through the input of numerous Mission residents. Their input helped to shape the vision laid out in the Tomorrow Plan and was an invaluable component of the planning process.

Table of Contents

1.0 Introduction 4

2.0 Strategic Opportunities in Mission 12

3.0 Future Land Use Plan 15

4.0 Natural Features and Environment 22

5.0 Parks and Recreation 42

6.0 Transportation and Mobility 54

7.0 Economic Revitalization 81

8.0 Housing and Neighborhoods 110

9.0 Infrastructure Maintenance and Enhancements 139

10.0 Implementation 153

11.0 Appendix 171

- *Appendix A - Existing Condition Report* 172
- *Appendix B - Public Input Summary* 241

1.0 Introduction

1.1 Background and Purpose

Mission, Kansas, is a small city located within the Kansas City metropolitan area. The first-ring suburban community was incorporated in 1951. Since then, its population has grown to just under 10,000 residents. Mission offers residents a high-quality of life with convenient access to amenities and major job centers in the region. The Tomorrow Together Comprehensive Plan was created to help guide the future growth and development of Mission through the year 2040 and beyond.

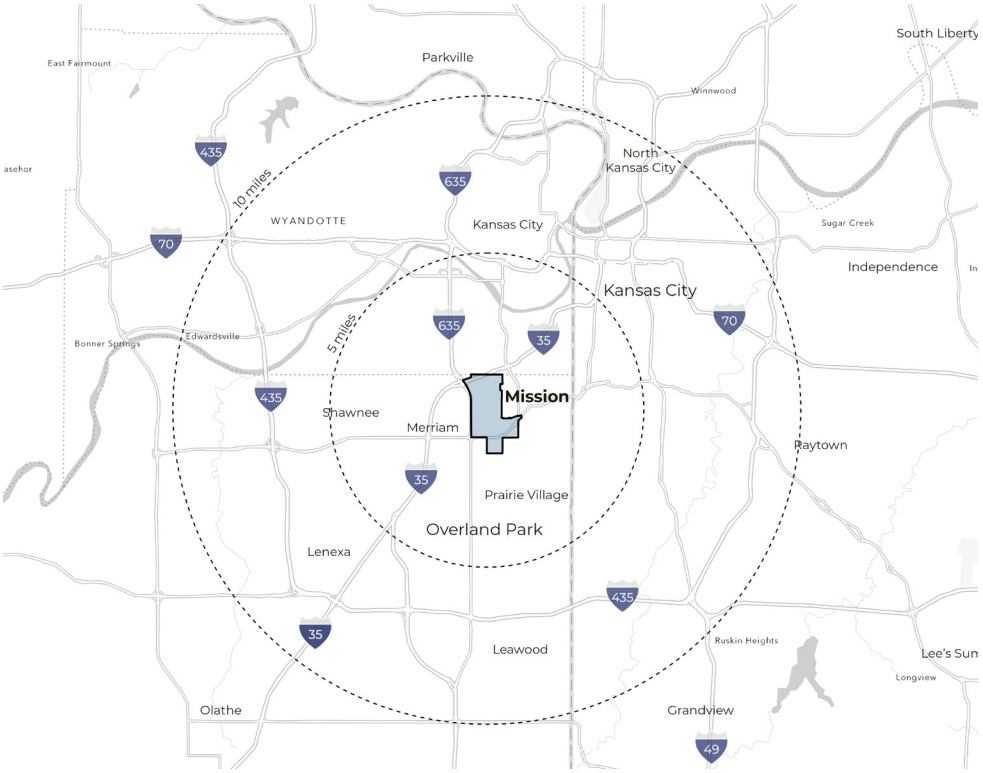


Figure 1.1 - Regional Context Map

Plan Background

Mission has a long history of thoughtful planning documents, reports and analysis. Mission's last comprehensive plan was completed in 2007. In 2018, Mission staff and leadership began the process of updating the comprehensive plan and sought the assistance of a consultant team led by Confluence and assisted by WSP, Leland Consulting Group, and Collins Noteis and Associates, LC.

Plan Purpose

The purpose of this comprehensive plan is to help guide growth and development for Mission through the year 2040 and beyond. This plan will assist the City in decision-making as it relates to issues including land use and zoning, housing, commercial and industrial development, sustainability and the environment, transportation and mobility, parks and recreation, and community facilities and services.

Legal Basis

The Comprehensive Plan was prepared and adopted pursuant to the authority granted by the State of Kansas under Kansas Statutes, Chapter 12. – Cities and Municipalities, Article 7. - Planning and Zoning (K.S.A. 12-741 through 12-775). As authorized by Kansas Statutes, preparation of the plan includes comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources, and other elements deemed necessary within Mission's city limits.

Requests to rezone or otherwise modify the zoning of a property should be reviewed for conformity with the adopted comprehensive plan. Per K.S.A. 12-757, rezonings, if in accordance with the land use plan or the land use element of the comprehensive plan, shall be presumed to be reasonable.

Pursuant to Kansas Statutes, at least once each year, the Planning Commission shall review or reconsider the plan.

1.2 Plan Process

Plan Process

The Tomorrow Together Comprehensive Plan was completed over four main phases.

- **Phase 1: Project Kick-Off, Research, and Analysis**
  Phase 1 included all the initial meetings with the Comprehensive Plan Steering Committee (CPSC) and a joint workshop with the Planning Commission and City Council. A majority of the technical analysis of Mission's existing conditions was performed during this phase.

- **Phase 2: Vision, Input, and Direction**
  Phase 2 included the majority of the public engagement and visioning. A mix of engagement exercises were completed to identify common themes and desires from the Mission community. This included one-on-one stakeholder interviews, a public workshop, and an interactive engagement website.

- **Phase 3: Draft Plan and Evaluation**
  The planning document was written in Phase Three. Multiple meetings with the CPSC took place during this phase as draft chapters were completed. This phase also included an additional joint workshop and ended with a public open house to reveal the plan draft to the public for review and comment.

- **Phase 4: Final Plan and Adoption**
  Phase 4 included a final Planning Commission and City Council workshop, followed by public hearings. The City Council received the Planning Commission's recommendation and public comments, and after due consideration, adopted the Tomorrow Together Plan.

The Tomorrow Together Comprehensive Plan was developed in the midst of the COVID-19 pandemic which caused several delays in the planning process and the ultimate formulation of the plan. Many people worked hard to bring this plan to fruition including previous City Council and Planning Commission members.

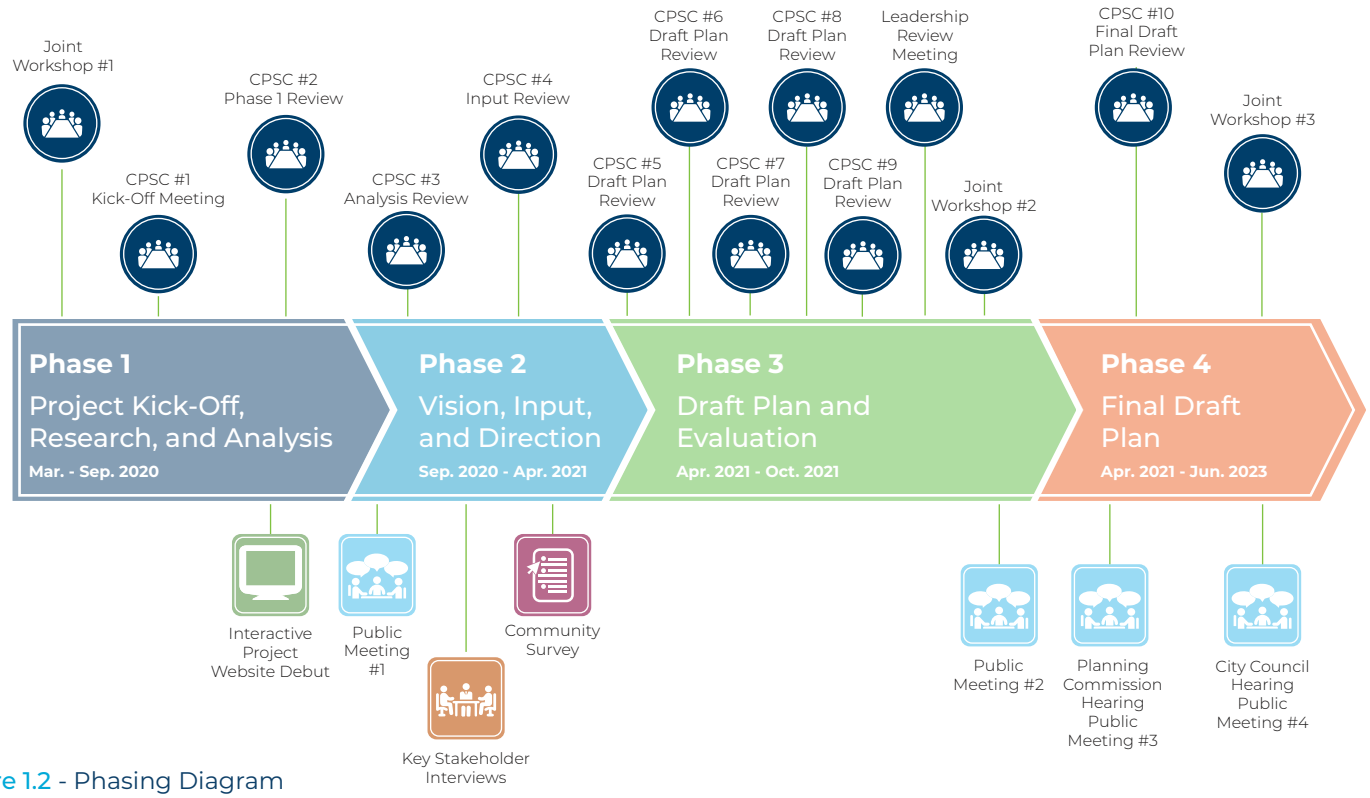


Figure 1.2 - Phasing Diagram

1.3 Vision Statement

The City of Mission, Kansas is an inviting, sustainable, and inclusive city that genuinely embraces people of all ages and backgrounds, respects and nurtures all environments, and puts people first. We are a vital connection point for easy access to the entire metro area and we recognize our important role as a connector of people, and places and prosperity.

Our citizens benefit from our unique position in the metro area and our commitment to providing a quality of life that is distinctly different from other cities. We do this by emphasizing and constantly improving our walkable neighborhoods and diverse housing options. We encourage continued growth and economic development of our eclectic Downtown that respects its history and authentic character. We invest in sustainable practices for our public infrastructure, parks, and trails. We connect our neighborhoods and businesses with multi-modal transportation options with special consideration for all ages and incomes. Our continuing commitment to these key principles relies on the active and ever-improving civic involvement of our residents and a shared focus on *Tomorrow Together*.

We embrace and look forward to the many changes we will experience in the 21st Century. We plan ahead for new technologies and opportunities that will connect our residents and enhance our quality of life. Mission is a great place to grow up and grow old.

The Tomorrow Together Plan Vision Statement was developed through a collaborative process with the CPSC and planning consultants and reflects careful thought and consideration for the collective vision of the City of Mission.

1.4 KC Community for All Ages

Background

The Kansas City Community for All Ages (KCCFAA) is an initiative that came about due to the recognition that Kansas City suburbs must evolve and adapt to better serve the residents who call them home. Suburbs grew at rapid rates as a response to post-war housing demand, and Baby Boomers called these houses homes. Baby Boomers are aging, becoming our senior population, and Millennials are coming of age.

The intent of the program is to make communities age-friendly by addressing a variety of themes. These themes include:

- Aging in Place
- Housing
- Transportation
- Walkability
- Parks and Recreation
- Community Facilities
- Health Care and Healthy Living

Community for All Ages Recognition Program

Mid-America Regional Council, the First Suburbs Coalition, and the KC Communities for All Ages established a recognition program to commend and celebrate communities within the KC Metro that are working toward awareness, assessment, and implementation of Community for All Ages initiatives. Figure 1.4 presents the tasks communities must accomplish before earning recognition at three-tiered levels.

Figure 1.3 - Community for All Ages-Related Strategy Icon

Source: KC Communities for All Ages, 2013

Community for All Ages in the Tomorrow Together Plan

Throughout the comprehensive plan, designations are denoted for strategies that contribute to Mission's efforts to maintain its gold level recognition. Figure 1.3 presents the icon used throughout this plan to identify these strategies. The strategies address the key themes identified by KCCFAA from the list above.

Bronze Recognition

Mission achieved Bronze level recognition in 2015

- Adopted a resolution to become a Community for All Ages.
- Made a presentation to governing bodies, department staff, and relevant commissions on becoming age friendly and the Communities for All Ages program, and took at least two of the following actions:
  - Held at least one community meeting to discuss Communities for All Ages issues and presented information.
  - Prepared written materials on age-friendly communities and distributed them to the public.
  - Established a speakers bureau to share information with neighborhood groups, businesses and civic groups.
  - Put information about demographic changes and CFAA on the City's website.

Silver Recognition

Mission achieved Silver level recognition in 2016

- Met the requirements for Bronze level.
- Formed a Community for All Ages committee of community members (or assign tasks to an existing committee) and had members use the Communities for All Ages Checklist to assess the community and issued a report based on the findings and recommendations resulting from the assessment process.

Gold Recognition

Mission achieved Gold level recognition in 2018

- Met the Bronze and Silver level criteria.
- Adopted a Communities for All Ages Plan or include a Community for All Ages component in a major local plan, such as a comprehensive plan, strategic plan or park plan.

Figure 1.4 - Community for All Ages Recognition Program Requirements

1.5 Summary of Goals

The planning process focused on six (6) major themes. These themes were inspired by the City's previous Comprehensive Plan and modified to reflect current conditions and public input gathered through the development of this new plan. These six (6) major themes form the basis of Chapters 4 through 9 of this Comprehensive Plan, ensuring it reflects the main priorities of Mission. These themes also influence the principles incorporated into the Future Land Use Plan, which is detailed in Chapter 3.

Natural Features and Environment

- Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.
- Connect development and redevelopment opportunities to sustainable practices and utilize a sustainability "lens" in all city decisions. Connect these opportunities to the Kansas City Regional Climate Action Plan that the City has endorsed.
- Implement the City's climate action policies with consideration to the regional plan.
- As a land-locked community, encourage new development and redevelopment projects to include greenspace, and protect and expand the tree canopy in both commercial and residential areas.
- Support and encourage new development and redevelopment in Mission that is sustainable.

Parks and Recreation

- Maintain and preserve existing open space and natural features to enhance the character of the built environment, promote neighborhood stability, public health and safety, and provide for outdoor recreation and visual enjoyment.
- Enhance parks and recreational spaces that provide for outdoor activities, gathering spaces, and pedestrian and bicycle trails.
- Plant more trees, protect natural ecosystems, and use native plants.
- Invest in ongoing maintenance and park enhancements, including restrooms, playground equipment, seating options, and other amenities.
- Ensure parks and recreational spaces are compliant with ADA standards and available to users of all ages and abilities.
- New or newly redeveloped public spaces should include Universal Design Features.

Transportation and Mobility

- Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.
- Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.
- Develop flexible policies that allow the City to adapt to future needs within prepared criteria regarding safety, efficiency, and access.
- Tie current and future mobility plans to the City's economic development strategy and neighborhood stabilization.
- Recognize Johnson Drive as a major connection for local and metropolitan residents. Slow traffic at key points and provide well-marked crosswalks for pedestrians.
- Coordinate with MARC, KCATA, and surrounding communities to support the SmartMoves 3.0 Regional Plan and incorporate updated transit technology for transit facilities, transit routes, micro-transit options, electric and automated vehicles, and street cars.
- Explore the feasibility of reconfiguring the Johnson Drive and Metcalf Avenue crossing to encourage economic development activity and improved access to Downtown Mission.
- Explore future public street alignments within the Form Based Code District as outlined in the West Gateway FBC to enhance access, connectivity, and redevelopment efforts.

1.5 Summary of Goals

Economic Revitalization

- The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.
- Promote a mix of office, retail, and residential uses along the Johnson Drive commercial corridor of the city.
- Promote a sustainable, diverse economy.
- Promote consistent public identity at city gateways. This is an opportunity to incorporate creative entry-ways as part of renewed efforts for redevelopment.
- Continue to build positive redevelopment without losing the unique character of residential and commercial districts.
- Build on the success of the Johnson Drive Corridor improvement project. This area with wide sidewalks, friendly neighbor interactions, and local shops creates a unique mix of charm and practicality that resonates with citizens and visitors.
- Respect the character and authenticity of Downtown when redeveloping and building new or infill projects to maintain a thriving district.
- Use fresh and innovative signage.
- Encourage property owners to refresh building facades and outdated store fronts through the use of city grants or special programs.
- Incorporate new technologies for city-wide broadband access and Smart City strategies to provide easy access to information for residents, commercial properties, visitors, and stakeholders.

Housing and Neighborhoods

- Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.
- Encourage residential revitalization as the housing stock in Mission continues to age and market demands change.
- Reduce impact on residential properties through effective transitional land uses policies and development standards.
- Add Missing Middle zones to address infill development and reduce barriers to transitional and higher-density uses.
- Continue building upon positive redevelopment trends and promote a positive city-wide image of Mission in residential and commercial areas.
- Continue emphasis on code enforcement to maintain the aesthetic, life, health, and safety of the community.
- Develop an on-going strategy to protect and expand affordable housing in Mission.
- Create an environment that supports the application of Accessory Dwelling Units (ADUs).

Infrastructure Maintenance and Enhancement

- Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.
- Focus on primary infrastructure issues first - streets, sidewalks, curb and gutter, stormwater needs, etc.
- Continue to inventory existing conditions for maintenance and replacement.
- Coordinate improvements with other planned utility maintenance, repair, or replacement.
- Plan and include costs for added amenities that support the City's goals: people-oriented improvements, improved signage, streetscapes, outdoor sidewalk use, crosswalks, and neighborhood needs.

1.6 When to Use This Document

A Comprehensive Plan like the Tomorrow Together plan can be used in many circumstances. Below are some common examples of how this plan will be used.

A. Land Use Decisions

Comprehensive plans should be regularly referenced by the City when making decisions about development proposals, rezonings, code updates, capital improvement planning and budgeting, and policy formation. The Tomorrow Together plan identifies goals, strategies and action items to help implement the vision of the community.

B. Evolving Document

While comprehensive plans are thorough, they should not sit on shelf or remain stagnant. Comprehensive plans should be regularly referenced and updated when necessary to reflect changing conditions. Mission should perform an annual review the entire plan to identify changed conditions or accomplished action items. These efforts will help ensure the community vision is being implemented.

C. Informational Tool

Comprehensive plans are an inventory of the existing conditions of a community that can act as an information management tool for a city. Interested residents, elected officials, or city staff can reference this plan to help guide or understand decisions around policies and programs.

D. Marketing Material

The plan can be used by the City as marketing material to highlight what is important to the community, as well as, future plans and priorities. This can help to attract new residents, new business owners, and future development opportunities.

E. Engagement Tool

The process for creating a new comprehensive plan is an opportunity for residents and stakeholders to directly engage in goal setting for a community. It provides an opportunity for the City to gain feedback from residents and local business owners on a wide set of topics. The engagement exercises can help to identify what aspects of the community help best define the community's character, strengths and weaknesses.

F. Policy Decisions

Comprehensive plans are often used to justify decision making by city leadership because of the amount of analysis and public input that went into the creation of the plan. Policy is a function of the governing body, and the Comprehensive Plan will help guide decision-making at the government leadership level.

2.0 Strategic Opportunities

2.1 Strategic Opportunities

The following strategies represent a variety of physical improvements the City should consider that seek to address the opportunities and concerns expressed by the community. These strategic opportunities are a result of extensive existing conditions analysis and public engagement/ steering committee input. These strategies represent a variety of physical improvements the City should consider that seek to address the opportunities and concerns expressed by the community.

Complete Streets

Additional streetscape enhancements on various corridors, including Complete Street elements, should be further explored.

Possible Nall Avenue Extension

As illustrated in Roeland Park's recently updated Comprehensive Plan, Mission should work with Roeland Park and Kansas City, Kansas to explore the possibility of an extension of Nall Avenue to the north to serve a future development area adjacent to Interstate-35.

Mixed-Use Development

Mixed-use along Johnson Drive and Martway corridors.

Large Scale Redevelopment to the North

Explore opportunities to promote larger scale redevelopment of properties in the northwest area of the City. Take advantage of Metcalf frontage with new residential and mixed-use developments to provide increased density and support commercial activity.

Metcalf Avenue Improvements

Encourage trail acquisition and construction along with streetscape improvements along the Metcalf Corridor.

Shawnee Mission Parkway/ W 63rd Street Improvements

Explore opportunities for a multi-jurisdictional corridor study of Shawnee Mission Parkway and West 63rd Street to address integrated transit, mobility, trail connectivity, enhancements and aesthetics, and land use.

Rock Creek Trail Improvements

Explore green infrastructure opportunities for functionality, enhancement, and beautification along the Rock Creek corridor.

Gateways and Wayfinding

Enhance community gateways and identify new wayfinding signage opportunities to direct residents and visitors to Mission destinations.

Trail and Sidewalk Network

Connect schools and parks via an integrated on- and off-street trail and sidewalk network.

Multi-Family Housing

Identify incentive programs for existing multi-family housing to encourage re-investment in amenities, revitalization, and maintenance of affordable housing options within the community.

The following page shows the strategic opportunities map that was generated as part of the Tomorrow Together Comprehensive Plan process. This map helps us visualize a set of place-specific recommendations for the community that are referenced throughout the plan.

2.1 Strategic Opportunities

LEGEND

- Mission City Limits
- Parks and Pathways
- Public/Semi-Public
- Medium-Density Residential
- High-Density Residential
- Mixed-Use Medium-Density
- Mixed-Use High-Density

Opportunities

- Mixed-Use District
- Metcalf Ave Improvements
- Shawnee Mission Pkwy/63rd Street Improvements
- Johnson Drive Improvements
- Rock Creek Trail/Green Infrastructure Improvements
- Bike Lane with Street Trees
- Marked Share the Road
- Nall Avenue Extension
- Major Arterial Roadway
- Major Gateway

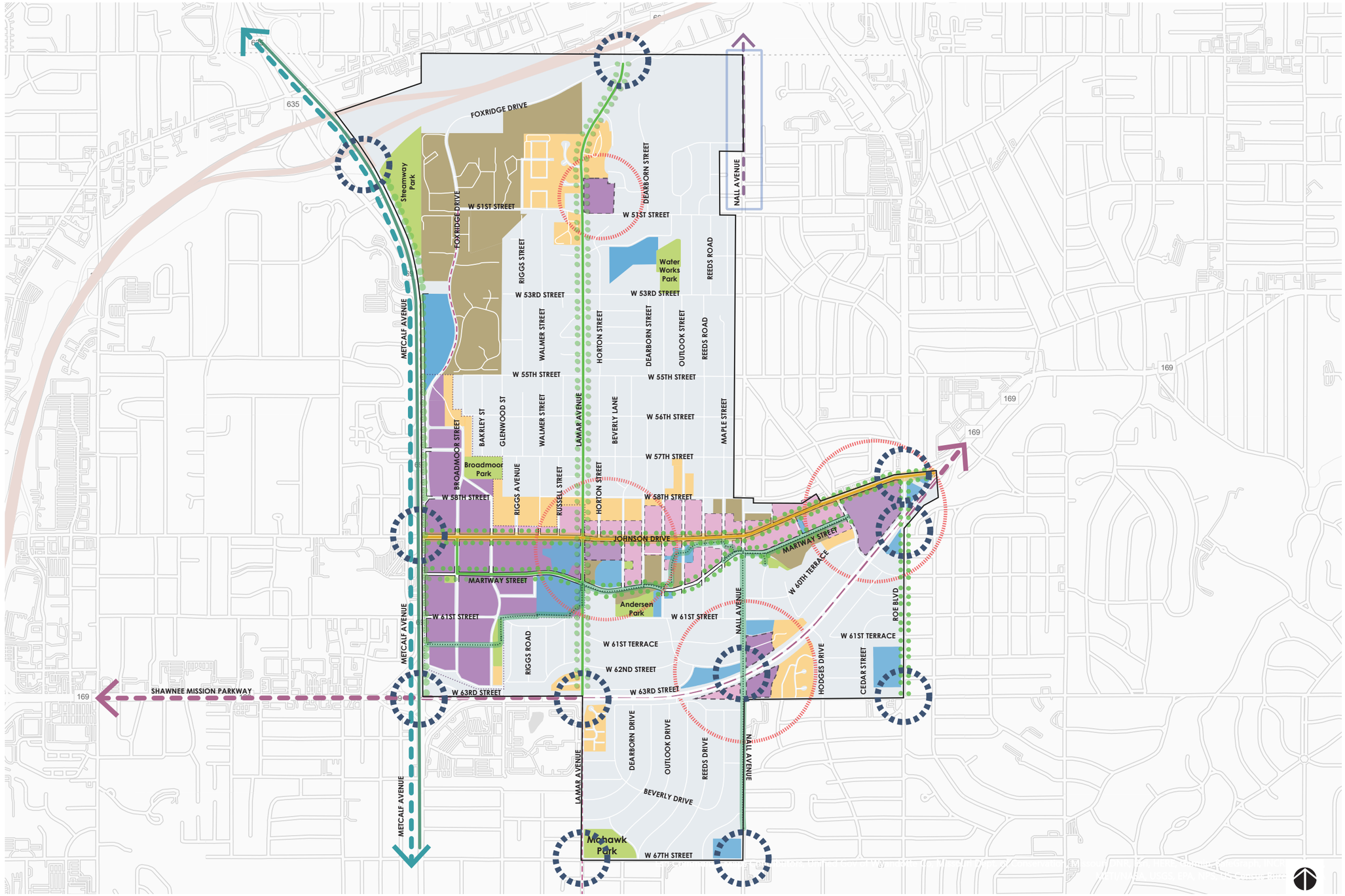


Figure 2.1 - Strategic Opportunities Map

3.0 Future Land Use Plan

3.1 Existing Land Use in Mission

Existing Land Use

The existing land uses in Mission provides a baseline understanding of the community. By understanding the composition of housing, commercial businesses, and public spaces, strategies for future land uses were developed that balance the needs and desires of the community with the reality of what exists today.

The most dominant existing land use is low-density residential, accounting for just over half of the community. This is not surprising for a suburban area. Collectively, close to 15% of the land use is multi-family (medium or high density). Mission also has a healthy mix of commercial (8.8%), office (7.8%), and light industrial (5.0%) land uses. These land uses are sometimes referred to as employment-driven land uses. Just over 4% of land remains open space or undeveloped.

Existing Land Use Categories

Figure 3.2 shows existing land use. Land uses were divided into the following categories based on use or occupancy by parcel.

- **Low-Density Residential**
  Includes single-family detached homes.
- **Medium-Density Residential**
  Includes duplexes or townhomes.
- **High-Density Residential**
  Includes apartments or condos.
- **City/Public/Semi-Public**
  Includes City or other government-owned land, schools, and churches.
- **Parks and Recreation**
  Includes parks and pathway areas.
- **Open Space/Undeveloped**
  Includes all undeveloped or vacant land that is not a park.
- **Commercial**
  Includes retail, restaurants, and other service/commercial uses.
- **Office**
  Includes office and medical uses.
- **Light Industrial/Warehouse**
  Includes all industrial, light industrial and warehouse uses.

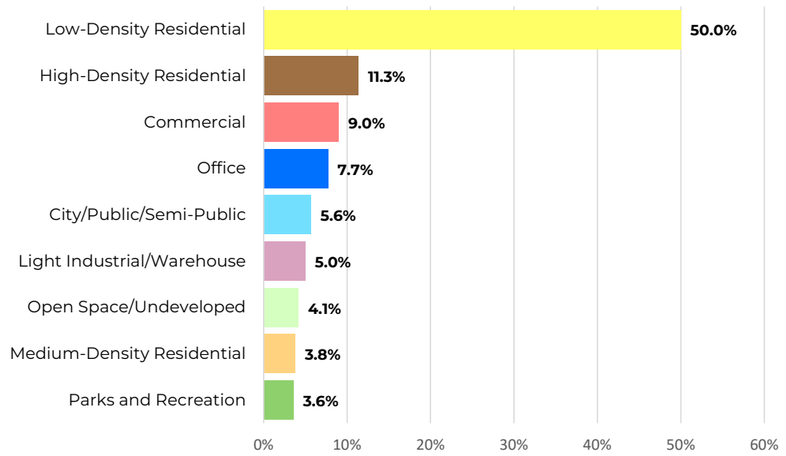


Figure 3.1 - Future Land Use Breakdown by Percentage

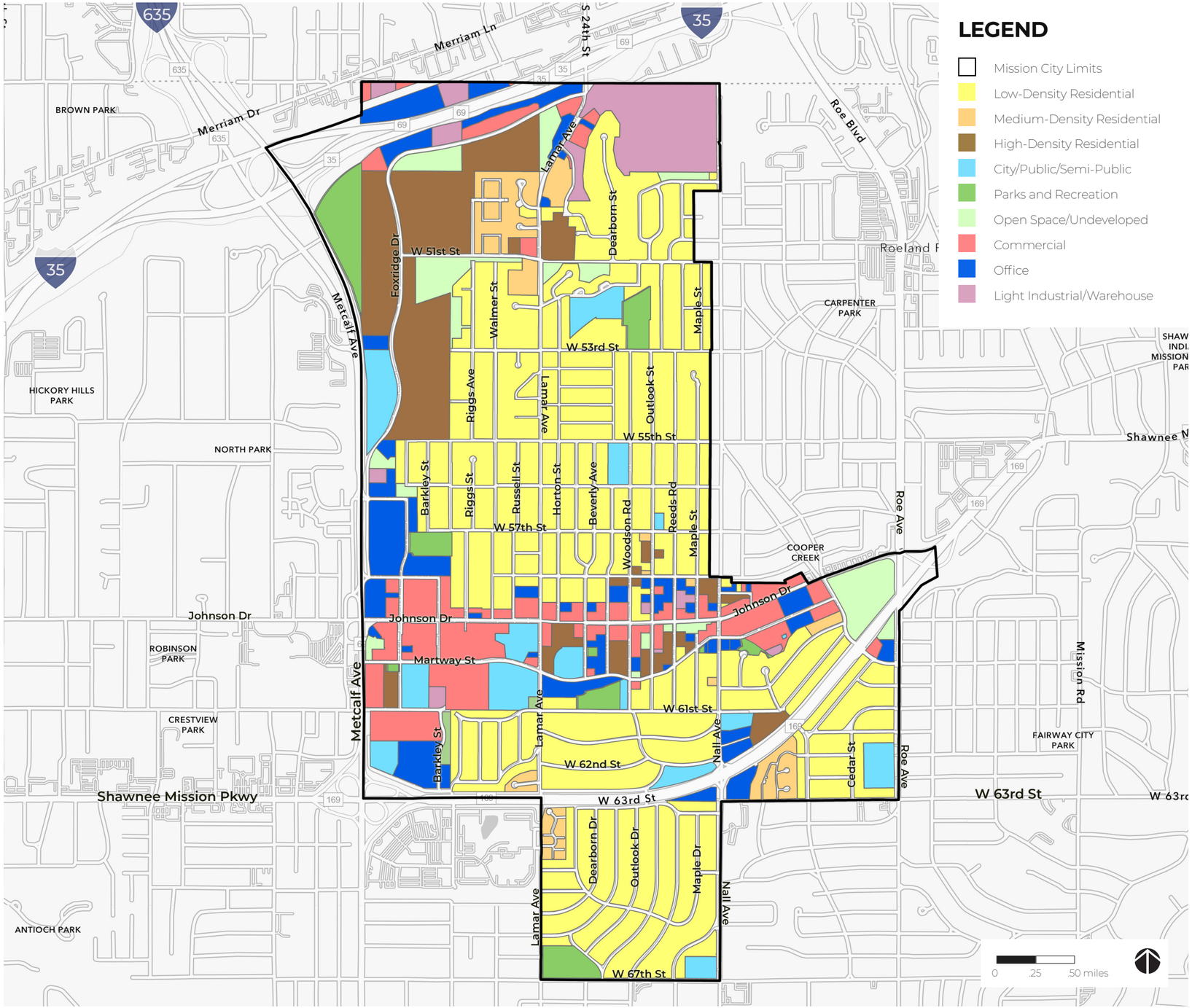


Figure 3.2 - Existing Land Use

3.2 Future Land Use Definitions

Future Land Use Definitions

The Future Land Use Plan includes several land use categories. The definitions for each type are below.

Low-Density Residential

Includes detached single-family residential, single-family residential bi-attached, single-family residential with one accessory dwelling unit, civic uses, schools, and churches.

Density: 3 to 6 dwelling units/acre

Medium-Density Residential

Includes horizontally attached rowhouses and townhomes. Also includes "Missing Middle" housing typologies such as duplexes/ triplexes/fourplexes, courtyard apartments, cottage courts, and multi-plexes.

Density: 6 to 12 dwelling units/acre

High-Density Residential

Category includes vertically attached residential apartments and condos.

Density: 12 or more dwelling units/ acre

Commercial

Includes typical retail uses such as sales or services, hotels, motels, and restaurants.

*Density: 0.25 FAR or greater

**Floor Area Ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located. FAR is illustrated as a decimal number, and is derived by dividing the total floor area of the building by the total area of the parcel.*

3.2 Future Land Use Definitions

Future Land Use Definitions

The Future Land Use Plan includes several land use categories. The definitions for each type are below.

Office

Activity during normal business hours that includes administrative, professional, and research; may serve as a transition from residential to commercial uses.

Density: 0.25 FAR

Business Park/Light Industrial

Includes typical medium- or large-scale office and light industrial uses.

Density: 0.30 FAR

Mixed-Use High-Density

Includes pedestrian-friendly mix of housing, office, and retail uses in either a multi-story building (vertical mixed-use) or in a cohesive development of separate or attached buildings (horizontal mixed-use).

Density: 3.0 to 10.0 FAR for retail/office and 50 or more dwelling units/acre for residential

Mixed-Use Medium-Density

Includes pedestrian-friendly mix of housing, office, and retail uses at medium densities in either a multi-story building (vertical mixed-use) or in a cohesive development of separate or attached buildings (horizontal mixed-use).

Density: 1.0 to 3.0 FAR for retail/office and 12 to 45 dwelling units/acre for residential.

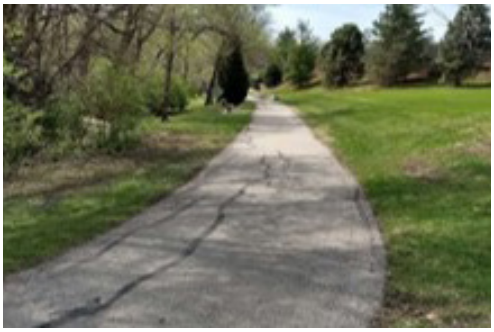
3.2 Future Land Use Definitions

Future Land Use Definitions

The Future Land Use Plan includes several land use categories. The definitions for each type are below.

- **Parks and Pathways**

  This category includes parks, recreation land, and trail areas.



- **Public/Semi-Public**

  Includes government-owned land, schools, churches, museums, and institutions.

3.3 Future Land Use Plan

Future Land Use

Figure 3.4 shows the Future Land Use Plan for Mission. The breakdown is shown in Figure 3.3 by total percent of acres. The dominant land use remains Low-Density Residential, which is not unusual for a suburban community. Mixed-Use High-Density and Mixed-Use Medium-Density comprises almost 15% of land in the city limits while Medium-Density Residential comprises 6.4% of the future land uses and High-Density Residential is shown comprising 10.4%.

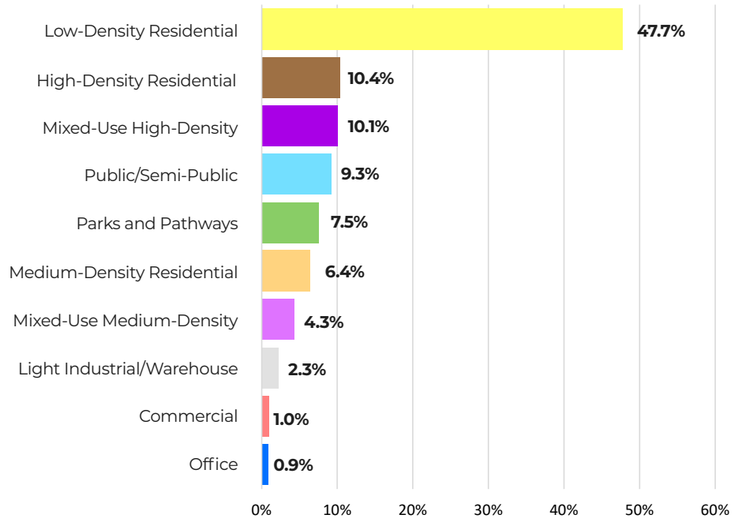


Figure 3.3 - Future Land Use Breakdown by Percentage

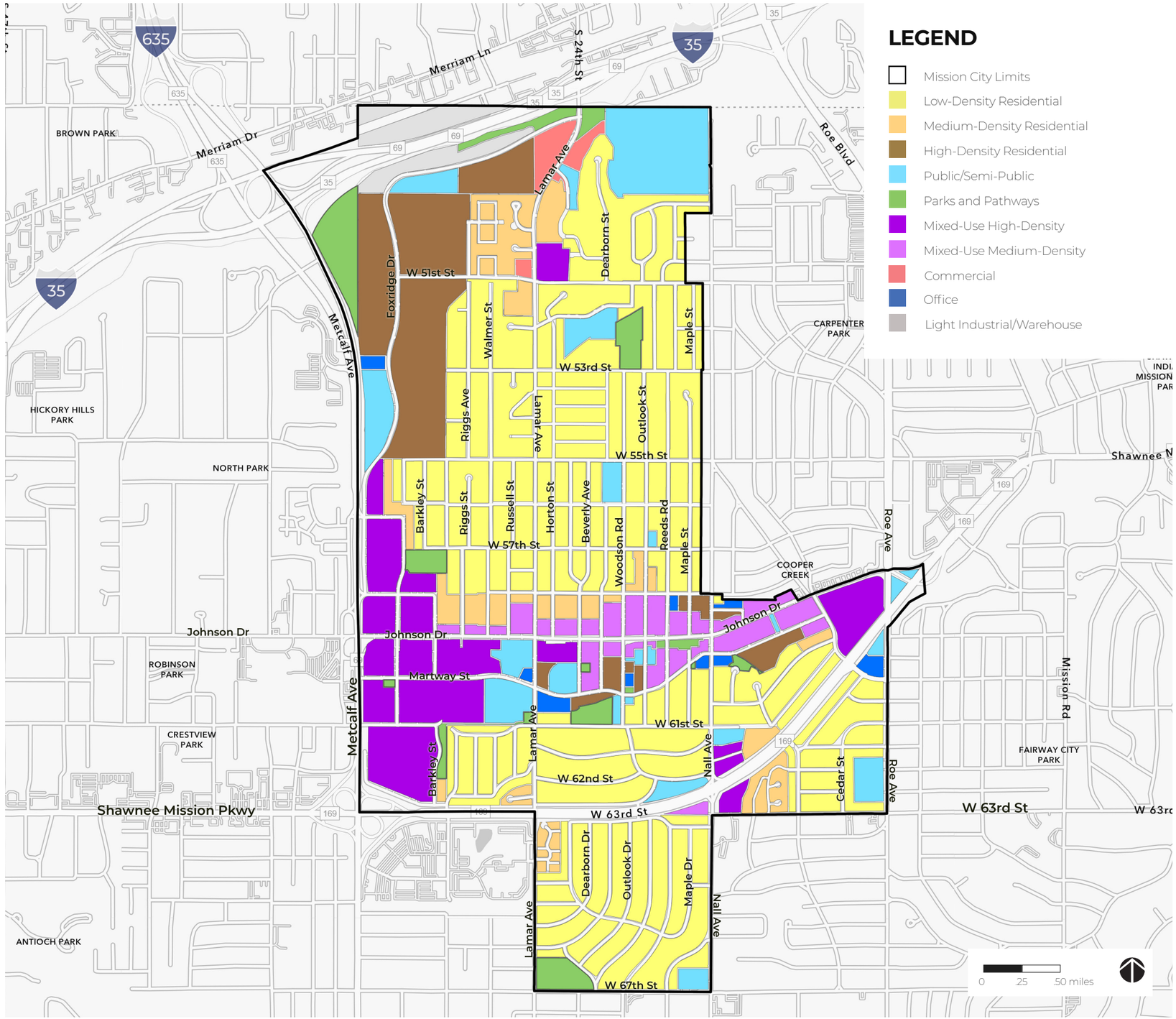


Figure 3.4 - Future Land Use Plan

3.3 Future Land Use Plan

Comparing Land Use Plans

Mission is land-locked and almost completely built-out. Therefore, much of the community remains unchanged between the existing and future land use plan. The existing built environment is generally high-quality and well-functioning. However, there are some key areas where future land use may change.

These areas include:

- **A** Mixed-Use near Lamar Avenue and W 51st Street
- **B** Mixed-Use in the West Gateway area
- **C** Medium and high-density residential north of Johnson Drive
- **D** Mixed-Use near Nall Avenue and Shawnee Mission Parkway

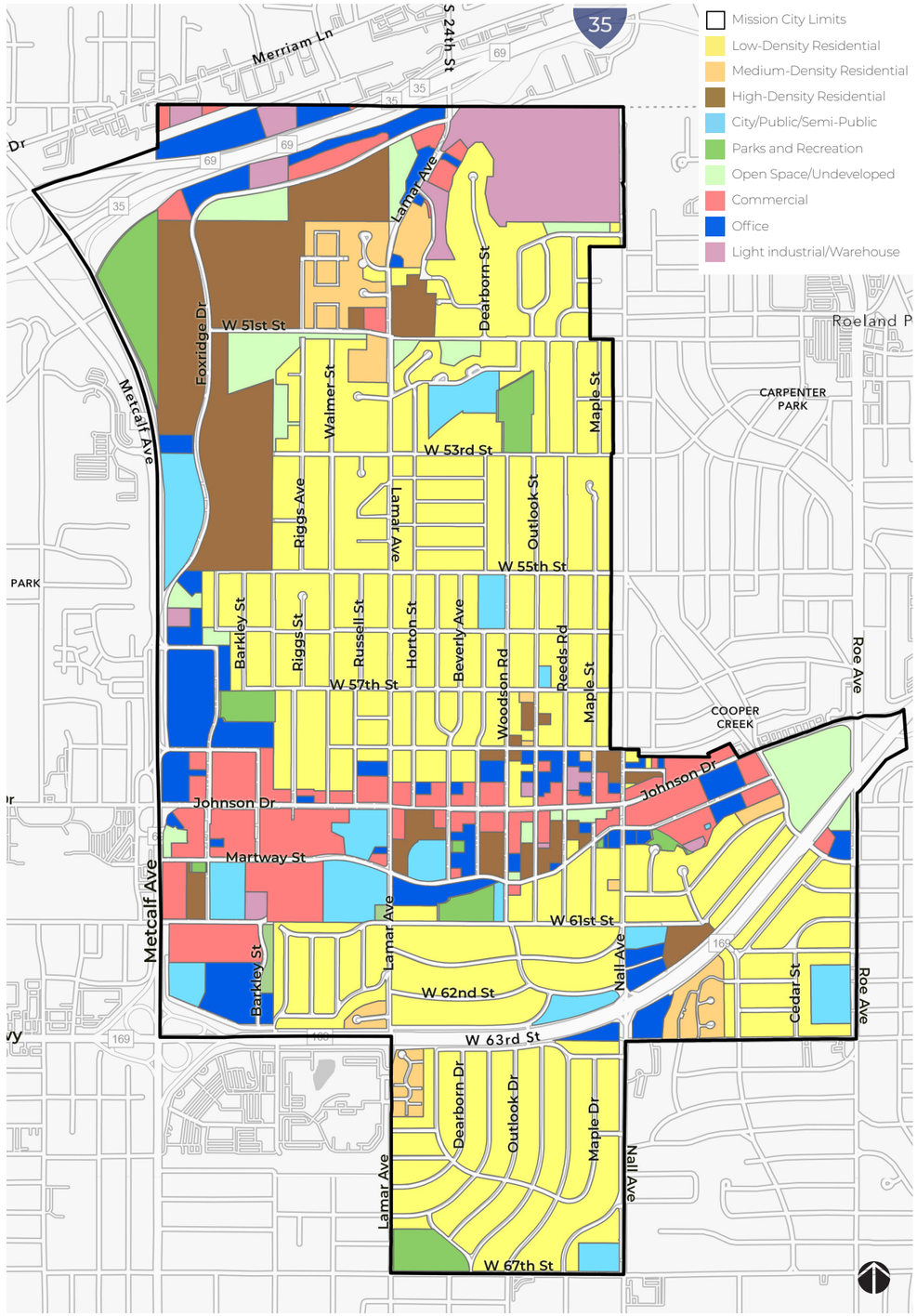


Figure 3.5 - Existing Land Use

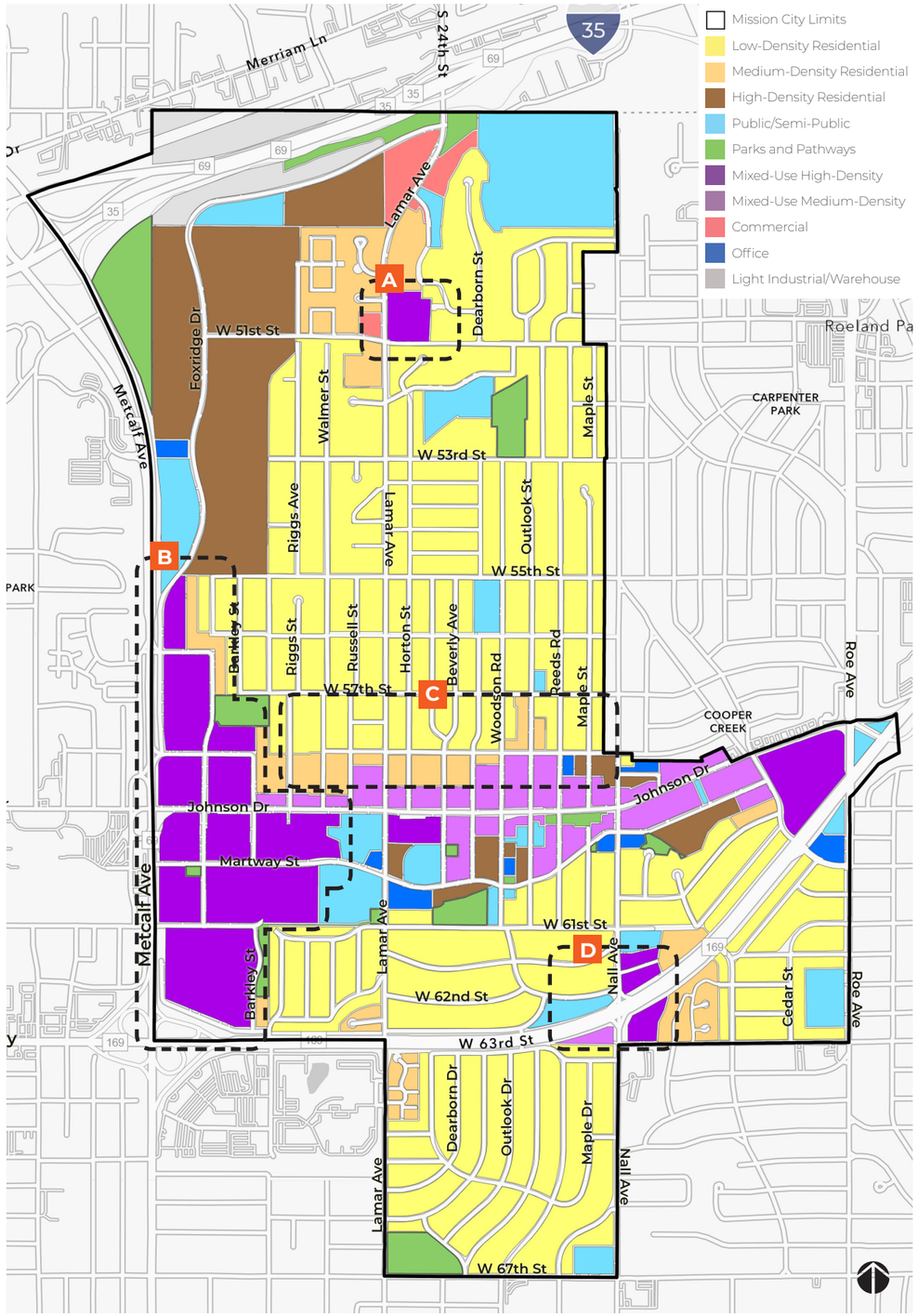


Figure 3.6 - Future Land Use

4.0 Natural Features and Environment

4.1 Natural Features Overview

Mission's natural features include floodplain and urban tree cover. Both features present unique opportunities to think creatively and enhance the natural environment while addressing stormwater management.

Floodplain

There are two key locations within Mission that are identified as floodplains (Figure 4.1). The first location is the Turkey Creek floodplain. Turkey Creek runs parallel to I-35 in the northernmost section of Mission and the floodplain areas are located in the northern parts of Streamway Park and in the industrial areas along I-35.

Another floodplain exists along the Rock Creek Channel between Johnson Drive and Martway Street. This floodplain extends from Lamar Avenue to Roeland Drive and continues east into the City of Fairway.

There are many commercial and residential parcels within the floodplain limits from Woodson Street to Roe Avenue along the creek. Flooding mostly occurs around the daylighted areas of Rock Creek.

Urban Tree and Grass Cover

Mission has a substantial amount of urban, residential tree cover. Areas with less dense tree cover are along the Johnson Drive commercial corridor and secondary corridors that branch out from Johnson Drive, including much of the Form Based Code District. A tree canopy analysis estimates the percentage of tree cover in the community at around 30.64% with a margin of error of +/- 2.48%. This represents approximately 515 acres of tree cover with a margin of error of around +/- 42 acres. According to the U.S. Forest Service, the national average for percentage of tree cover in urban areas is around 27%. Mission exceeds this average percentage coverage by 4%.

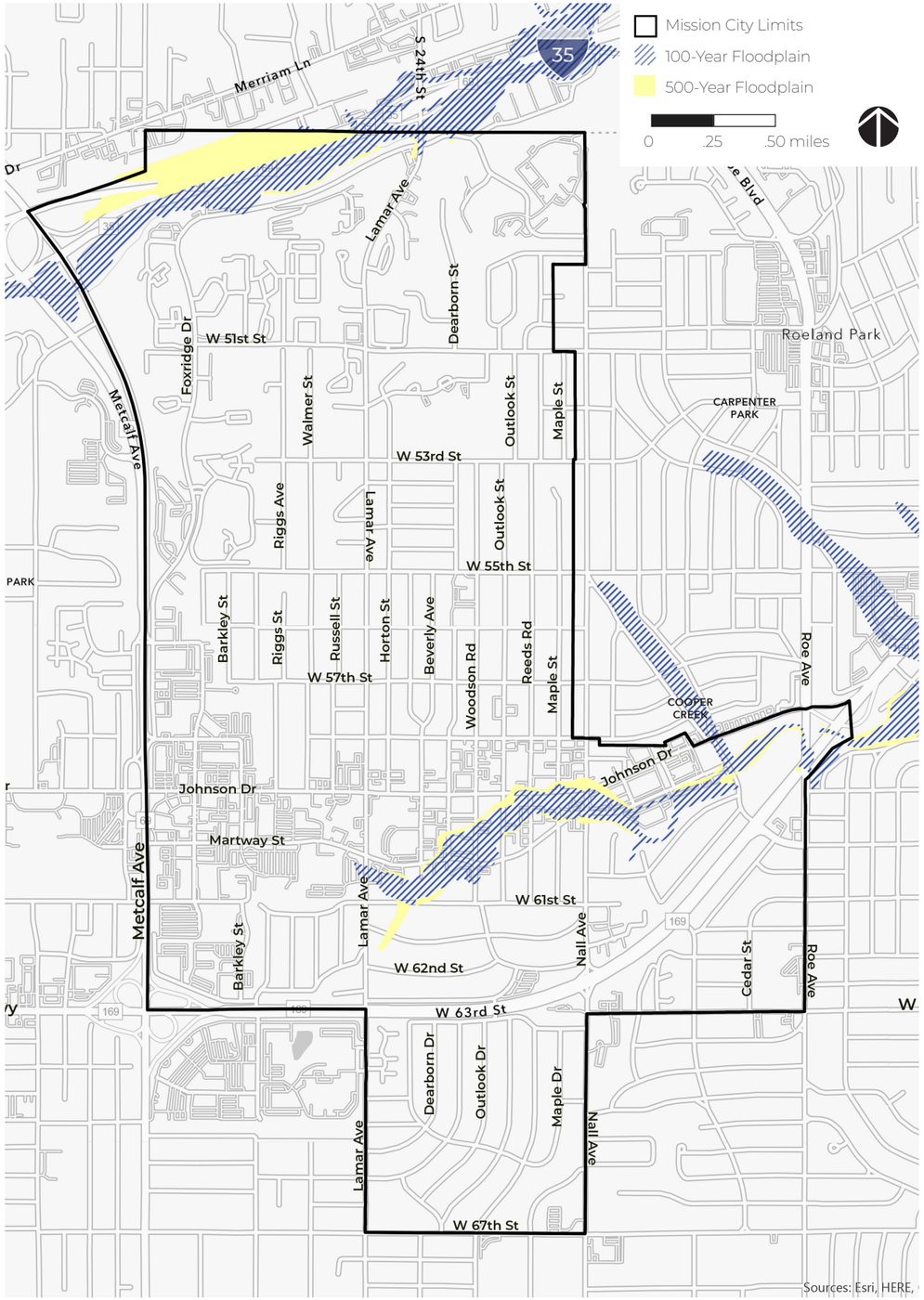


Figure 4.1 - Floodplain

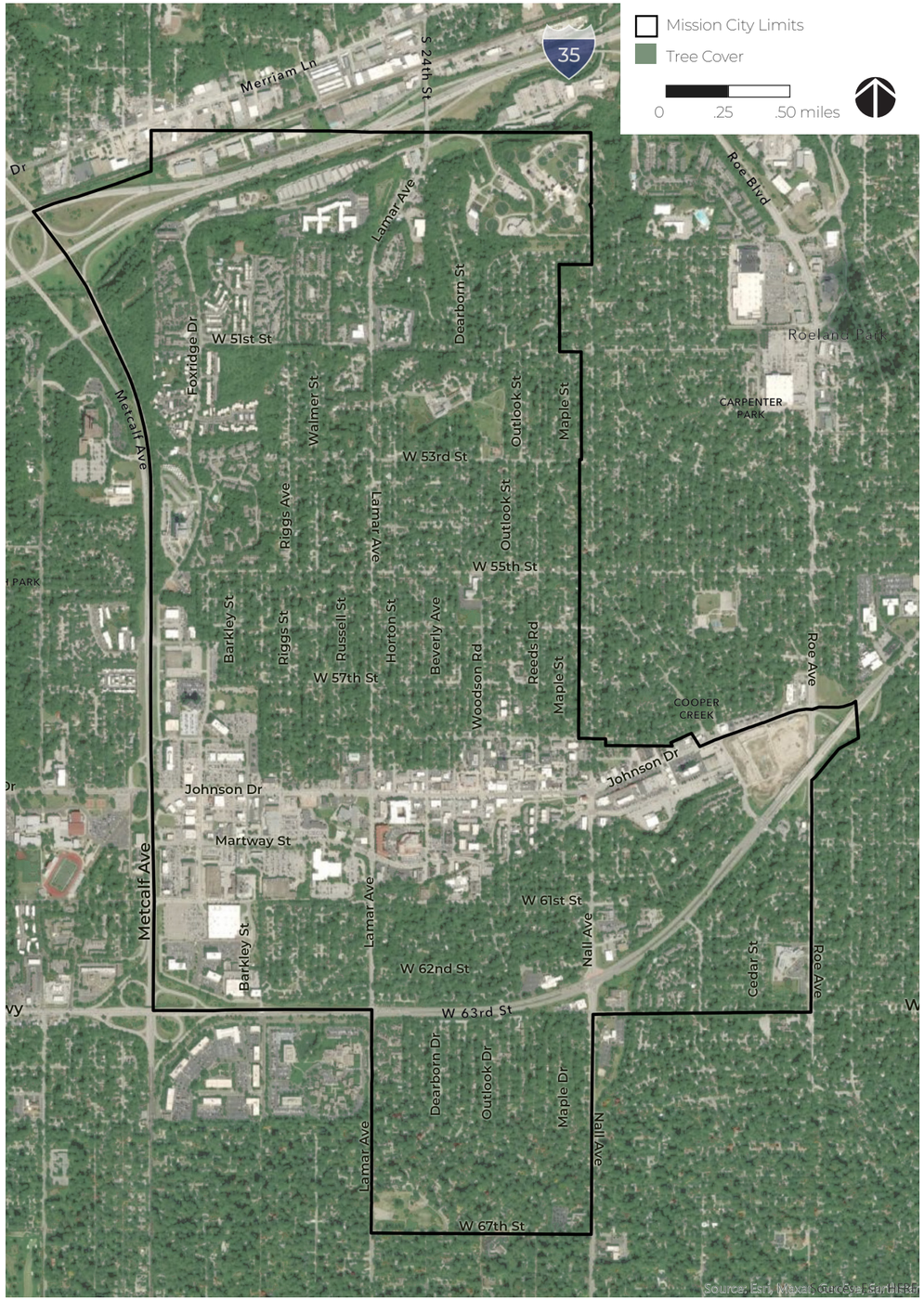


Figure 4.2 - Approximate Tree Cover

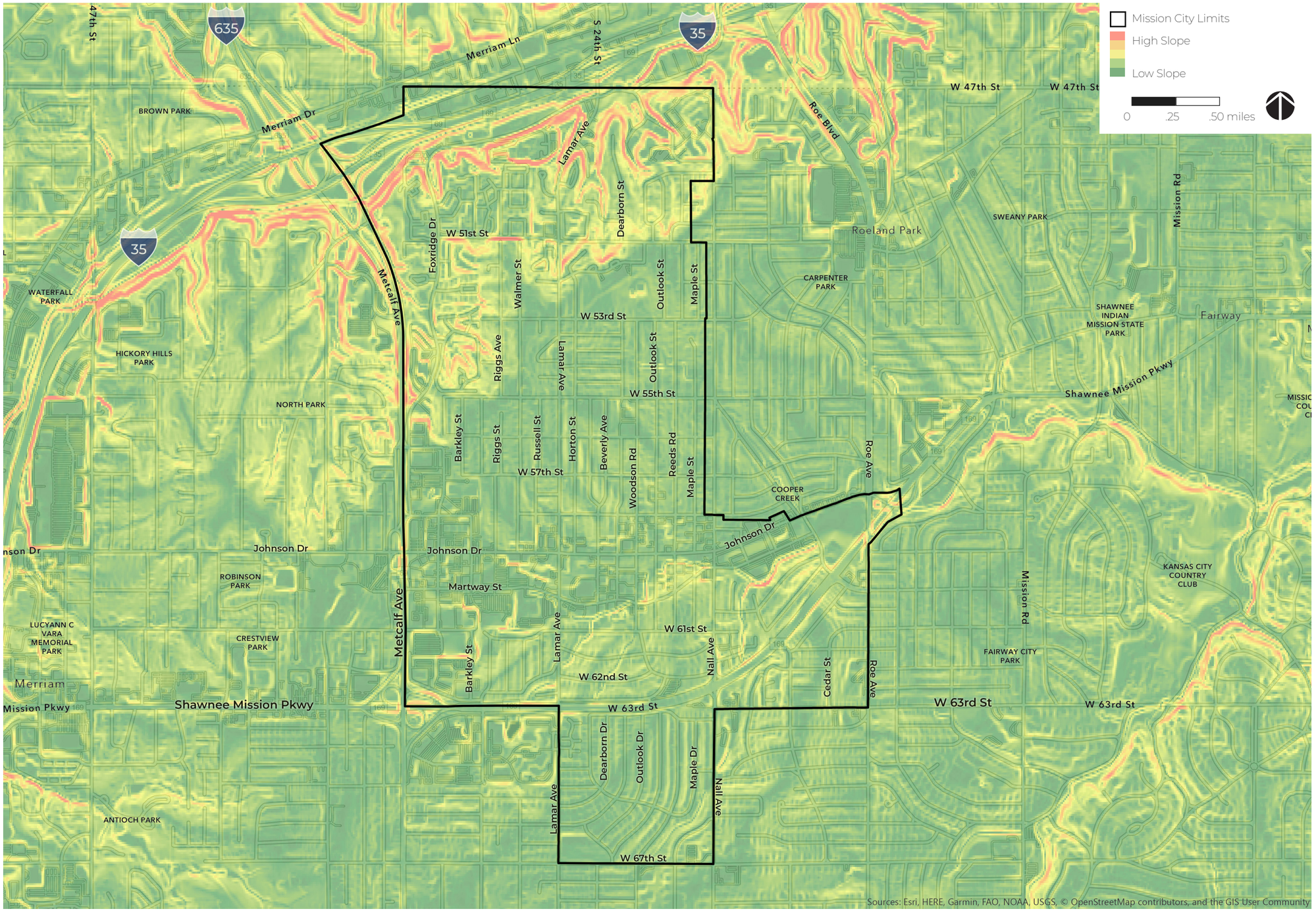
4.1 Natural Features Overview *(Continued)*

Slope

The natural topography of Mission was analyzed to determine if there were any areas where a slope preservation ordinance might be appropriate. Steep slopes are worth preserving for several reasons:

- They provide important habitats for plants and animals.
- Provide more mature forests and tree canopy which helps lower temperatures in the summer and helps contribute to the capture of carbon dioxide from the environment.
- Steep slopes can be less desirable areas for development due to greater site development costs and the risk that extreme weather conditions pose to steeper topography.

The red and orange areas of Figure 4.3 represent areas with steeper slopes - mainly in the northern portion of the community. The dark and light green colors represent areas that have flatter topography - most of the core residential area in the center of the community. A slope preservation ordinance may be appropriate for areas of northern Mission.



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 4.3 - Slope

4.2 Public Input Summary

Public Input Summary

Mission has a proud history of visionary planning and successful implementation, including becoming a Gold Level - Community for All Ages, completing storm water and channel improvements along Rock Creek, and endorsing the regional Climate Action Plan.

Sustainability, the natural environment, and being a welcoming community for all continue to be a high priority in Mission as reflected by the input received during the public engagement process. This plan not only celebrates the past successes of the community but encourages and supports the continuation of these efforts, drawing from the positive momentum seen in Mission.

DirectionFinder Survey 2021

Mission hired ETC Institute to perform a statistically valid survey in the spring/summer of 2021. Results pertaining to natural resources and sustainability are below.

- When asked to rank "importance of various factors" for residents' decisions to live in Mission, 57% of respondents said it was "very" or "extremely" important for Mission to be an environmentally conscious /sustainable community.
- When asked "What are the three most significant issues you think Mission will face over the next five years?", 21% of respondents chose "sustainability/protecting the environment."
- When asked about the degree of agreement with statements of support for increased city investment in current and future unmet needs, 68% either agreed or strongly agreed with "sustainability/environment."
- When asked which items residents would most support for increased community investments, 23% responded that "sustainability/environment" were among their top three concerns.
- When asked what sustainability programs that residents have used in the past or would like to use in the future (by % of responses), respondents indicated the following:

  1. Curbside glass recycling - 60%

  2. Recycling bins in city facilities and parks - 53%

  3. Renewable energy efforts- solar panels and wind turbines - 44%

  4. Grant program to promote residential energy efficiency programs - 41%

  5. Stormwater mitigation- rain barrels, rain garden, etc - 38%

  6. Curbside food waste composting - 28%

  7. Alternative fuel vehicles (electric, natural gas, etc.) - 28%

  8. Water quality education - 14%

  9. Other - 3%

- When asked about level of agreement for the statement "the City should integrate more sustainability measures/ practices", 67% agreed or strongly agreed.

ETC also conducted surveys in 2007, 2011, and 2015.

Public Input Summary Report

Approximately 6.2% (24 total comments) of the map activity comments were sustainability ideas. Sustainability ideas included community gardens, making city services more efficient and environmentally conscious, implementing green community amenities, and utilizing green infrastructure.

Other comments included:

- More electric charging ports.
- LEED standards for new residential and commercial construction throughout the city.
- Expanded recycling opportunities.
- More green infrastructure along the Rock Creek corridor.
- Sustainable enhancements to streetscapes.

4.3 Goal 1

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Green Infrastructure along Rock Creek

Green infrastructure refers to a collection of systems and practices that seek to mimic natural processes to deal with stormwater. Green infrastructure allows stormwater to be infiltrated, evaporated, or stored and used later. The goal of green infrastructure is to manage stormwater as close to the site as possible. There are several green infrastructure solutions that are suitable for the areas along the Rock Creek corridor.

Bioretention Facilities

Bioretention facilities are shallow basins or depressions to allow stormwater to percolate through permeable surfaces such as soil, grass, mulch or plantings. They can be aesthetic as well as useful infrastructure solutions.

Permeable Pavement and Pavers

Permeable pavement and pavers are a pavement type with high porosity that enables rainwater to pass through and filter into the ground to reduce the amount of stormwater runoff on site.

Tree Cover

Additional tree cover along the channel could help stabilize soils and help to slow and filter rainwater similar to functions of rain gardens or bioretention facilities.

Rain Gardens

Rain gardens are made of native shrubs, mulch, and flowers in a small depression within a landscape that are designed to pool and slowly reabsorb stormwater while filtering sediment and chemicals.

Bioretention Facility

Rain Garden/Bioretention

Permeable Pavers

Rain Garden

Figure 4.4 - Green Infrastructure Examples

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Rain Garden

Rain gardens are an example of a green infrastructure solution that could improve open space along Rock Creek to help manage runoff from heavy rain events.

Figure 4.5 is a diagram depicting how a rain garden along the corridor might work. Runoff could flow into the depressed landscape bed where it would be temporarily stored and filtered slowly into the soil.

Rain gardens or other similar bioretention facilities can also serve as aesthetic enhancements for the Rock Creek corridor when thoughtfully planted with native plant species or wildflowers.

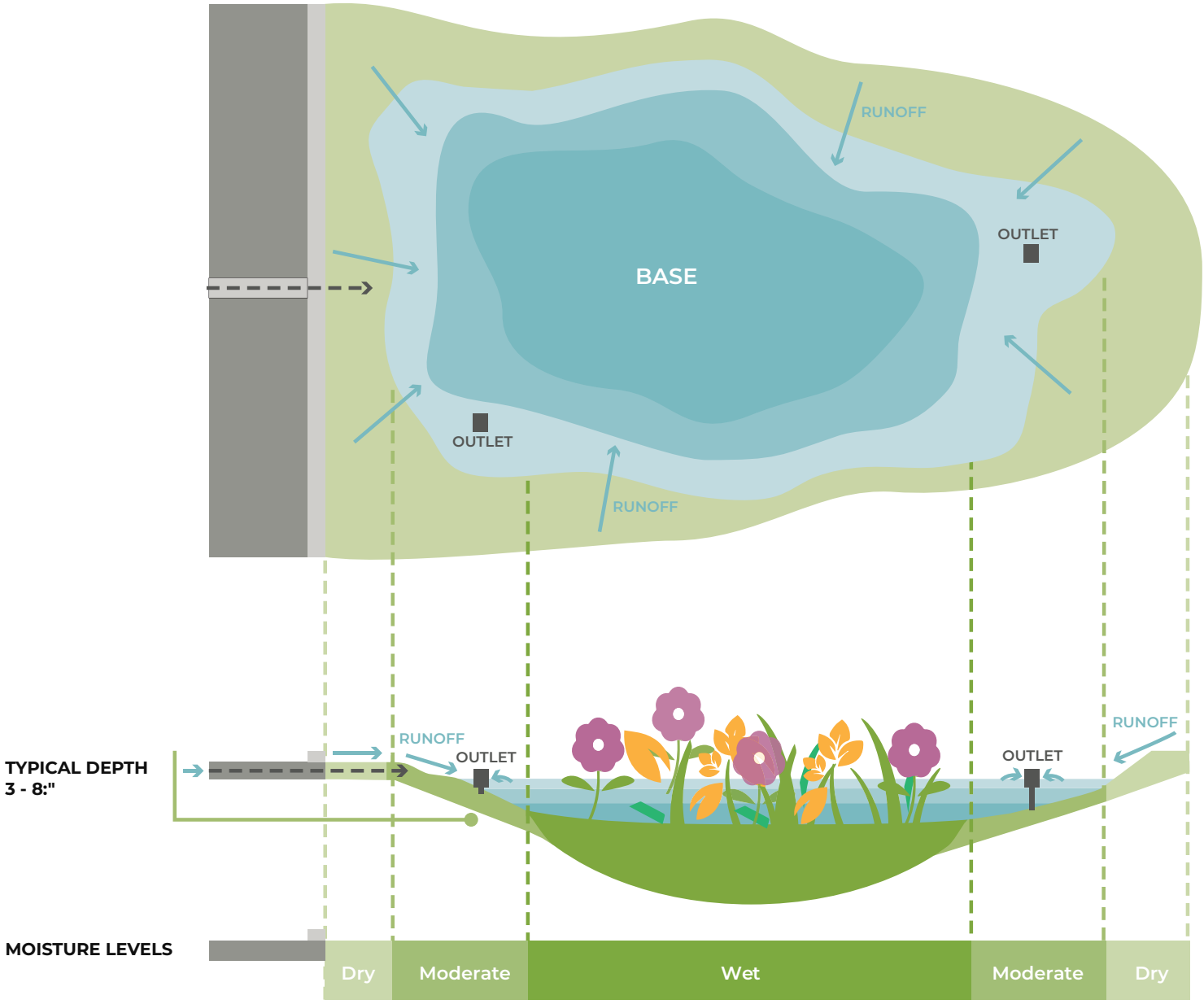


Figure 4.5 - Rain Garden Diagram

Source: Confluence

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Green Infrastructure Pilot Project

There are several locations along Rock Creek that are suitable for green infrastructure, including the publicly-owned vacant lots located adjacent to the channel or within the trail right-of-way in grassy areas.

Integrating green infrastructure within these locations could help with stormwater runoff, contribute to sustainability goals, and greatly enhance the look, feel, and user experience of the trail. The cluster of vacant lots near Outlook Street and Johnson Drive could be an opportunity to create a larger green infrastructure project as a special mini park.

One way to construct these green infrastructure projects could be through community funding through donations. A family or individual could have their named placed on a special feature such as a piece of public art, permeable paver, or a bench. The combination of the public art and green infrastructure installation could transform a vacant lot into a destination for residents and visitors. Additionally, the success of this pilot project could spur interest in green infrastructure projects elsewhere in the community.

Figure 4.6 - Rain Garden with Large Flower Bed

A public art component could spell out Mission with the names of donors etched into the letters like this example from St Paul, MN

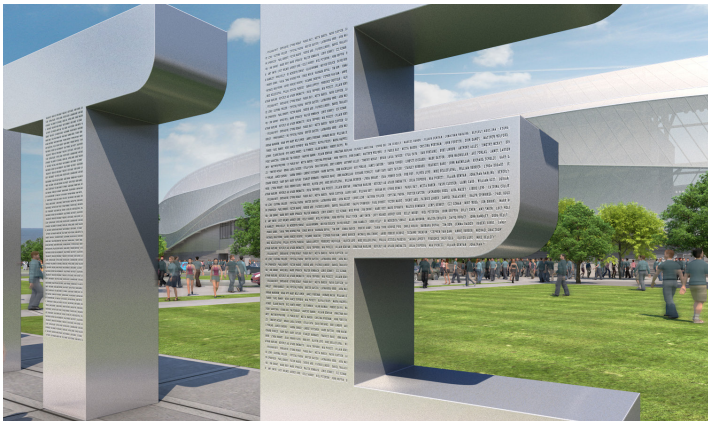


Figure 4.7 - Public Art with Etched Names

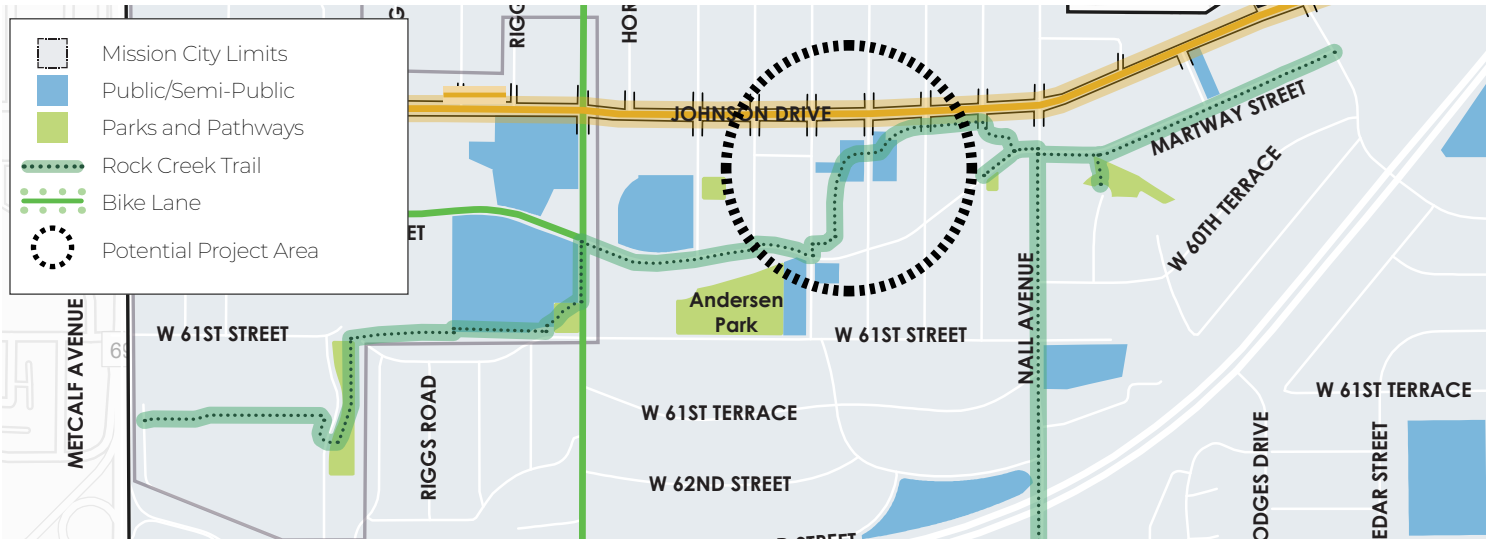


Figure 4.8 - Rock Creek Trail and Public/Semi-Public Land Uses

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Green Infrastructure Pilot Project

Figure 4.9 shows how one of the vacant lots along the Rock Creek Trail near Outlook Street and Johnson Drive could be reimagined as a pilot project for green infrastructure. A large rain garden could be included with trees, grass, and a permeable paver path. An eye-catching public art piece could help transform this site into an engaging mini park. This pilot project could spark excitement about expanding green infrastructure to strategic parts of other nearby vacant lots, in other places along the trail, and elsewhere in the community.

1A Strategies for Mission

Add green infrastructure along the Rock Creek corridor

Green infrastructure along the Rock Creek corridor would prevent and reduce the severity of flooding, decrease runoff, improve water quality, and enhance the user experience of the trailway.

- *Explore the potential of community-funded green infrastructure projects along the Rock Creek corridor.*
- *Develop a City-owned vacant lot along the Rock Creek corridor near Outlook Street and Johnson Drive as a pilot green infrastructure project or mini park with a public art or placemaking feature.*

Figure 4.9 - Possible Pilot Project for Green Infrastructure Expansion/Mini Park

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Green Infrastructure in the Community

Besides the Rock Creek corridor, other parts of the community, including parks, public and private land, are suitable for green infrastructure solutions. Green infrastructure includes green roofs, rain barrels for water collection, and detention ponds.

Green Roofs
Green roofs are roofs that include vegetation that help capture and use stormwater on site to support the plantings and reduce runoff. These features also help with urban heat island effect.

Rain Barrels
Rain barrels are used to collect rainwater that can be used for landscape and lawn watering.

Detention/Retention Basins
Detention/retention basins are depressions that collect water runoff to reduce the amount of water conveyed to storm sewers and streams. The basins release water slowly into the stormwater system.

Mission should continue to promote and incentivize green infrastructure solutions throughout the community. Efforts should be made to expand these methods, particularly on public land.

Green Roof - Commercial

Green Roof - Residential

Rain Barrel

Detention Pond

Figure 4.10 - Additional Green Infrastructure Examples

1B Strategies for Mission

Promote green infrastructure on public and private property

Green infrastructure should be encouraged throughout Mission, including on public and private property, to reduce the severity of flooding, decrease runoff, improve water quality, and increase quality of life in the community.

- *Continue to promote the use of green infrastructure solutions on public and private property in Mission.*
- *Review the zoning code to identify any major barriers to implementing green infrastructure and ways to streamline the process.*
- *Promote shared structured parking instead of surface parking to make room for more green space.*

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Rock Creek Flooding

The City of Mission completed a Rock Creek Master Plan in the early 2000s. Recommendations of the plan were to create green spaces with appropriate development where feasible along the channel.

In 2021, the City completed improvements to the channel between Nall Avenue and Roeland Drive. A block wall was installed to address erosion at a cost of approximately $4 million. That project was completed in spring 2021.

Long-term, additional strategies will be needed to address any floodplain or stormwater issues in the corridor.

1C Strategies for Mission

Balance the needs of the environment and economic developments along the Rock Creek corridor

Long-term, Mission will need to address flooding and erosion, environmental sustainability, and economic development priorities along the Rock Creek corridor.

- *Aim for a balance between greenspace/permeable ground cover and built environment in the areas along Rock Creek between Lamar Avenue and Roeland Drive.*
- *Incentivize greenspace and sustainable site design for projects located along the Rock Creek corridor.*

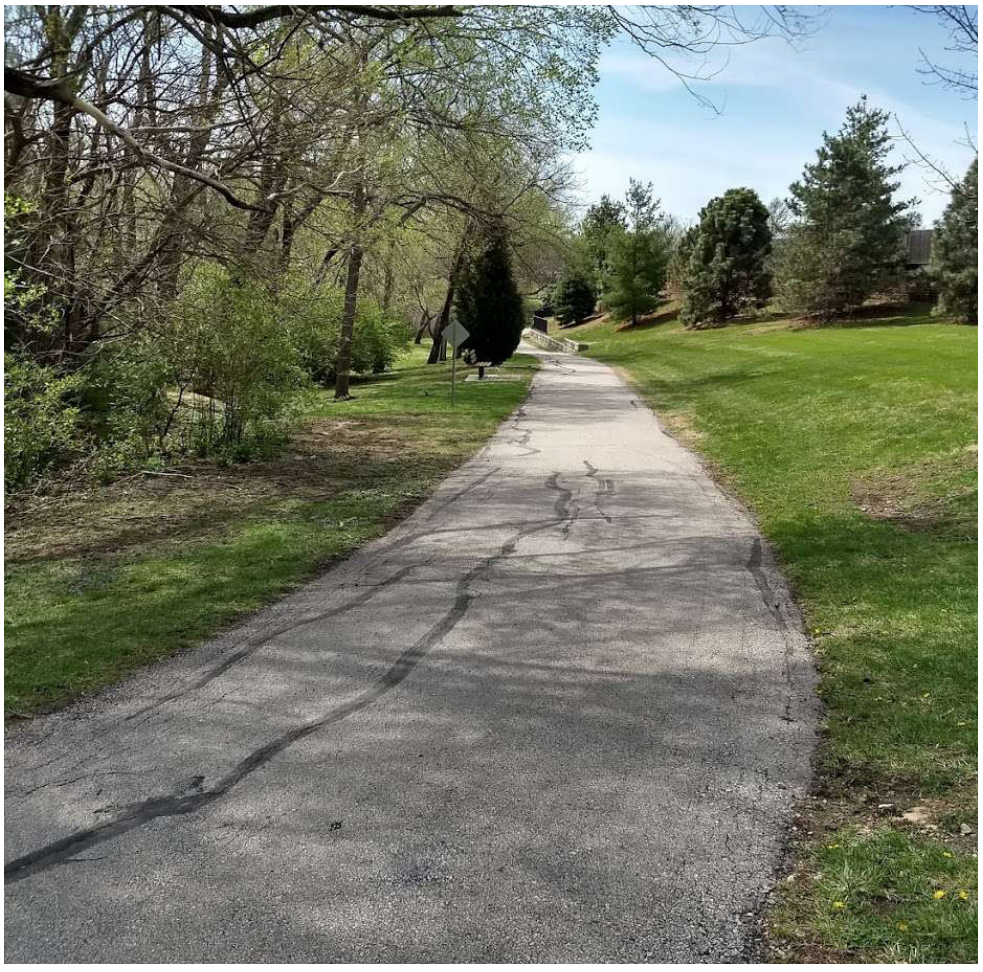


Figure 4.11 - Rock Creek Trail

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Environmental Design and Public Safety

Public safety can be enhanced through merging public safety principles with environmental design. This concept and set of principles are commonly referred to as Crime Prevention Through Environmental Design (CPTED). According to The National Crime Prevention Council (NCPC) the goal of CPTED is to prevent crime by designing a physical environment that positively influences human behavior. The NCPC lists four main elements of CPTED:

Natural Surveillance
Criminals do not want to be seen, so create circulation that maintains sight lines.

Natural Access Control
Use fences, shrubs, and landscaping to control site circulation.

Territorial Reinforcement
Maintain clear boundaries between public and private areas using physical elements or landscaping

Maintenance and Management
Create attractive places that enhance the community aesthetic.

Figure 4.12 - Examples of Crime Prevention Through Environmental Design

4.3 Goal 1 *(Continued)*

Goal 1 - Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.

Environmental Design and Public Safety

The NCPC recommends several strategies to integrate elements of Crime Prevention Through Environmental Design (CPTED) into community planning including:

- Use windows to keep "eyes on the street."
- Orient new development to the street.
- Design the site to promote natural observation of open space and public sidewalks.
- Use proper lighting that provides safety without being excessive.
- Landscaping, sidewalks, lighting, and fencing should clearly guide pedestrian movement through an area.
- Clearly delineate public and private spaces.
- Involve police and fire staff in the development review process.

CPTED principles could be applied to the review of developments or redevelopments throughout Mission. The CPTED strategies that more obviously apply specifically to the Rock Creek Trail include proper lighting, designing to promote natural observation of open space and public sidewalks, clearly delineated public and private spaces, maintenance and management of properties along the trail, and landscaping to help guide pedestrian movement in an area.

Many of the CPTED principles are complementary to the standards set forth by a Community for All Ages such as design related to visibility and access. Merging these two initiatives into the design process of public spaces in Mission will benefit all throughout the community and make the public spaces of Mission a destination for the entire region.

1D Strategies for Mission

Integrate principles of design and public safety when evaluating developments or improvements for projects that impact public spaces including open space and parks

These principles could help enhance public space throughout the community including the Rock Creek Trail.

- *Fully integrate Crime Prevention Through Environmental Design principles as part of the development review process.*
- *Redevelop vacant lots along Rock Creek Trail, as open space - at a minimum incorporate green infrastructure and CPTED design principles.*
- *Identify opportunities to merge CPTED and Community for All Ages principles into site design for public spaces.*

Figure 4.13 - Example of CPTED Design

The image above shows how the use of proper lighting and delineated walkways/ bikeways can help promote a sense of safety in a park area.

4.4 Goal 2

Goal 2 - Connect development and redevelopment opportunities to sustainable practices and utilize a sustainability "lens" in all city decisions. Connect these opportunities to the Kansas City Regional Climate Action Plan that the City has adopted.

Defining Sustainability

The United Nations defines sustainable development as "development that meets the needs of the current generation without compromising the ability of future generations to meet their own needs."

At its core, sustainability is a future-oriented framework for decision-making. Sustainability is most often associated with the environment but the environment is only one of several interconnected elements.

Sustainability also means balancing the needs of the environment with those of the economy and equity.

For example, it may be best for the environment if all non-electric cars were removed from the roadways immediately. However, our economic system and infrastructure network is not currently equipped for the transition (which would hurt the economy) and electric cars are expensive, while public transit is limited (which can create an equity issue for those with limited means or low-income levels who rely on cars to get to their jobs). A more sustainable approach would be to develop infrastructure systems that enable more environmentally sensitive approaches to be possible, and to work to decrease the infrastructure and cost-barriers associated with electronic vehicles.

Balancing competing needs should be a factor in decisions made by Mission leadership and its residents.

Decision-Making Framework

When Mission is making key decisions about how, where, and when to invest resources, a sustainability lens should be used.

For a given project, plan, or major decision, associated social, economic, and environmental impacts should be identified. Through this process it should be easier to evaluate a sustainable outcome.

Whenever possible, the City should seek to achieve the option that brings them closest to the balance of social, economic, and environmental benefits.

Source: Confluence

Figure 4.14 - Sustainability Framework

4.4 Goal 2 *(Continued)*

Goal 2 - Connect development and redevelopment opportunities to sustainable practices and utilize a sustainability "lens" in all city decisions. Connect these opportunities to the Kansas City Regional Climate Action Plan that the City has adopted.

Climate Action KC Plan

The Climate Action KC Plan was the work of the Mid-America Regional Council and Climate Action KC and was completed in 2021. An overarching goal of the plan is to set out a strategy to achieve net zero emissions in the Kansas City region by 2050. The plan "creates a voluntary framework to guide and align local action in ways that make a difference for the entire Kansas City region."

The plan provides a list of strategies, actions and policies Kansas City metro communities can reference to become more sustainable.

The plan is divided into several categories:

- Collaboration and leadership
- Transportation
- Energy generation
- Finance and innovation
- Urban greening
- Healthy, resilient homes, and buildings
- Food systems
- Industry and resource management
- Community resilience

In October 2021, the City Council passed a resolution endorsing the KC Regional Climate Action Plan, recognizing its goal of a net zero emissions for the metropolitan region by 2050, and committing to review and implement, as appropriate, the solutions and strategies included in the plan. The City should continue to use this plan as a reference for regional and community sustainability efforts.

2A Strategies for Mission

Consider the economic, equity, and environmental aspects of sustainability when making decisions for the community

These principles could help enhance public space throughout the community including the Rock Creek Trail.

- *Review decisions on funding, programming, and planning through a sustainability framework that considers the likely impact on the environment, economy, and equity.*
- *Seek to make decisions that promote sustainability.*
- *Continue to support the actions and policies recommended within the Climate Action KC plan, using it as a guide as appropriate.*

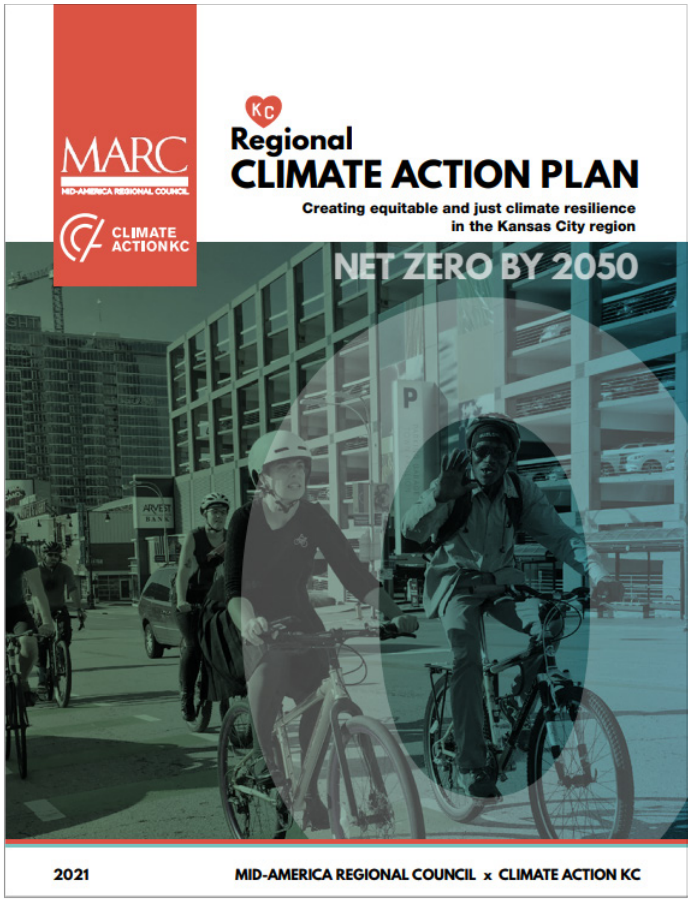


Figure 4.15 - Climate Action KC Playbook

4.5 Goal 3

Goal 3 - Implement the City's climate action policies with consideration to the regional plan.

The City of Mission has done extensive planning and discussion around the topics of sustainability. Compared to many other cities, Mission has focused decision-making on the topic and has addressed many issues that improve economic vitality, the environment, and social justice. Still, more can be done.

Mission has been consistently working toward sustainability, but implementation and follow through can sometimes fall short due to changing policies or priorities. There are several things the community can do to renew the sense of urgency and excitement around sustainability goals.

Update or Review the Climate Action Plan

Updating the 2009 Climate Action Plan would be useful. Times and technology have changed significantly since this report was first created. A full or partial update of the report could help raise awareness and excitement about the ideas and vision for a new plan. An additional benefit of reviewing the report could be to identify what action steps were or were not attainable, and why goals were not attained, so that new action steps could be better tailored to the community.

Community Greenhouse Gas Emissions Report

For a plan looking at a timeframe of 2020 to 2040 or beyond, updated green house gas (GHG) emissions reports at specific intervals could help identify strategies and action items as strategies are implemented. A new GHG report should be conducted regularly to evaluate progress toward reducing Mission's carbon footprint.

Funding

To help implement the Climate Action Plan, Mission should continuously seek diverse funding sources. Funding could come from local fundraising efforts, national foundations, or county, state, and federal grants among other options.

Community Support

Finally, another way to help advance implementation of the Climate Action Plan is to garner heightened support from the public. Strong displays of community support for the goals, policies and action items outlined in the report can help provide the political capital needed to follow through to adoption. Education and marketing campaigns about the plan could help with this strategy. Education, along with a partial or complete update of the plan could spark new and innovative ways to address climate change locally. Setting a good example could have wide-reaching effects.

3A Strategies for Mission

Reinvigorate Mission's commitment to reaching its Sustainability and Climate Action Plan goals and community targets

Mission has a strong history of planning for sustainability - a renewed vigor for accomplishing these action items and goals is needed to get to the next level.

- *Review and update the 2009 Climate Action Plan to identify action items that are no longer relevant, completed, or new opportunities.*
- *Perform updated greenhouse gas inventories on a regular basis to reflect existing conditions more accurately and continue to monitor.*
- *Continue to use the Sustainability Committee's scorecard on development review to ensure new projects are in line with the community's values and sustainability goals.*
- *Actively seek funding for community sustainability initiatives.*

4.6 Goal 4

Goal 4 - As a land-locked community, encourage new development and redevelopment projects to include greenspace, and protect and expand the tree canopy in both commercial and residential areas.

Mission is a landlocked, nearly fully built-out community. There are limited areas available for more density which can help increase the underlying assessed valuation for Mission. Additionally, the built-out nature of the City provides limited opportunities for new parks or open space to be added.

One way to add open space and tree canopy while also promoting new mixed-use and more intense redevelopment is to incentivize the addition of greenspace, outdoor gathering space and tree canopy into site design of new redevelopment plans.

There is a growing, national trend of privately-maintained gathering spaces included within new developments that provide residents, shoppers, and employers with outdoor amenities. Residents are attracted to the outdoor space and retailers can see the benefit of increased foot traffic and providing a more experiential retail environment to compete with online sales. There are two important strategies to implement this idea: design standards and incentives.

Landscaping zoning code regulations may be amended to codify stipulations for outdoor amenity spaces within large-scale developments. By enhancing the design standards of multi-family residential or mixed-use developments, the City can ensure that new developments incorporate dynamic and functional outdoor amenities.

The City should incentivize quasi-public green space for developments of varying sizes; the size of the public amenity space corresponding to the size of the development, along a sliding scale.

4A Strategies for Mission

Expand greenspace and protect tree cover by encouraging both to be integrated into new development or redevelopment

New developments or redevelopments should include open space in the site plan and incorporate existing and new tree cover into site design.

- *Adopt a policy to incentivize private development to include outdoor gathering spaces.*
- *Review and update zoning code regulations requirements related to landscaping of multi-family, commercial, and mixed-use developments.*
- *Encourage developers to view existing tree cover or other sensitive environmental features as a site amenity rather than an obstacle.*
- *Explore creative alternatives to greenspace requirements in developments if sites are not supportive of conventional requirements.*

Figure 4.16 - Examples of Privately Maintained and Developed Public Spaces

4.6 Goal 4 *(Continued)*

Goal 4 - As a land-locked community, encourage new development and redevelopment projects to include greenspace, and protect and expand the tree canopy in both commercial and residential areas.

Tree Cover

The benefits of prolific tree cover within a community include:

- Removing pollutants from air, soil, and water.
- Protecting communities from the urban heat island effect by keeping streets and neighborhoods cool.
- Capturing rainfall and stormwater.
- Reducing respiratory illnesses.
- Encouraging outdoor activities.
- Increasing the overall quality of life.
- Increasing property values.
- Reducing crime levels.

Mission has long realized the importance of protecting the urban tree canopy, especially in residential neighborhoods and parks. According to the 2021 DirectionFinder Survey, 41% of respondents said they would like to see more trees planted in Mission's outdoors parks and on city property. This could be accomplished by promoting an existing donation program that opens up the ability for Mission residents and businesses to plant trees in memoriam or in celebration.

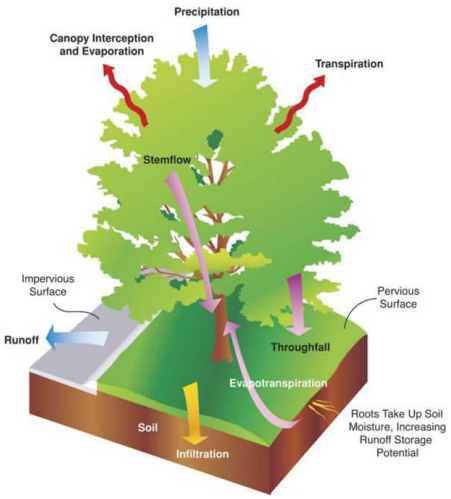


Figure 4.19 - Benefits of Street Trees
Source: smarttreespacific.org

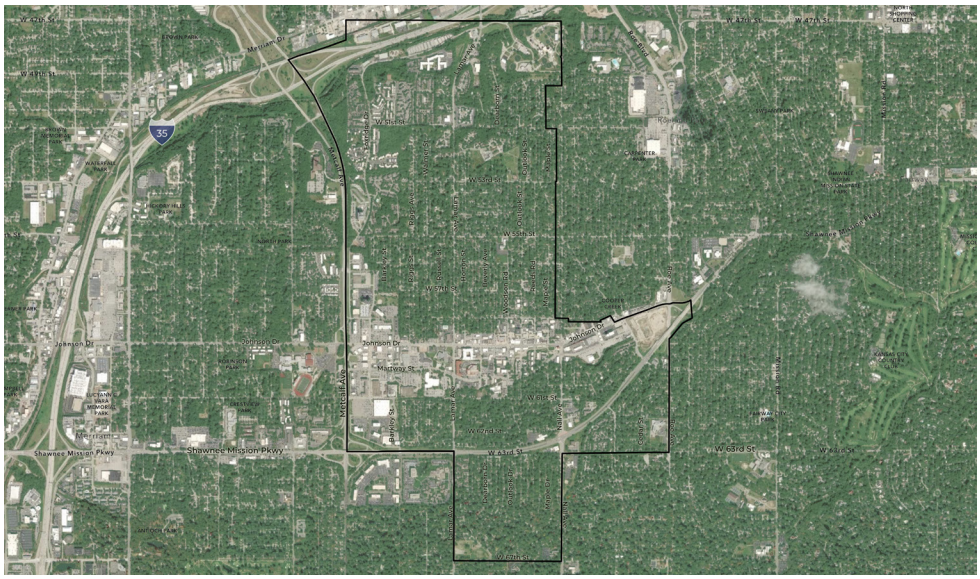


Figure 4.17 - Existing Mission Tree Cover

Figure 4.18 - Existing Tree Cover on Mission's Streets and in Mission's Parks

4B Strategies for Mission

Preserve and increase Mission's tree canopy

The tree cover and natural features in Mission provide many environmental, social, and even economic benefits and should be preserved as much as possible.

- *Continue to preserve tree cover by integrating existing trees into site designs as an amenity.*
- *Create and adopt a tree preservation ordinance (using MARC's model tree preservation ordinance as a guide) to protect Mission's tree cover.*
- *Actively follow the current Tree Plan to ensure tree species diversity within Mission.*
- *Consider requiring that for every tree removed, two additional trees must be planted.*

4.6 Goal 4 *(Continued)*

Goal 4 - As a land-locked community, encourage new development and redevelopment projects to include greenspace, and protect and expand the tree canopy in both commercial and residential areas.

Natural Resource Preservation

While Mission is largely a fully built-out community, there are areas with little to no development - primarily where there are steeper slopes in the northern portion of the community and in select areas along the Rock Creek channel.

Undeveloped steep slopes in the northern portion of Mission are important and sensitive ecological environments that are vulnerable to erosion. Degradation of these conditions can lead to habitat loss, alter drainage patterns, and intensify flooding- which is already a major concern throughout the Turkey Creek watershed.

Incorporating trails into steep slope areas is a strategic way to preserve these sensitive areas while also increasing the recreational amenities within Mission. Mission should investigate opportunities and work with adjacent property owners to see if this is a viable strategy.

Slope preservation ordinances can be customized to fit the needs of Mission but in general these types of ordinances place restrictions on developments within areas that have a certain percentage of slope; usually between 15% and 25%. Mission would benefit in the following ways from adopting a slope preservation ordinance:

- Expand wildlife habitat preservation.
- Opportunities for recreational amenities in steep slope areas.
- Mature tree coverage helps to combat climate change and reduces the urban heat island effect.

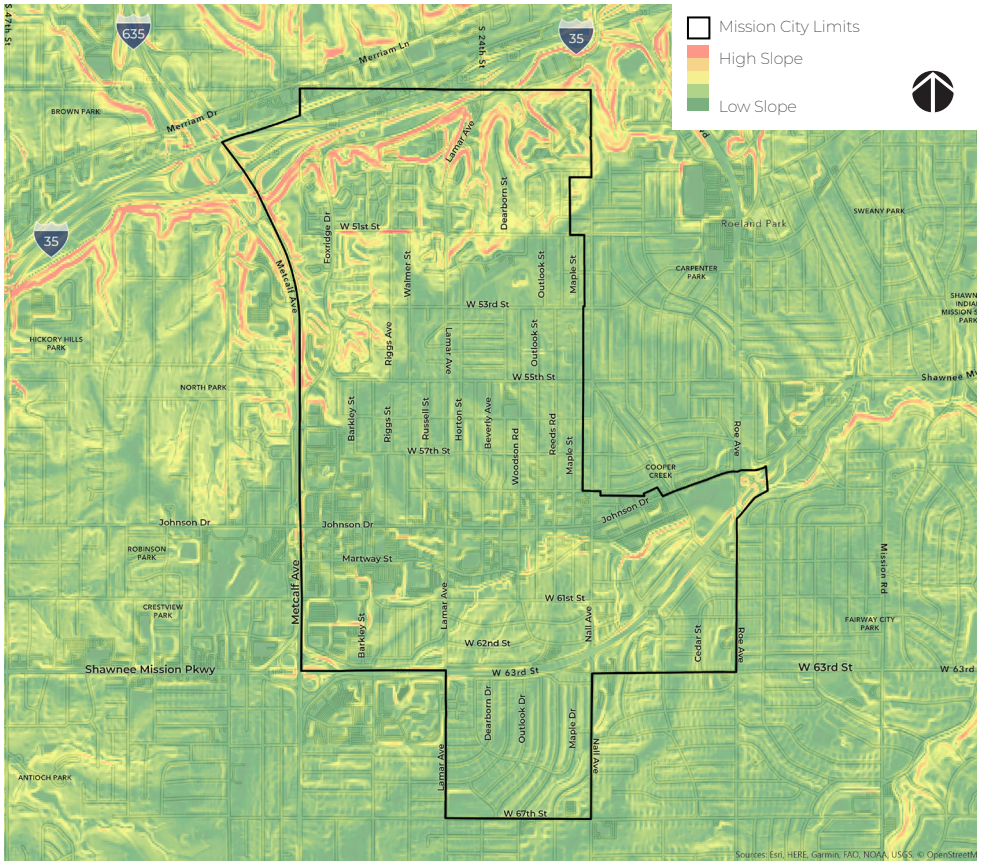


Figure 4.20 - Slope Map

4C Strategies for Mission

Maintain Mission's natural features

Creek corridors and steep slopes offer many environmental and social benefits to Mission and should be actively maintained as the community develops.

- *Adopt a steep slope preservation ordinance to regulate or prevent development in areas with slopes over a certain percentage.*
- *Study the feasibility of additional trail connections through steep slope areas as a means for slope preservation.*

4.6 Goal 4 *(Continued)*

Goal 4 - As a land-locked community, encourage new development and redevelopment projects to include greenspace, and protect and expand the tree canopy in both commercial and residential areas.

Native Plantings

There is a nation-wide trend for native landscaping because of the benefits these plants provide to the local environment. According to the U.S. Forest Service, native plants are beneficial because they:

- Do not require fertilizers and require fewer pesticides.
- Require less water than lawns and help prevent erosion.
- Help reduce air pollution.
- Provide shelter and food for wildlife.
- Promote biodiversity.
- Promote stewardship of the local area's natural heritage.
- Are aesthetically pleasing and increase visual interest within parks and along streets.

Native plants are naturally adapted to the local climate and soil conditions. They flourish and provide important benefits. Native species support local pollinator populations and serve as food for insects, birds, and other animals.

Native plants can be used in a wide variety of environments ranging from personal gardens, streetscape plantings, and within public parks or city-owned property. Often, community garden volunteer groups support the maintenance of native plantings.

Mission should actively work with groups such as the Kansas Native Plant Society, a group that encourages awareness and appreciation of native plants in Kansas through education, stewardship, and scientific knowledge, to implement native plantings throughout the community.

Figure 4.21 - Native Streetscape Plantings

Figure 4.22 - Examples of Native Plantings and Native Planting Groups

4D Strategies for Mission

Encourage use of native plants throughout Mission

Planting native species offers many environmental benefits and should be encouraged throughout the community.

- *Create and adopt a native plants ordinance to require use in private developments and actively use native plantings in public parks and green spaces.*
- *Support the creation of gardening groups to help maintain native plants throughout the community, especially within City-owned parks and on City property.*

4.7 Goal 5

Goal 5 - Support and encourage new development and redevelopment in Mission that is sustainable.

Sustainability Commission

The Sustainability Commission advises the Council on policies pertaining to sustainable practices that impact the natural environment, the economy, and the community.

The Commission frequently references existing plans including *Remodeling for Accessible Homes Guidebook* (2021), the *KC Regional Climate Action Plan* (2021), the KC *Climate Action Playbook* (2019), the *Comprehensive Sustainability Plan* (2015), the *Communities for All Ages Checklist* (2015), the S*ustainability Program and Initiatives Plan* (2010), and the *Mission Climate Action Plan* (2009), and *Greenhouse Gas Inventory* (2008).

Sustainability Scorecard

One important tool the Sustainability Commission developed is the Sustainability Scorecard. The scoreboard is a voluntary program for prospective development projects that "seeks to reward those making sustainable choices in new construction, redevelopment, or renovations."

The Sustainability Scorecard has been used on several projects throughout Mission including:

- Mission Gateway
- Cornerstone Commons
- Mission Trails
- Residence on Rock Creek

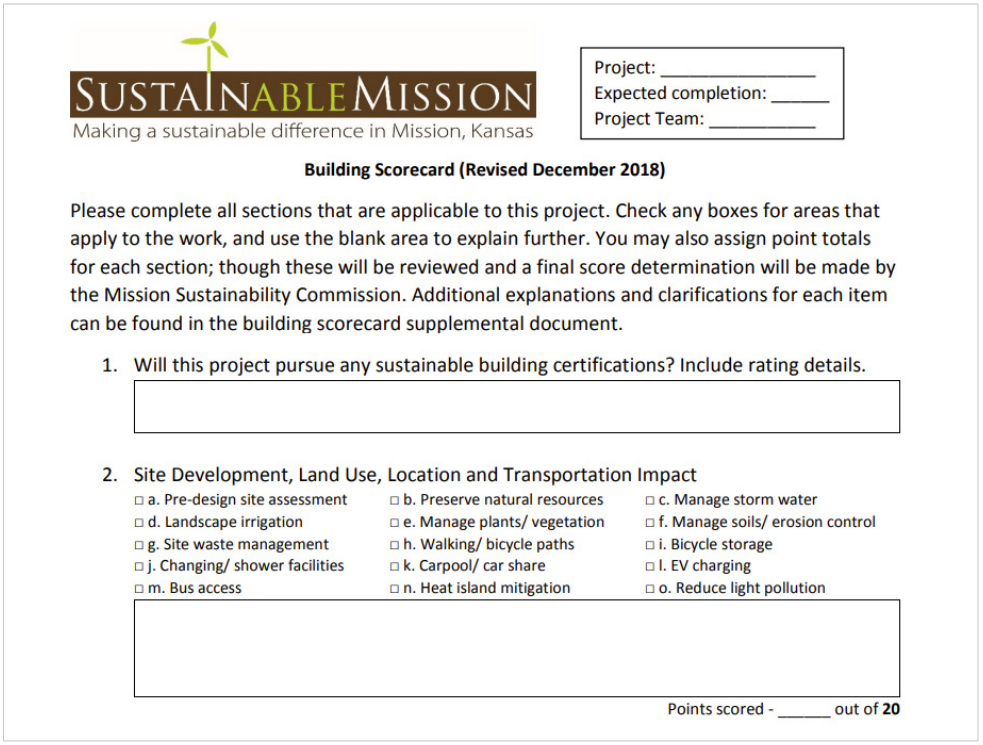
The scorecard is provided to the developer who can fill out the document and present the results to the committee. High scoring projects can be awarded a Bronze, Silver, Gold, or Platinum rating by the Sustainability Committee, which is then passed on to the Planning Commission and City Council.

Currently, the process is voluntary and non-binding.

5A Strategies for Mission

Continue to encourage sustainability measures for new development and redevelopment projects in Mission

- *Expand the use of the Sustainability Scorecard for all new developments or redevelopments that substantially change or alter the site.*
- *Consider providing a tiered financial incentive for developments or redevelopments that earn a Bronze, Silver, Gold or Platinum-level designation on their project.*
- *Actively involve the Sustainability Commission on any future update to the Sustainability and Climate Action Plan.*
- *Incentivize existing businesses to achieve higher sustainability standards when renovating existing buildings.*



SUSTAINABLE MISSION
Making a sustainable difference in Mission, Kansas

Project: _____
Expected completion: _____
Project Team: _____

Building Scorecard (Revised December 2018)

Please complete all sections that are applicable to this project. Check any boxes for areas that apply to the work, and use the blank area to explain further. You may also assign point totals for each section; though these will be reviewed and a final score determination will be made by the Mission Sustainability Commission. Additional explanations and clarifications for each item can be found in the building scorecard supplemental document.

1. Will this project pursue any sustainable building certifications? Include rating details.

2. Site Development, Land Use, Location and Transportation Impact

□ a. Pre-design site assessment	□ b. Preserve natural resources	□ c. Manage storm water
□ d. Landscape irrigation	□ e. Manage plants/ vegetation	□ f. Manage soils/ erosion control
□ g. Site waste management	□ h. Walking/ bicycle paths	□ i. Bicycle storage
□ j. Changing/ shower facilities	□ k. Carpool/ car share	□ l. EV charging
□ m. Bus access	□ n. Heat island mitigation	□ o. Reduce light pollution

Points scored - _____ out of **20**

Figure 4.23 - Page from the Sustainability Scorecard

5.0 Parks and Recreation

5.1 Existing Conditions

Parks and Recreation Overview

Parks and community recreation facilities greatly enhance the quality of life for residents of a community and are an important component to evaluate when undertaking a long-range planning effort. Mission has an extensive portfolio of parks, community facilities, and trails. Below, Mission's parks are listed and evaluated for overall level of service.

In addition to outdoor parks, Mission has several other parks, recreation amenities, and programs including:

- Powell Community Center
- Youth/adult/age 50+ programs
- Mission Family Aquatic Center
- Mission Market

More detailed information on the existing park facilities can be found in the Existing Conditions report of this Comprehensive Plan as well as in the Mission Parks and Recreation Master Plan.

Parks	Acres
Andersen Park	2
Broadmoor Park	5
Mohawk Park	8
Legacy Park	0.5
Park on Beverly	0.5
Pearl Harbor Memorial Park	0.25
Streamway Park	5
Waterworks Park	3
TOTAL	*24.25 acres*

Table 5.1 - Mission Park Acres

Level of Service Analysis	Total
Existing Park Acres	24.25
Existing Population (2020)	9,961
Level of Service Total Park Acres/1,000 residents	2.45

Table 5.2 - Mission Park Level of Service (LOS) Analysis

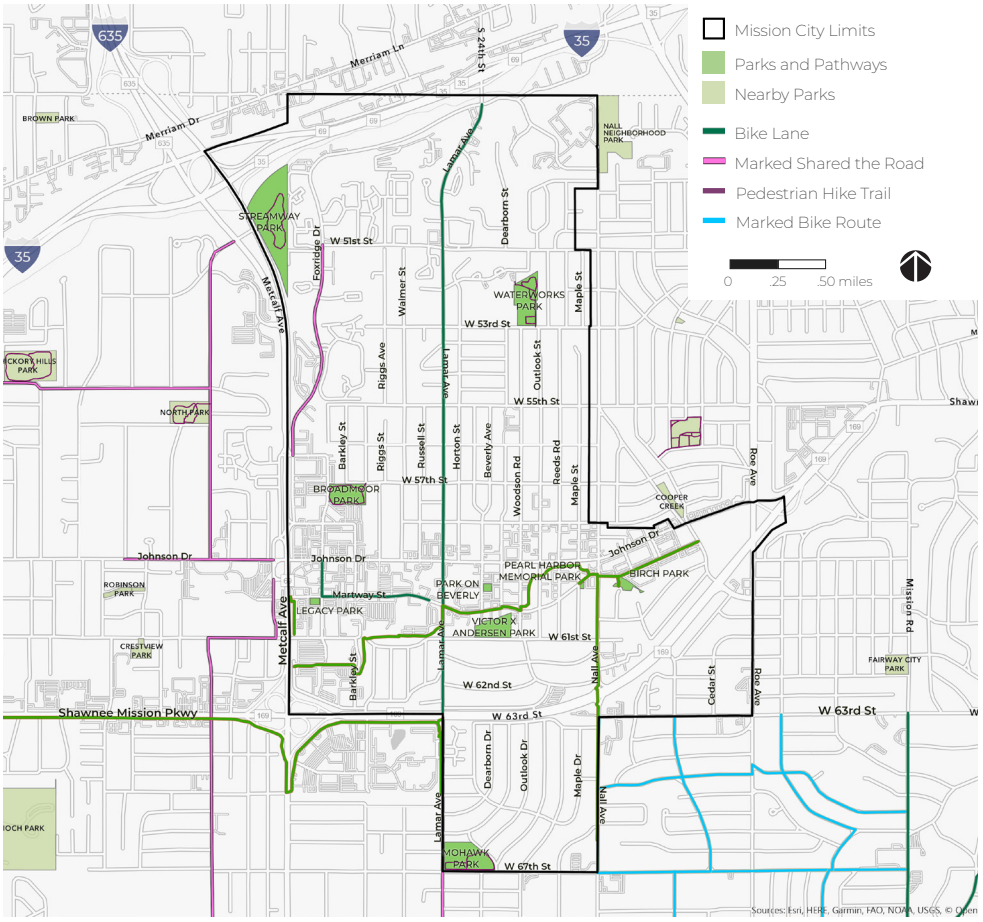


Figure 5.1 - Existing Park Facilities

Level of Service

The Level of Service (LOS) for Mission's system was calculated on the National Recreation and Park Association's (NRPA) standard of 10 acres of parkland per 1,000 residents. According NRPA, cities should aim to have 10.5 acres per 1,000 residents. Based on the City's 2020 population, Mission alone does not meet the level of service recommended for total park acres (Table 5.2). However, there are over 80 acres of additional park space nearby in neighboring communities, as shown in Figure 5.1, to help fill the level of service gaps.

Legacy Park

Powell Community Center

Figure 5.2 - Existing Park and Recreation Facilities and Amenities

5.1 Existing Conditions *(Continued)*

Walk Time Analysis

When evaluating and analyzing the existing parks facilities within a community, it is important to look at service areas through a walk-time analysis. The map to the right shows darker blue areas of Mission that are within a 5-minute walk time of a park. The lighter blue color shows the 10-minute service area and the yellow color is a 15-minute service area. All three classifications are considered reasonable walk times for parklands.

As shown in Figure 5.3, there are only a few isolated spots within Mission that are not within a 15-minute walk of a City-owned park. However, there are parks in adjacent communities that are very close to Mission's city limits. The areas of Mission not within a 15-minute walk of a Mission-owned park facility are generally near these other park facilities which helps to supplement the overall level of service.

Emphasis should be placed on creating a safe and welcoming trail or sidewalk network to facilitate stronger connections between residential neighborhoods and city parks.

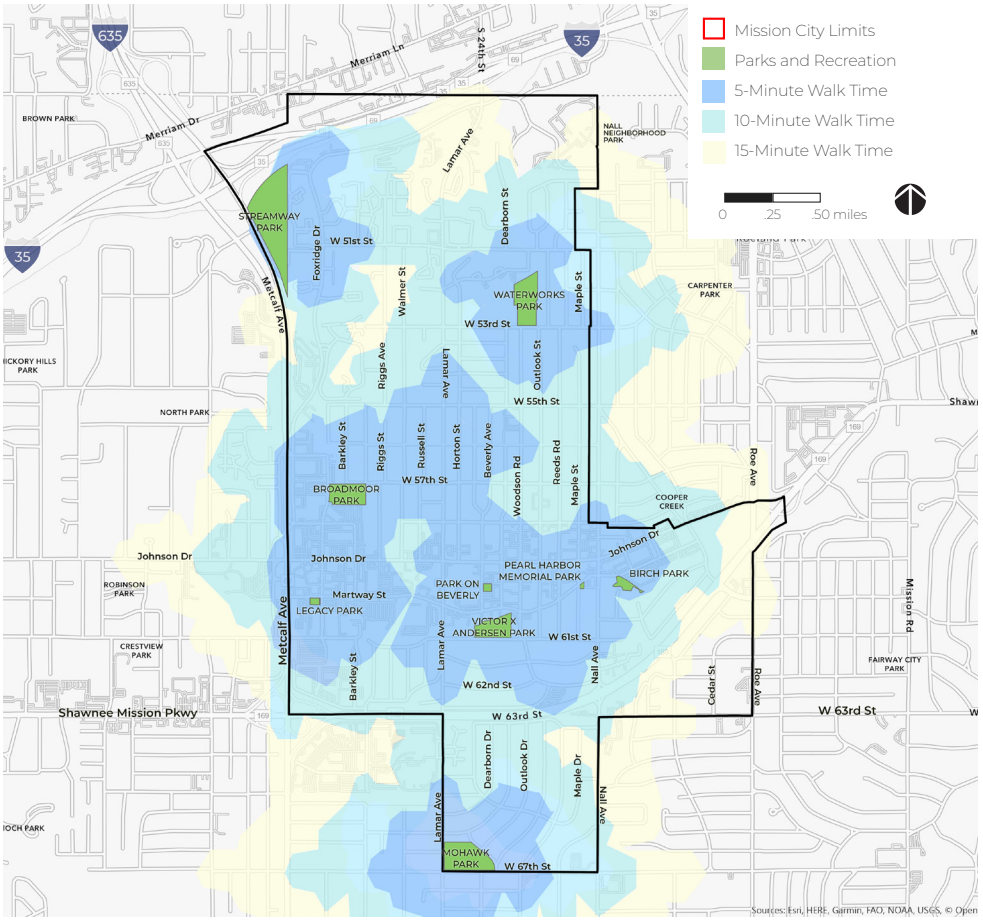


Figure 5.3 - Park Walk Time Analysis Map

Figure 5.4 - Existing Parks in Mission

5.2 Goal 1

Goal 1 - Maintain and preserve existing open space and natural features to enhance the character of the built environment, promote neighborhood stability, public health and safety, and provide for outdoor recreation and visual enjoyment.

Maintaining Existing Facilities

The first step in having a quality parks system, is maintaining the existing facilities and natural features to ensure they continue to serve the community's needs. According to the 2021 City of Mission DirectionFinder Survey, 58% of residents are satisfied with the current condition of park amenities. While this is above the national average (51%), there is room for improvement. Additionally, according to the survey, residents believe the current condition of amenities and the maintenance of city parks and green spaces should receive the most emphasis in the future.

With Mission being a built-out community, there are limited opportunities for new park spaces. As such, maintaining, enhancing, and updating the current parks will be critical to ensure the community's overall health and recreational opportunities remain vibrant. Emphasis on maintaining existing parks facilities is also more economically and environmentally sustainable.

The data provided by the community survey is also supported by the input received during the public engagement process of the comprehensive planning effort. Many of the existing parks and trails were indicated as residents' favorite places, proving that the existing park facilities are worth investing in and enhancing. Examples of parks highlighted as residents' favorite places can be found in the Public Input Summary located in the Appendix.

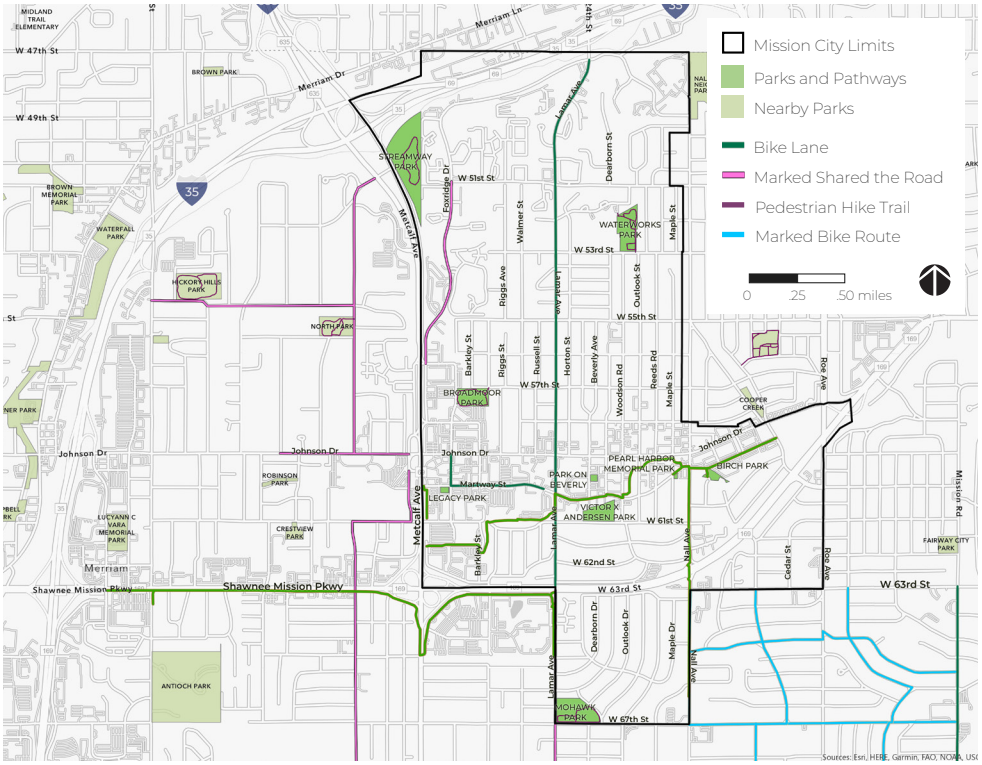


Figure 5.5 - Existing Parks and Trails Map - Mission and Adjacent Communities

1A Strategies for Mission

Regularly review Mission parks and recreation facilities

Mission should conduct regular reviews of park facilities including all of the various equipment, amenities, and programming to evaluate if maintenance is needed or if a particular element should be updated or phased out.

- *Continue to regularly evaluate parks and recreation trends when facility planning.*
- *Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the desires of Mission residents.*
- *Refer to Public Input Summary and community survey to review amenities that are desired by the community and develop strategy for the implementation of those amenities.*

5.2 Goal 1 *(Continued)*

Goal 1 - Maintain and preserve existing open space and natural features to enhance the character of the built environment, promote neighborhood stability, public health and safety, and provide for outdoor recreation and visual enjoyment.

Wayfinding Signage

Another important factor in ensuring existing parks and facilities are well-used amenities within Mission, is enhancing the visibility and awareness of park facilities, not only for residents but visitors as well. Wayfinding signage around the community and within park facilities helps guide potential park users and emphasize the corridors that connect parks with facilities. Tactical or low-cost and temporary methods are also an option in the short-term as longer range, more extensive improvements to parks and corridors are planned.

Figure 5.6 - Tactical Wayfinding Signage

The City of Mission should actively work to promote city park spaces and facilities in the various outreach methods at the City's disposal. This could include newsletters, social media posts and mailers. The City should also continue to work with neighborhood and community groups to utilize park spaces and gather further feedback for needed improvements.

Figure 5.7 - Existing Wayfinding Signage placed in 2021 in Downtown Mission

1B Strategies for Mission

Increase visibility and awareness of existing park facilities

- *Continue to highlight parks, amenities, and events in community newsletters and social media posts to increase awareness of these facilities.*
- *Continue to actively promote parks with neighborhood and community groups.*

5.2 Goal 1 *(Continued)*

Goal 1 - Maintain and preserve existing open space and natural features to enhance the character of the built environment, promote neighborhood stability, public health and safety, and provide for outdoor recreation and visual enjoyment.

Trail Amenities

Mission has a collection of trail corridors that extend in all directions; the most well-used of which is the Rock Creek Trail, south of Johnson Drive. While there is a desire for more trails, discussed later in this chapter, improvements to the existing trail network are also important to consider. Trail signage and amenities such as bike parking and repair stations, seating, lighting, and green infrastructure elements are all beneficial elements when considering trail enhancements.

Public art can also enhance the existing trail network and be another unique element that increases the use of trails throughout the community. Public art installations can be permanent or rotate, focusing on local artists while simultaneously becoming a destination for the region.

Figure 5.8 - Examples of Public Art

Figure 5.9 - Example of Trail Signage

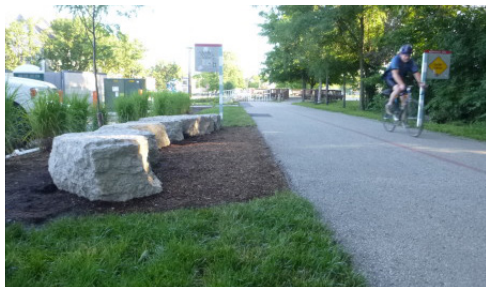


Figure 5.10 - Examples of Trail Amenities

1C Strategies for Mission

Improve existing trail network in Mission

An extensive and well-maintained trail network can become a highly used amenity that serves to safely and efficiently connect Mission's residents to parks and recreation facilities.

- *Enhance existing trail network with amenities such as signage, bike parking and repair stations, seating, lighting, and green infrastructure elements.*
- *Incorporate public art along trail corridors to add unique placemaking elements and increase the user experience and overall quality of life for residents.*

5.3 Goal 2

Goal 2 - Enhance parks and recreational spaces that provide for outdoor activities, gathering spaces, and pedestrian and bicycle trails.

Pedestrian and Bicycle Trails

Generally, the southern portion of the community is well-served by existing parks facilities as indicated by the walk-time analysis map on page 44. Subsequently, the greatest need for additional park space is in the northern portion of Mission. As mentioned, Mission is a built-out community, limiting opportunities for additional park space. Therefore, the City should focus on enhancing the existing trail and sidewalk connections between park facilities and look for additional trail connection opportunities. With the relatively small geographic area of Mission, enhancing the connections between parks will help alleviate the unequal distribution of park facilities and make them more accessible through safe and comfortable routes.

Figure 5.11 - Clearly Defined/Visible Trail Crossing at Roadway

Figure 5.12 - Examples of Historic Trail Signage

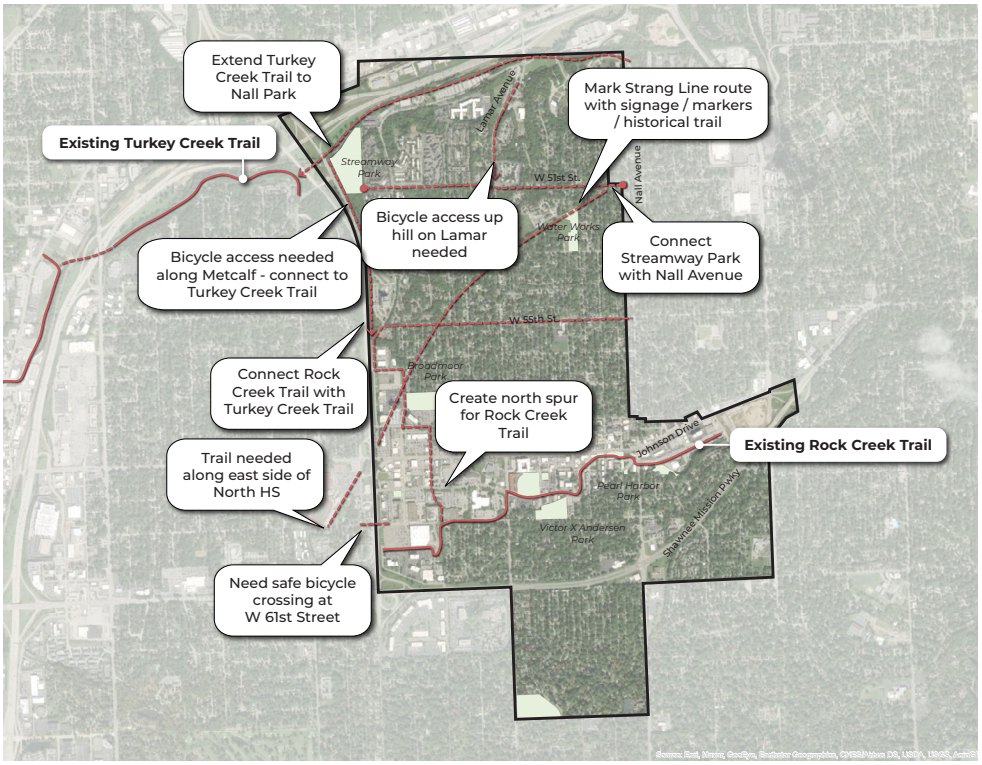


Figure 5.13 - Public Feedback - Desired Trail Connections and Enhancements

As part of the public participation process, we asked for preferences about desired trail connections on the interactive website. The results of this activity are summarized in the figure above. Recommendations will be considered for future project development.

2A Strategies for Mission

Expand trail network throughout the city so that all residents are within ¼ mile of the trail network

- *Conduct a city-wide trail feasibility study for additional trail corridors and prioritize projects based on public feedback, funding options; working with necessary property owners to alleviate any concerns. The feasibility study should identify right-of-way acquisition needs, cost to construct, and prioritized project list.*
- *Enhance trail crossings at all roadways to prioritize cyclists and pedestrians.*
- *Allocate resources to acknowledge the historic Strang Line Interurban Railroad by utilizing wayfinding/educational signage to commemorate its local and historical significance; implement trail segments where possible.*

5.3 Goal 2 *(Continued)*

Goal 2 - Enhance parks and recreational spaces that provide for outdoor activities, gathering spaces, and pedestrian and bicycle trails.

Outdoor Gathering Spaces

A long-lasting outcome of the COVID-19 pandemic is the increased use of public spaces/parks and the realization of the importance of these spaces. In dense, urban areas, communities used creativity to allow streets, parking spaces, and parking lots to be used as public gathering spaces. In many cases, this was accomplished by rethinking and reflecting on the needs of the entire community, not just the need to move or park cars.

Mission has the opportunity to adapt current city codes and ordinances to allow for the flexible use of streets and parking areas to encourage gatherings and events. The photo examples to the right show how parking spaces or entire travel lanes were reallocated to accommodate outdoor seating and larger gatherings.

Figure 5.14 - Streets as Public Spaces

Figure 5.15 - Examples of Streets Being Used as a Public Amenity

2B Strategies for Mission

Allow for the flexible and creative use of streets/parking areas for public gathering

Gathering spaces can be incorporated into public spaces through more flexible city codes and ordinances.

- *Adopt policies that allow for strategic corridors and/or parking areas to be used for gatherings, activities, and events on a regularly scheduled basis.*
- *Evaluate the Downtown district to determine if any streets could be permanently closed to traffic and opened for additional public space.*

5.3 Goal 2 *(Continued)*

Goal 2 - Enhance parks and recreational spaces that provide for outdoor activities, gathering spaces, and pedestrian and bicycle trails.

Mission Market

The Mission Market is a popular community space and an asset that connects residents and visitors with farmers and artisans. Currently, the market operates on a narrow grass lot between Johnson Drive and Rock Creek Trail.

There is the general consensus within the community that the market could benefit from permanent site amenities that would support both vendors and patrons and encourage use during times when the market is not active. The space is in the heart of Downtown and could be enhanced further to support both programmed and passive uses. Communities across the country have seen the economic and social advantages of permanent amenities which contribute to vibrancy and activity in the districts where they are located.

Figure 5.16 - Images of the Mission Market

2C Strategies for Mission

Continue to support the Mission Market

The Mission Market is an important community asset that would benefit from continued investment and branding efforts.

- *Allocate funding for permanent market site improvements that support the long-term viability of the Mission Market.*
- *Complete a master plan for the market area and adjacent parking to create a new community gathering place for residents along Johnson Drive.*
- *Continue funding for staff, programming, and branding support for the Mission Market.*

5.4 Goal 3

Goal 3 - Invest in ongoing maintenance and park enhancements, including restrooms, playground equipment, seating options, and other amenities.

Maintenance and Enhancements

Mission is a diverse community and the parks should reflect that diversity in the types of amenities and spaces they provide for residents. As mentioned earlier in this chapter, Mission should continue to evaluate how well the park system meets the needs and desires of residents.

Routine surveying of community priorities as it relates to parks as well as a continued understanding of industry-wide trends can help Mission's parks continue to adequately serve residents and visitors.

An important part of parks evaluation is ensuring there is funding in place to deliver the improvements and enhancements the community wants. Parks should be viewed as an amenity that serve a wide variety of needs and provide benefits for all users. Mission's parks should provide fundamental facilities such as restrooms, playground equipment and seating, but also destination elements designed to attract local and regional patrons.

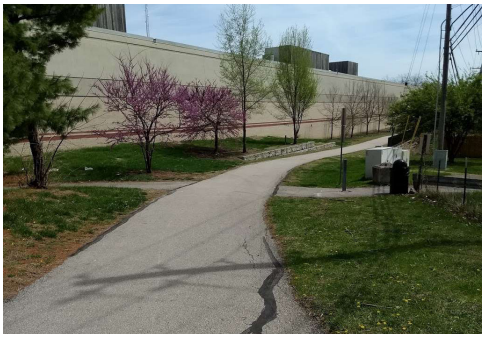


Figure 5.17 - Existing Park Amenities in Mission

3A Strategies for Mission

Adequately fund, maintain, and enhance Mission's parks

Mission's parks should continue to be viewed as a vital resource within the community and be funded, maintained, and enhanced.

- *Adequately fund parks for necessary enhancements and maintenance needed to provide high-quality public spaces for the community.*
- *Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the needs and priorities of Mission residents.*

5.5 Goal 4

Goal 4 - Ensure that parks and recreational spaces are compliant with ADA standards and available to users of all ages and abilities.

Parks for All

The Tomorrow Together Plan Vision Statement describes Mission as, "an inclusive city that embraces people of all ages and backgrounds." This vision is supported by Mission's Gold Level designation in the Mid-America Regional Council's (MARC) Community for All Ages program. One way in which this vision can be realized is in Mission's parks and recreational spaces.

Parks are places for residents and visitors of all ages and physical abilities and should contain programs and elements that can be used by everyone. This philosophy translates to everything from well-maintained pathways and play surfaces, seating elements, ADA accessible restrooms, and drinking fountains, to inclusive sports and play amenities.

Inclusive playgrounds are specially designed for users of all ability levels including those with limited mobility, sensory, visual, or hearing impairments. The implementation of these types of amenities has been growing nation-wide. Communities with inclusive park features tend to be regional destinations.

Another example of an inclusive park feature are trails designed for people with autism. Trails of this nature can include different stations, from cuddle stations to alone zones and spaces for different physical activities. An autism nature trail could be a regional attraction and valued amenity, likely increasing the use of Mission's parks and demonstrating Mission's vision to be a community for all.

Figure 5.18 - Inclusive Park Features, Including Autism Trail (Top Right)

4A Strategies for Mission

Ensure Mission's parks are accessible and usable to everyone

Mission's parks should be accessible and usable to all who live in the community and visit from the region.

- *Perform regular analysis of Mission's parks level of accessibility for all different ages and physical abilities.*
- *Implement key improvements to address accessibility issues.*
- *Fund inclusive park amenities, such as an autism trail, to increase the usership and value of Mission's Parks, and to improve the quality of life for residents.*

5.6 Goal 5

Goal 5 - New or newly redeveloped public spaces should include Universal Design Features.

Universal Design

A specific tool that can be used to ensure public spaces in Mission are accessible to all users, is to implement Universal Design principles in public parks, recreation areas, and other public spaces. The United States Access Board defines Universal Design as, "the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design." In terms of park and recreation design, Universal Design relates to the design of pathways, playground and exercise equipment, public facilities such as restrooms, and various other park components in Figure 5.20. Universal Design adheres to the seven principles shown in Figure 5.19 and are intended to create environments where users of all physical abilities have the same opportunities as those without physical challenges.

The photos are some examples of universally designed equipment.

Below are ways Mission can support Universal Design:

- Develop an awareness strategy (website/mailers/social media).
- Develop educational handout materials, website references, and resource links oriented towards residents and public facility users.
- Coordinate separate information and instructional sessions to bolster support for Universal Design elements in public parks and public facilities.

Universal Design Standards

Principle 1: *Equitable Use*
The design is useful and marketable to people with diverse abilities.

Principle 2: *Flexibility in Use*
The design accommodates a wide range of individual preferences and abilities.

Principle 3: *Simple and Intuitive Use*
Use of the design is easy to understand, regardless of the user's experience.

Principle 4: *Perceptible Information*
The design communicates necessary information effectively to the user.

Principle 5: *Tolerance of Error*
The design minimizes hazards and the adverse consequences of unintended actions.

Principle 6: *Low Physical Effort*
The design can be used efficiently and comfortable and with minimum fatigue.

Principle 7: *Sized for Approach/Use*
Appropriate size and space is provided to approach, reach, manipulate and use.

Figure 5.19 - Universal Design Principles

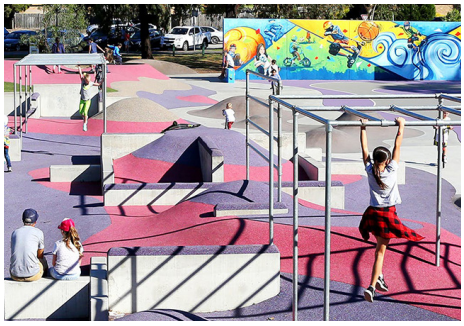


Figure 5.20 - Examples of Universal Designed Park Components

5A Strategies for Mission

Incorporate Universal Design features into Mission's parks and recreation spaces

Mission's parks should be accessible and usable to all who live in the community and visit from the region.

- *Create and adopt ordinance to require universally designed components in parks, and recreational or public spaces in Mission.*
- *Perform regular analysis of parks' accessibility for different ages and physical abilities.*
- *Implement key improvements to address accessibility issues.*

6.0 Transportation and Mobility

6.1 Existing Conditions

Street System Overview

Mission's existing roadway system that is made up of local, collector, and arterial roadways.

Local Street

Local streets (shown in blue in Figure 6.1) are primarily used to gain access to residential properties, and discourage through traffic. Local roads are typically low speed with limits between 20-30 mph.

Collector Street

Collector streets (shown in yellow) are major and minor roads that connect local roads with arterials. Collectors have lower speeds and shorter distances than arterials with speed limits between 35-55 mph.

Arterial Streets

Arterial streets (shown in orange) are high-capacity urban roads functioning to deliver traffic from collector roads to major arterials (interstates or freeways).

Major Arterial Streets

Major Arterials (shown in red) are the highest roadway classification. They provide the highest functional mobility and high speeds (55-75 mph) with limited access points.

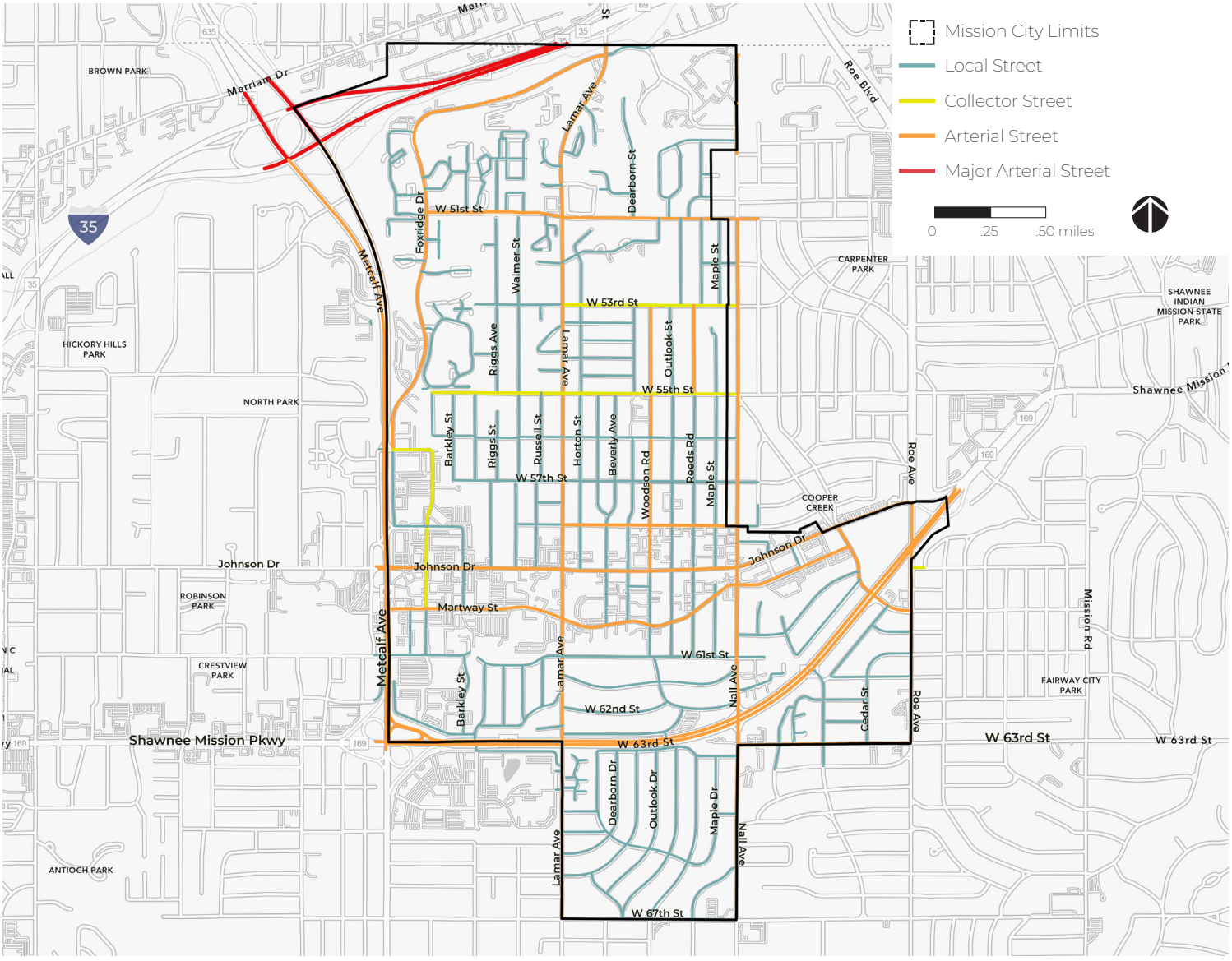


Figure 6.1 - Street System in Mission

6.1 Existing Conditions *(Continued)*

Transit System Overview

Figure 6.2 shows the transit system available in Mission and the nearby area. A transit center located on Mission's east side enables more viable public transit ridership than many other suburban communities.

The main routes through Mission include 401 Metcalf-Plaza, 402 Johnson-Quivira, 403 Antioch-Olathe, and 435 JoCo to Downtown. Most of these routes run near or along the Johnson Drive and Martway Street corridors. Bus stops located within and immediately adjacent to Mission are shown in the map below.

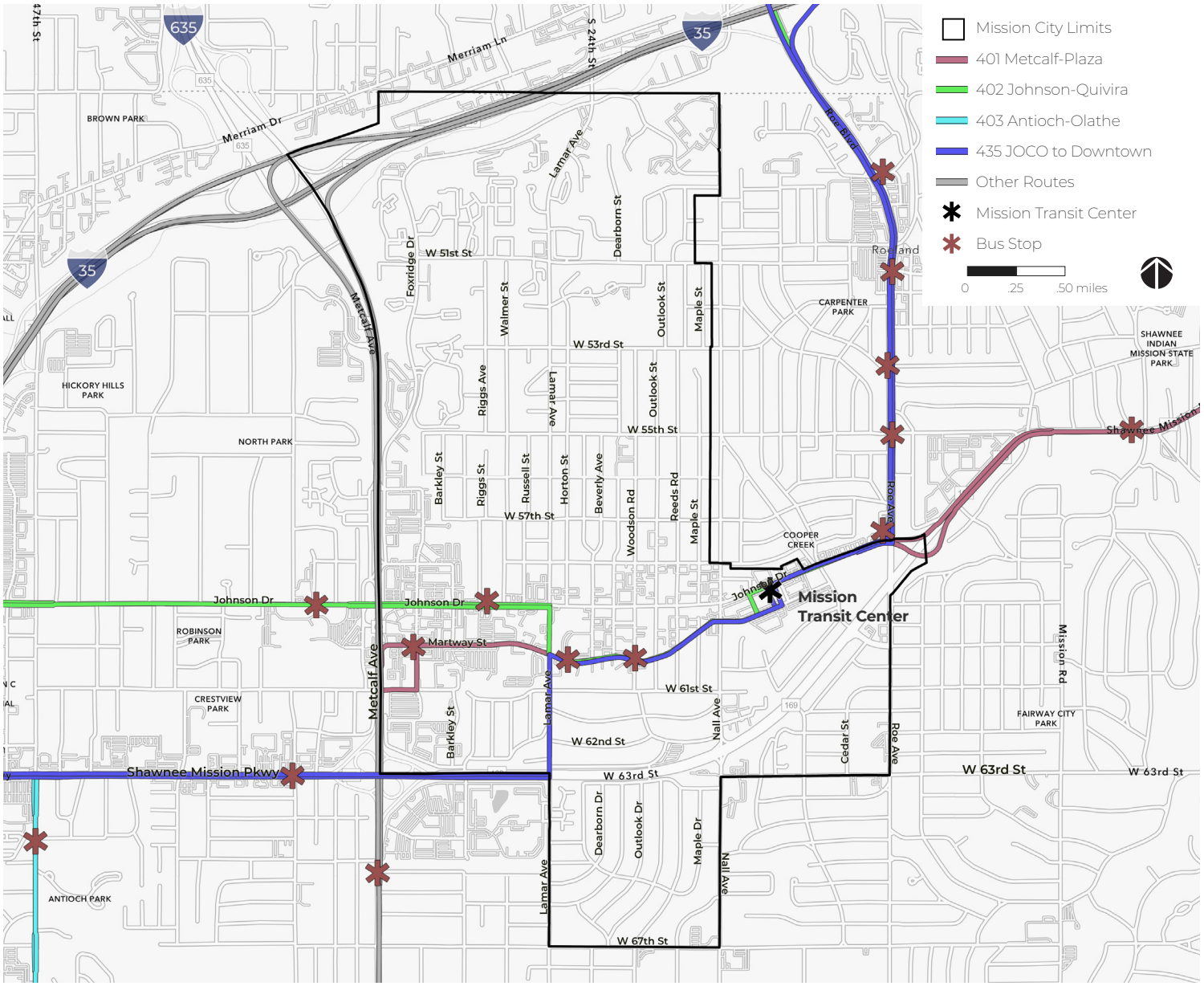


Figure 6.2 - Existing Transit Stops/Routes

6.2 Goal 1

Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.

Increasing Walkability

The 2021 DirectionFinder survey shows that 75% of respondents think walkability and accessibility in the community is either "extremely" or "very important." Walkability and bikeability are major factors people use to evaluate where they want to live and businesses use to evaluate where to locate. Increasing opportunities for walking and biking also helps improve personal fitness, improve air quality, reduce noise pollution, and improve mental health, all of which have major public health and quality of life benefits.

Walking and biking facilities also have quantifiable economic benefits, including higher values for adjacent properties. Utilizing the KDOT Benefit-Cost Tool developed for the Kansas Active Transportation Plan, it is estimated that the Rock Creek Trail in Mission has an economic benefit to the City of approximately $14.8 million over a 30-year period and increased residential property values by $18.0 million. Expanding the trail system to 8-miles in total length (in addition to the 1.5-mile-long Rock Creek Trail) could result in an additional $60 million in economic benefits over the next 30 years.

Today, much of Mission is highly walkable and bikeable. Almost every resident in the city can access City services, retail and dining destinations, and the Mission Transit Center within a 30-minute walk or a 10-minute bike ride. The street grid system provides direct routes throughout the city, with the exception of the barriers posed by Metcalf Avenue (US-69) and Shawnee Mission Parkway (US-56). However, very few streets in the city have sidewalks, and even fewer have bicycle facilities. With a high-quality, connected network of sidewalks, trails, and bike lanes, residents will be able to easily walk and bike safely throughout the city. Mission should expand the sidewalk, bike lane, and trail network to improve health, quality of life, and economic development.

Sidewalk along Johnson Drive

Sidewalk in Form Based Code district

Sidewalk along Beverly Avenue

Sidewalk along Lamar Avenue

Figure 6.3 - Existing Sidewalk Conditions in Mission

1A Strategies for Mission

Maintain, improve, and expand the sidewalk network throughout Mission

The residents of Mission will be well served by a thorough, connected, and well-maintained sidewalk network.

- *Improve pedestrian access along Johnson Drive and throughout Downtown Mission.*
- *Construct new sidewalks, as feasible, on major corridors so that these major arterials have continuous sidewalks on both sides of the street and safe crossings spaced a minimum of ¼ mile apart.*
- *Identify residential streets with opportunities to construct new sidewalks.*

6.2 Goal 1 *(Continued)*

Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.

The graphic to the right indicates the roadways where new sidewalks could be constructed where feasible on both sides of the road. While many streets in Mission need additional sidewalk coverage, these corridors should be prioritized.

- Foxridge Drive
- Lamar Avenue
- Nall Avenue
- 63rd Street
- 61st Street
- 55th Street
- 53rd Street
- 51st Street

Walk Friendly Communities

Mission should consider becoming a certified Walk Friendly Community (walkfriendly.org). This national program recognizes communities that promote walkability through the core values of:

- Safety
- Health
- Equity
- Environment
- Economics

After a period of self-assessment, communities who participate in this program receive detailed feedback about what they are doing right and what can be improved, the necessary justifications for making improvements, and recognition for acting on the provided suggestions.

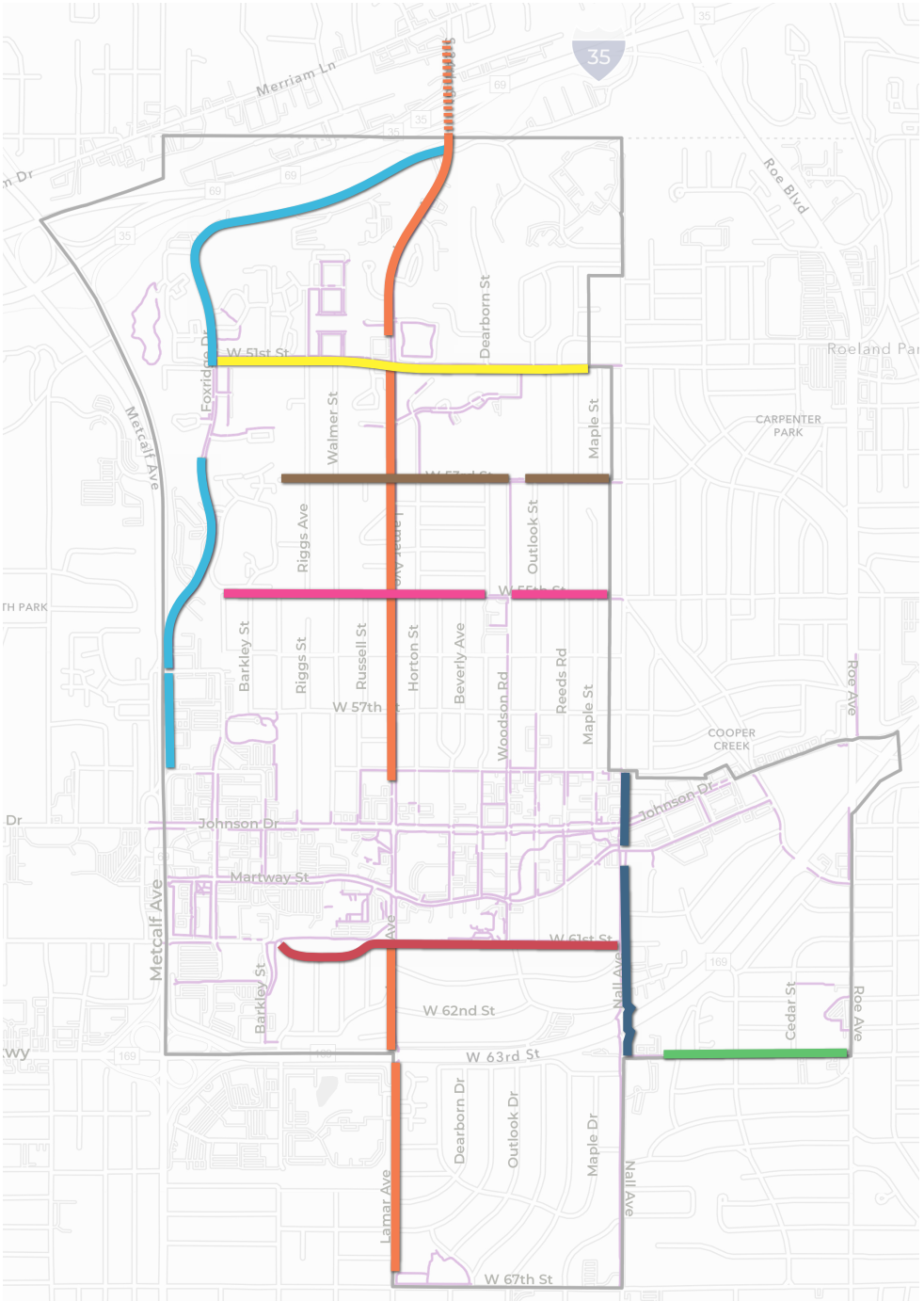


Figure 6.4 - New Sidewalk Connections

6.2 Goal 1 *(Continued)*

Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.

Improve Pedestrian Crossings

In Kansas, 80% of serious pedestrian injuries occur where no crosswalk is present. There is additional risk where crosswalks are poorly marked, have low visibility or do not have the proper safety mechanisms along major roadways.

One strategy to improve pedestrian crossings is to ensure they are well marked and highly visible. Flashing pedestrian lights, known as HAWK beacons, have been used throughout the Kansas City area and could be a good option for some locations in Mission.

Mission should prioritize improved crossings at major arterial roads, which currently act as a barrier to pedestrian circulation. These locations include:

- Shawnee Mission Parkway at Lamar Avenue, Nall Avenue, Roeland Drive, and Roe Avenue
- Metcalf Avenue at 61st Street
- Lamar Avenue at I-35

Many comments about additional or improved crossings are mentioned in the Public Engagement Report located in the Appendix. Specific locations that should be evaluated include:

- W 67th Street at Lamar Avenue
- Shawnee Mission Parkway at Woodson Road
- Shawnee Mission Parkway at Nall Avenue
- Additional crossing amenities near Highlands Elementary and Rushton Elementary

Recommendations from the Safe Routes to School Study conducted in 2014 identify improvements to many of these same corridors/intersections.

Figure 6.5 - HAWK Beacon for Mid-Block Pedestrian Crossings

Figure 6.6 - Well-Marked Pedestrian Crosswalks

1B Strategies for Mission

Add and improve key crossing locations along major arterial roadways

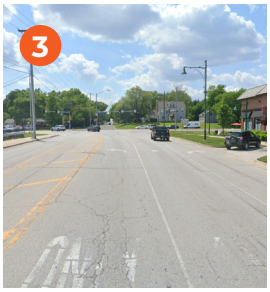
Improvements to strategic pedestrian crossings throughout the City of Mission will increase the quality of life for all residents.

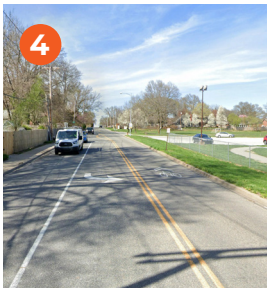
- *Partner with KDOT to improve pedestrian access to, and across, Shawnee Mission Parkway (US-56) at Lamar Avenue, Nall Avenue, Roeland Drive, and Roe Avenue and across Metcalf Avenue (US-69) at 61st Street and Johnson Drive. Construct intersections with wide sidewalks, high-quality ADA ramps, and direct routes across the major streets on all four legs of the intersections whenever feasible.*
- *Partner with the Unified Government of Kansas City, Kansas and Wyandotte County and KDOT to reconstruct the Lamar Avenue interchange with I-35 to include high-quality pedestrian and bicycle facilities across the Interstate.*
- *Consider applying for the Walk Friendly Communities program to receive recognition for ongoing improvements and for use in branding and marketing the community to future residents.*

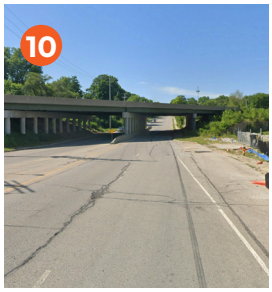
6.2 Goal 1 *(Continued)*

Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.

Below are additional locations for potential improved pedestrian crossings.







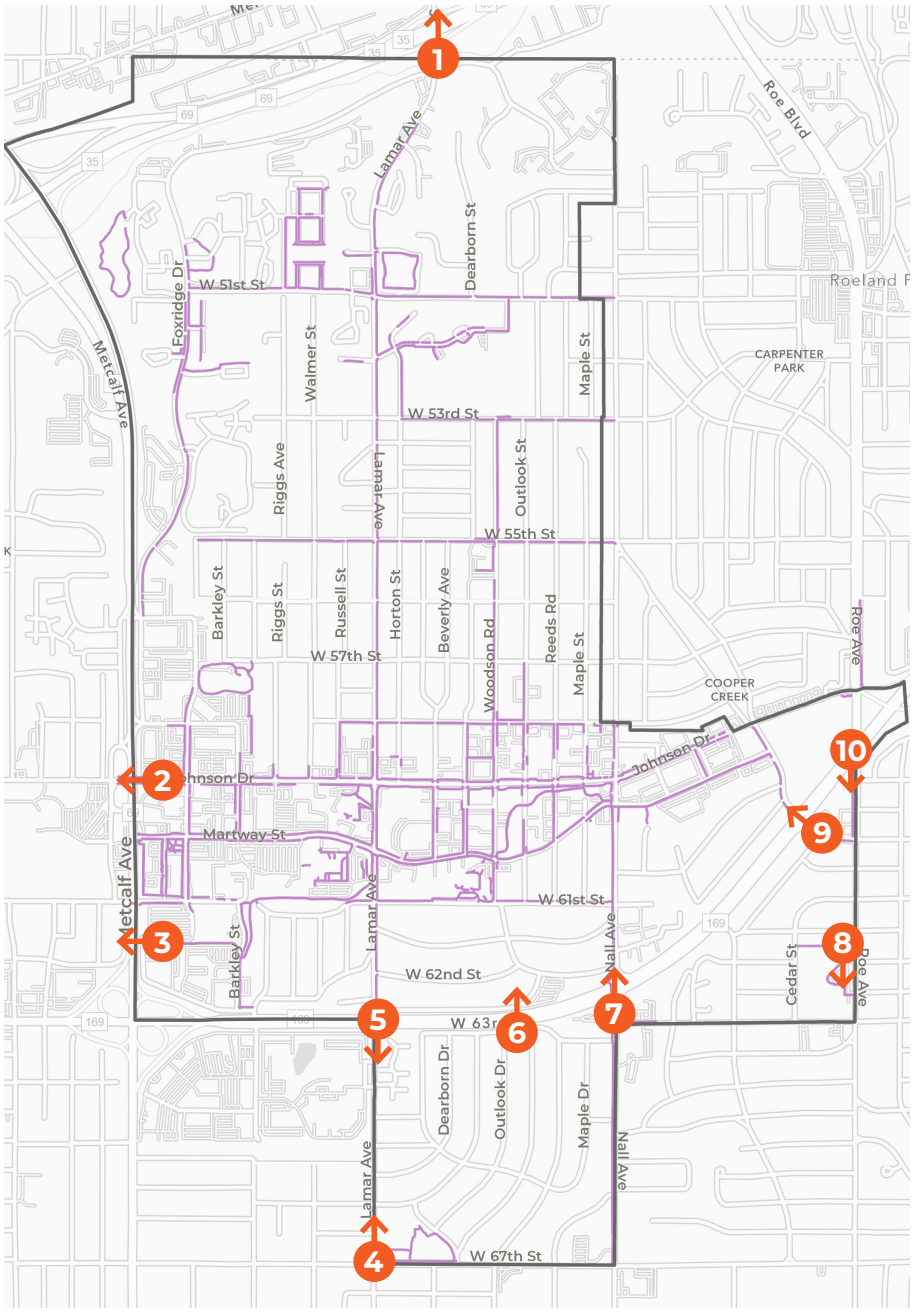


Figure 6.7 - Locations to Evaluate for Improved Pedestrian Crossings as Identified by Public Input

6.2 Goal 1 *(Continued)*

Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.

Facility Design Recommendations

How pedestrian facilities are designed is equally as important as where they are located. The existing sidewalks along Lamar Avenue (Figure 6.8) are located directly on the curb of the street, and provide little space between pedestrians and relatively fast-moving traffic. In 2022, the City began to evaluate public rights-of-way to make travel safer for disabled persons.

When upgrading existing facilities or implementing new facilities, the following documents should be referenced and adhered to:

- Manual on Uniform Traffic Control Devices (MUTCD)
- Public Rights of Way Accessibility Guidelines (PROWAG)
- American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets (the "Greenbook")
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide

Public input indicates the preference for multi-purpose paths as the most preferred streetscape enhancement. Wide, multi-purpose paths can comfortably accommodate pedestrians and cyclists simultaneously. Mission should study locations where this type of amenity could be applied.

Figure 6.8 - Existing Sidewalk Condition along Lamar Avenue - Sidewalk on Only One Side of the Road and Inadequate Distance from Moving Traffic

Figure 6.9 - A Vegetated Buffer Creates a Safe and Comfortable Environment for both Pedestrians and Vehicles

Figure 6.10 - Multi-Purpose Paths were Indicated as the Most Preferred Streetscape Enhancement

6.2 Goal 1 *(Continued)*

Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.

Traffic Calming Measures

Pedestrian comfort and safety is negatively impacted by the speed of adjacent traffic. Many of the key corridors for vehicular traffic in Mission also serve as important pedestrian connections to retail, entertainment, and residential developments, especially along Johnson Drive and in the Downtown.

According to the Federal Highway Administration (FHWA), there is a strong correlation between vehicle speed and fatality risk for pedestrians during collisions. A typical fatality rate when a person is hit at 23 mph is around 10%, a number that increases to 50% at 42 mph (Figure 6.11).

Efforts to reduce the speed of traffic in high pedestrian areas should be added to strategic corridors throughout Mission, especially where there are faster speeds alongside high pedestrian counts. Speed limit reductions are one way to reduce speeds, but other traffic calming features should be explored.

Potential traffic calming measures for Mission to consider include:

- Chicanes
- Corner Extensions/Bulb-Outs
- Median Barriers
- Median Islands
- On-Street Parking
- Raised Intersections
- Realigned Intersections
- Road Diets
- Roundabouts/Mini Roundabouts
- Speed Bumps

The city should identify suitable locations for traffic calming based on traffic counts, speeds and pedestrian activity. Community input and engineering input should be considered when identifying the most suitable and desired traffic calming measures.

Source: FHWA

Figure 6.11 -Relationship Between Impact Speed and Pedestrian Fatality

Figure 6.12 -Traffic Calming Measures

1C Strategies for Mission

Incorporate traffic calming features along strategic corridors to promote safe and comfortable walkability

Traffic calming measures can help reduce the risk and severity of collisions between pedestrians and vehicles and should be installed along major corridors.

- *Identify suitable locations for traffic calming installations based on traffic counts/speed and areas with high pedestrian activity potential.*
- *Work with city engineers and the public to determine the most suitable traffic calming technique to add to each proposed area.*

6.3 Goal 2

Goal 2 - Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.

Specialized Transit

Public transit services are becoming more flexible and nimble to serve communities. Public transit systems and operations are trending towards smaller, customized and 'on-demand' services to provide residents with more options than a private vehicle. According to the 2021 DirectionFinder survey, 64% of respondents said the availability of public transportation options is an important factor. Specialized transit can encourage higher transit ridership.

This trend represents a major shift for public transit options in a suburban community like Mission. Historically, suburban transit ridership has been low due to accessibility challenges at bus stops, inconvenient stop locations, and long routes that often require several bus changes along the way. Micro transit seeks to reduce many of the real and perceived obstacles to public transit.

Locally, RideKC's Micro Transit service is a shared-ride/ride hailing service in which riders can request specific pick-up and drop off locations within a specific zone (Figure 6.13). This zone covers a large area of Johnson County including Overland Park, Olathe, Merriam, Shawnee, and Mission.

The addition of micro transit services in Mission may be a great opportunity to reverse the trend of lower ridership and encourage more residents to utilize this mode of travel.

Figure 6.11 - Micro Transit Van at Mission Transit Center

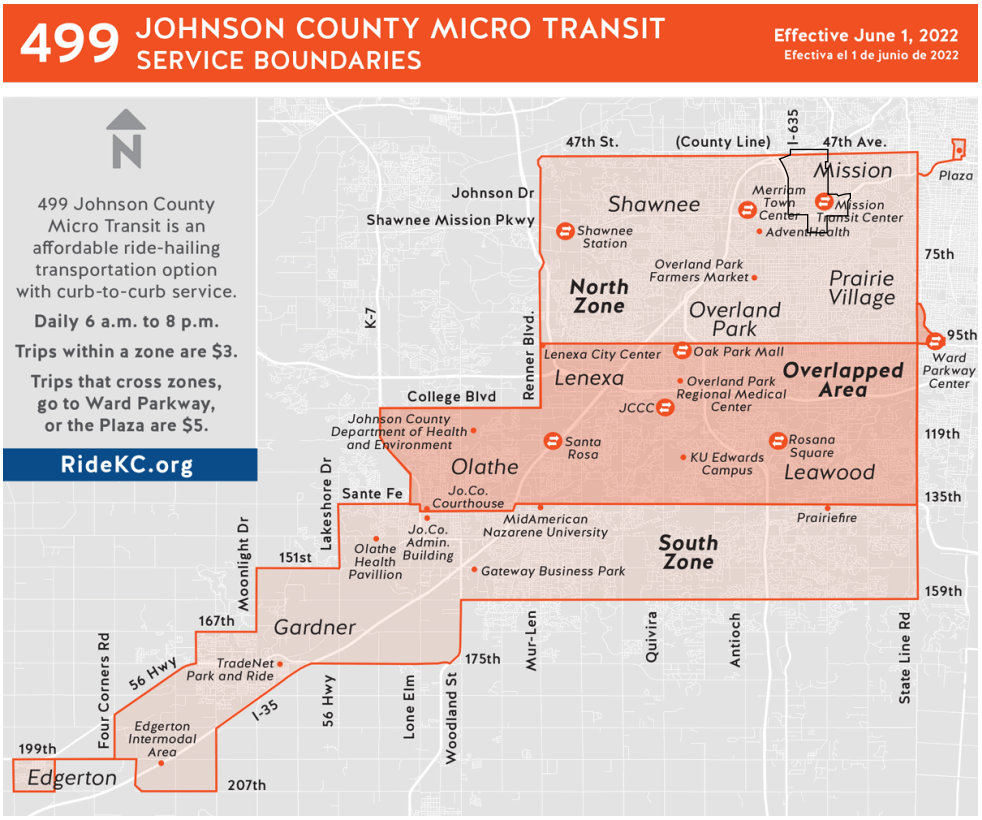


Figure 6.13 - Micro Transit Services Coverage Area

2A Strategies for Mission

Support and expand specialized transit services in Mission

Mission's residents would be well-served by an individualized and more local transit system provided by RideKC.

- *In coordination with Johnson County and KCATA/RideKC, develop a micro transit awareness program to increase ridership.*
- *Engage with residents to identify potential routes.*
- *Include information on the City's website for micro-transit options and utilize social media to inform the public about transportation opportunities.*

6.3 Goal 2 *(Continued)*

Goal 2 - Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.

Public Bike Rental

Bike sharing has become a popular feature in many cities and communities of all sizes in recent years. Planners, urbanists, and city leaders have recognized the importance of providing this service to residents as a strategic way to offer equitable recreational and environmentally-friendly commuter options.

Locally, BikeWalkKC and RideKC have been instrumental in providing low-cost biking options throughout Kansas City including offering E-Powered bicycles. Currently, there are no bike share stations within the City of Mission but given the relatively small geographic size of the city and the proximity to other cities and large employment centers, a bike share program could be well-utilized.

According to BikeWalkKC's website, 37% of car trips in the Kansas City region are less than five miles. This short distance is easily bikeable, given the proper infrastructure and opportunities to do so. This statistic, coupled with the fact that nearly 25% of Mission's residents have a commute of 15 minutes or less, strengthens the feasibility of a successful bike share program. Additionally, BikeWalkKC offers affordable annual memberships and has partnered with RideKC to offer combined bike/bus options.

The City of Mission should strengthen an existing relationship with BikeWalkKC and pursue local grant and sponsorship opportunities to bring bike share options to the community.

Figure 6.14 - RideKC Bike Share Station and Riders

2B Strategies for Mission

Support public bike rentals and mobility hubs

Mission should support bike rental programs to provide more transit and recreational opportunities for residents.

- *Review city codes and ordinances to implement a bike share program.*
- *Partner with BikeWalk KC to implement a bike share program in strategic locations throughout the city.*
- *Regularly evaluate the demand for alternative transportation options within Mission.*

6.3 Goal 2 *(Continued)*

Goal 2 - Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.

Electric Cars

Electric vehicles (EVs) continue to grow in popularity and practicality. It will be incumbent upon communities like Mission to provide and support infrastructure to make EVs a convenient and cost-effective solution and to help mitigate global climate change.

Currently, power companies such as Evergy, have implemented power charging stations at various locations including parks, community centers, and major commercial areas. However, charging stations will need to become much more prevalent in the built environment to support mass use.

Mission has the opportunity to be on the forefront of EV infrastructure and technology by implementing the necessary elements now, and to slowly build the necessary infrastructure to support this mode of transportation in the future. The strategy should be incremental in its approach but consistently prioritized to stay ahead of the curve. Mission can be a model suburban community within the Kansas City region and nationally for providing electric charging stations.

Furthermore, Mission should look beyond providing just electric charging stations. Future technologies should also incorporate other technologies like public WiFi, transit and weather information, and other smart technology features. This will set Mission apart from adjacent communities, advance the City into the future, and provide for the needs of current and future residents.

Figure 6.15 - Charging Stations Located at Hy-Vee in Mission

Figure 6.16 - Charging Station Incorporated into Streetscape

2C Strategies for Mission

Implement infrastructure to support electric modes of transportation on public and private properties

Mission should strive to be a regional leader in implementing electric vehicle infrastructure.

- *Work with local utility companies to implement electric charging stations along key corridors and at strategic community activity centers.*
- *Develop design standards for how charging stations may be incorporated into the public right-of-way.*
- *Implement EV fleet vehicles and public charging stations.*
- *Adopt an ordinance to encourage multi-family developments to implement EV charging on-site.*

6.3 Goal 2 *(Continued)*

Goal 2 - Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.

Automated Vehicles

Similar to electric vehicles, automated vehicles will one day be a common sight all over the country. While testing and approvals for mass use are still in the works, Mission can be proactive in its approach to develop city-wide policies and ordinances that will accommodate automated vehicles, while also ensuring streets are safe for all users.

According to the Eno Center for Transportation, there are several things communities must think about to be ready for this transportation technology. Many predict autonomous vehicles will reduce the overall quantity of personal vehicles as travelers could share rides with those traveling to the same destination. This could reduce the need for large parking lots or on-street parking and increase the need for more drop off/loading zones and charging station locations.

Mission should begin thinking about this future technology now and implement the necessary groundwork for policies and ordinances that will provide a transition to the implementation of new technology and infrastructure in the future.

Figure 6.17 - Conceptual Graphic Depicting Autonomous Vehicles on City Streets
Source: Rand Corporation

2D Strategies for Mission

Strategize planning efforts to support future-focused transportation

Autonomous vehicles will someday dominate Mission's roads. The City should begin planning for this reality now.

- *Strategize future amendments to zoning code that will facilitate future-focused transportation (ex. lower parking requirements, denser developments, etc.).*
- *Determine where designated space is needed to support autonomous vehicles such as drop-off zones.*

6.4 Goal 3

Goal 3 - Develop flexible policies that allow the City to adapt to future needs within prepared criteria regarding safety, efficiency, and access.

Complete Streets

The first step to develop a plan addressing issues of safety, efficiency, traffic, and mobility, is adopting a "Complete Street" ordinance. The National Association of City Transportation Officials (NACTO) promotes streets as the "lifeblood of a community" that should support public use, vibrant businesses, and create flexible and safe environments for collaboration and use by everyone.

Locally, several communities have adopted Complete Streets policies. Kansas City, Missouri's policy stipulates all transportation facilities owned by the City, and future plans, shall adhere to the intent of the policy and put the needs of all users and abilities at the forefront of decision making. This policy addresses the design of:

- Sidewalks
- Refuge islands
- Curb extensions
- Traffic calming measures
- Traffic signals
- Accessible curb ramps
- Bicycle lanes
- Separated bikeways
- Multi-use trails
- Bicycle parking facilities
- Signage
- Street trees
- Public transportation stops

Figure 6.18 - Two Examples of Complete Streets

3A Strategies for Mission

Adopt Complete Streets Plan city-wide

Complete Streets are livable streets and adopting a city-wide ordinance, will codify Mission's values of pedestrian-oriented streets and corridors.

- *Adopt a city-wide Complete Streets Plan.*
- *Actively implement Complete Streets policies in city-wide projects where appropriate.*

6.4 Goal 3 *(Continued)*

Goal 3 - Develop flexible policies that allow the City to adapt to future needs within prepared criteria regarding safety, efficiency, and access.

Flexible Complete Streets

Complete Streets ordinances are inherently flexible and adaptable because of their 'kit-of-parts' structure. When implementing a complete streets ordinance, a city can select elements that reflect its values and priorities. Cities may also implement various Complete Street aspects differently based on contextual limitations or opportunities and the values of the community.

In addition to traditional physical elements, Mission should adopt a Complete Streets policy that supports the incorporation of the technology and infrastructure necessary to support future modes of transportation. This could include electric and automated vehicles and bicycle and pedestrian counters to track the use of streets by various modes.

Mission should refer to the National Association of City Transportation Official's (NACTO) Blueprint for Autonomous Urbanism (Figure 6.18) and the Urban Street Design Guide. These guidebooks outline specific action items cities should be taking now in terms of policies, transportation and infrastructure design, zoning for density and affordability, parking ordinances, and many others.

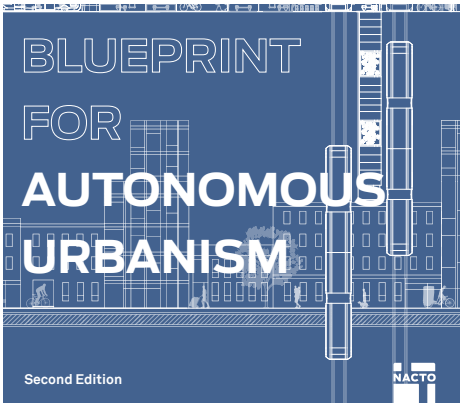
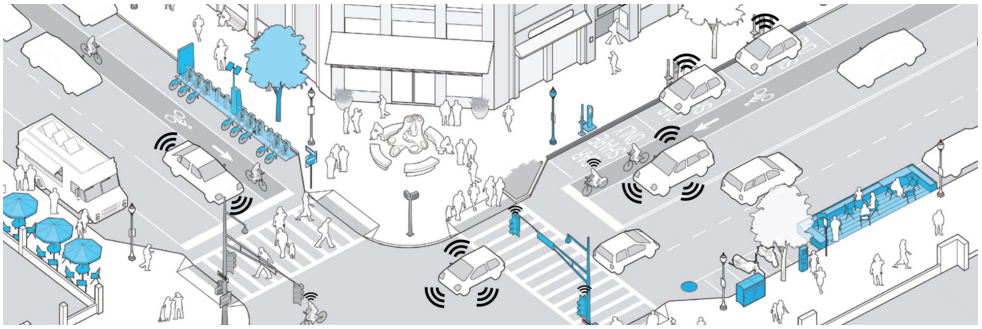


Figure 6.19 - Blueprint for Autonomous Urbanism



Source: Boston.gov

Figure 6.20 - Technology Incorporated into Streetscape Design - Ashburn, VA

3B Strategies for Mission

Implement a flexible Complete Streets ordinance

Mission's Complete Street ordinance should be flexible to incorporate future technologies and infrastructure.

- *Work with the Mid-America Regional Council (MARC) to develop a technology-focused and flexible Complete Streets ordinance.*
- *Refer to NACTO's Blueprint for Autonomous Urbanism and Urban Street Design Guide for specific policy and planning action items related to future transportation technologies.*

6.4 Goal 3 *(Continued)*

Goal 3 - Develop flexible policies that allow the City to adapt to future needs within prepared criteria regarding safety, efficiency, and access.

Intersection Safety

Intersections are a necessary component of any functional transportation or mobility system. They help connect people that are driving, walking, or riding a bicycle. However, inevitably whenever paths intersect, conflict points are created. According to the FHWA, roughly one-quarter of traffic fatalities and about one-half of all traffic injuries in the U.S. are attributed to intersections.

A common strategy to increase intersection safety is following the Safe System approach, which calls on communities to proactively design roadways or intersection features in ways that anticipate human errors and reduces risk of severe injury or death. Strategies include:

Minimizing and Modifying Conflict Points
Conflicts are minimized when intersections are designed to improve visibility for all users, increase driver awareness via signs or raised intersections or access management.

Reducing the Speed of Vehicles
Reducing vehicle speed reduces the severity of accidents and the risk of death. Lower speed limits and traffic calming measures (discussed in greater detail in Goal 1 of this chapter) can help.

Improving Visibility at Intersections
Improving visibility at intersections can be achieved through methods such as "daylighting" intersections. This strategy removes on-street parking at the corners to allow drivers and pedestrians to better see each other. Street lighting can also help improve visibility as well as lights on scooters, or bicycles, and reflective clothing. Intersections themselves can be made more visible by incorporating features such as raised intersections or painted crosswalks.

Providing Space and Protection for Pedestrians and Bicyclists
Providing space and protection for pedestrians and bicyclists occurs when different users are better separated within a roadway. By providing dedicated sections of right-of-way for different users, a street can reduce conflict points. This can include sidewalks or cycle tracks for pedestrians/bicyclists or separated turn lanes. Another strategy is to separate users in time, where cars and pedestrians/bicyclists are given separate times to go through intersections such as a pedestrian scramble (Figure 6.21).

Intersection safety should continue to be top of mind and the city should regularly review policies and codes regarding intersection safety.

Vision Zero Plans

Vision Zero plans provide direction specifically around the vision to eliminate all traffic-related deaths and severe injuries in the community. Mission should consider creating an action-oriented Vision Zero plan to help with overall intersection and traffic safety.

Figure 6.21 - Pedestrian Scramble

3C Strategies for Mission

Regularly review policies and enforce codes to maintain safe rights-of-way and visibility at intersections

Intersections can be designed to anticipate human error and reduce the likelihood and severity of injury or death from accidents.

- *Review policies and codes regarding right-of-way and intersection design using the FHWA's Safe System approach.*
- *Explore creating a Vision Zero plan.*

6.5 Goal 4

Goal 4 - Tie current and future mobility plans to the City's economic development strategy and neighborhood stabilization.

Higher Density Development

Supporting higher-density mixed-use developments along major arterial roadways, is one way to reach Mission's goal of becoming a more walkable and bikeable community.

Developments that are street-oriented and have mixed uses improve walkability and bikeability because they:

- Increase density of both residential and commercial units.
- Support diversity in land uses and businesses within a smaller walkable context.
- Foster vibrant street life.
- Reinforce the urban look and feel and visually encourage slower traffic speeds and increased walkability.
- Prioritize pedestrians through design standards such as screened parking, landscaping, pedestrian, and bicycle amenities.

The strategic opportunities map (Figure 6.22) indicates areas where higher-density mixed use developments (indicated by the pink and purple areas) are appropriate and should be implemented and supported. These areas include the zones designated as Mixed-Use Medium-Density, Mixed-Use High-Density, and High-Density Residential.These land use classifications occur along major arterials which support higher levels of traffic and transit and pedestrian activity. Referring to this map will help tie future economic development to the City's mobility goals.

Figure 6.22 - Strategic Opportunities Map

4A Strategies for Mission

Utilize the Future Land Use Plan to support higher-density mixed-use developments where appropriate

The Future Land Use Plan supports higher-density developments which in turn, support Mission's vision for a walkable, bikeable community.

- *Refer to the Future Land Use Plan when considering new projects in designated higher-density, mixed-use districts.*
- *Codify density standards where appropriate.*
- *Adopt strategies that incentivize increased density and diverse uses in transit-served areas that increase walkability and bikeability.*

6.5 Goal 4 *(Continued)*

Goal 4 - Tie current and future mobility plans to the City's economic development strategy and neighborhood stabilization.

Transit-Oriented Developments

According to the Federal Transit Administration, transit-oriented development (TOD) "typically includes a mix of commercial, residential, office, and entertainment centered around - or located near - a transit station." Access and density around transit facilities help make TOD projects successful and vibrant.

The RideKC Transit center located in Mission, within the Downtown Mixed-Use land use designation, is in close proximity to mixed-use, high-density, and medium-density residential land uses as indicated by the Future Land Use Plan. All these factors are the right ingredients for successful transit-oriented development policies. Additionally, with implementation of the SmartMoves 3.0 Regional Plan (discussed in Goal 6 of this chapter), Mission is well-positioned to experience the positive benefits of increased transit ridership. Mission should capitalize on that and support developments that have strong transit-oriented design.

TOD projects have many benefits besides the convenience of public transit routes. Other benefits include:

- Expanded walkability and livability of a community.
- Increased housing choices.
- Increased economic opportunities.

Due to Mission's limited transit stations and routes, the local trail network should also be encouraged as a means of transit. Today, the trails are primarily used for recreational purposes, but as Mission becomes denser and population grows, the trail network has the opportunity to provide multi-modal transportation options for those that live and work within Mission.

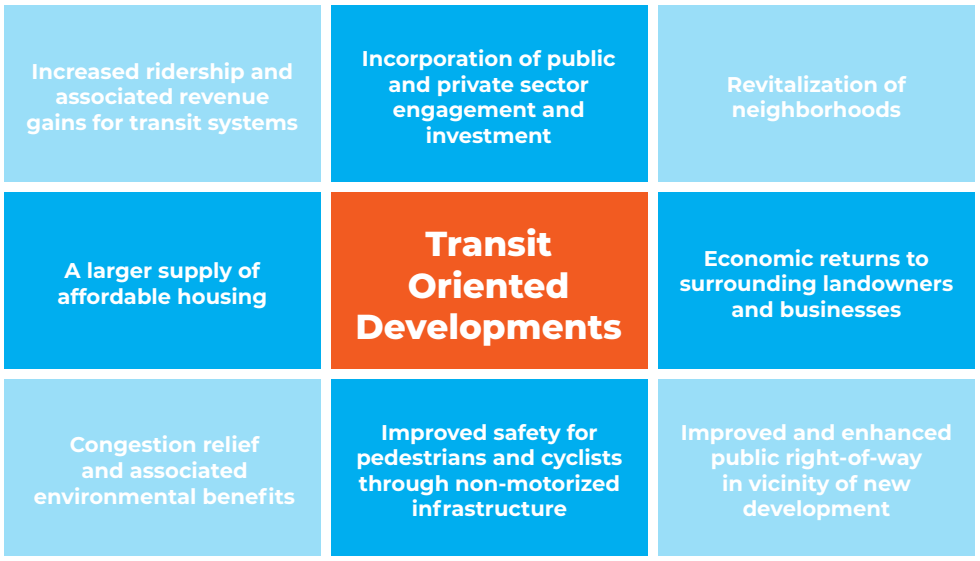


Figure 6.23 - Benefits of Transit-Oriented Developments
Source: Federal Transit Administration

Figure 6.24 - Example of a Transit-Oriented Development

4B Strategies for Mission

Develop policy to support Transit-Oriented Developments

Transit-oriented developments support walkability, bikeability, transit ridership, and increased economic diversity and commercial activity.

› *Implement Transit-Oriented Development policy in strategic districts, centered around transit facilities.*

6.5 Goal 4 *(Continued)*

Goal 4 - Tie current and future mobility plans to the City's economic development strategy and neighborhood stabilization.

Neighborhood Streets-Oriented Infrastructure

Mission's low-density residential neighborhoods are a valued asset within the community, providing Mission much of its character and attracting many families. Public input shows that retaining neighborhood character is a high priority. Street design within residential neighborhoods supports this goal.

The street network in Mission is largely grid-based, with many long, straight stretches that do little to discourage high vehicular speeds. In addition to constructing new sidewalks throughout residential neighborhoods, different variations of road treatments can also help protect local streets from higher speeds and provide opportunities for increased pedestrian and green infrastructure amenities.

Chicanes offer one potential option. Chicanes are small islands within the roadway, either along the curb line or in the middle of the roadway, which create intentional obstacles so vehicles must slow for appropriate navigation (Image 1 in Figure 6.23). Landscape and green infrastructure can be seamlessly incorporated into chicanes. Additionally, mid-block crossings can be incorporated with center chicanes, which also serve as refuge islands for pedestrians.

Green stormwater infrastructure elements can also act as traffic calming features (Images 2 and 3 in Figure 6.25). With high support for green stormwater infrastructure incentives, as indicated by the 2021 DirectionFinder survey, this approach could help preserve neighborhoods while also addressing environmental challenges.

Figure 6.25 - Examples of Traffic Calming Elements such as Chicanes (1), Landscaped Bump-Outs Incorporating Green Stormwater Infrastructure (2 and 3)

4C Strategies for Mission

Implement infrastructure upgrades and traffic calming elements on local streets as a means of neighborhood preservation

Slower traffic and added greenery will help preserve the character of Mission's residential neighborhoods.

- *Work with neighborhood groups and residents to evaluate the need to develop a strategic plan for traffic calming elements throughout Mission.*
- *Once a traffic calming plan is completed, develop landscaping standards for special treatments on local streets including but not limited to chicanes and curb bump-outs.*
- *Implement green infrastructure where appropriate and where needed.*

6.6 Goal 5

Goal 5 - Recognize Johnson Drive as a major connection for local and metropolitan residents. Slow traffic at key points and provide well-marked crosswalks for pedestrians.

Johnson Drive

Johnson Drive offers a great example of a traditional Downtown in northeast Johnson County. It boasts a vibrant mix of retail shops, housing, dining, entertainment, and recreational facilities all within walking and biking distance of most residents in Mission. Johnson Drive also has vehicle access to adjacent arterials such as Metcalf Avenue (US-69), Shawnee Mission Parkway (US-56), and Roe Boulevard.

Over the past decade, the City has made major investments in the corridor's public realm by reducing vehicular travel lanes, improving sidewalks, adding amenities, and providing major landscaping upgrades between Lamar Avenue and Nall Avenue. This investment supports the vibrancy of the area, helping bolster existing businesses, and bringing new businesses to the area.

Additional streetscape improvements could fully leverage the corridor for economic development and resident quality of life. The City should expand the pedestrian-scale improvements west of Lamar Avenue where feasible to emphasize a sense of walkability. There is widespread support from the community to make Mission a more walkable and bikeable community, so continued efforts to slow traffic along the corridor, improve safety, and create an environment inviting to pedestrians should be prioritized.

Figure 6.26 - Roadway Corridor in Johnson County that Recently Experienced a Road Diet and went from 4-Lanes to 3-Lanes

5A Strategies for Mission

Continue to improve pedestrian experience along Johnson Drive

Johnson Drive should be a place for everyone; cars, bikes, pedestrians, and users of all physical abilities.

- *Evaluate opportunities to construct center median islands with landscaping and trees between Metcalf Avenue and Roe Boulevard where left turns are not necessary for business access.*
- *Explore feasibility of other traffic-calming techniques that do not adversely impact emergency vehicle access and traffic operations between Metcalf Avenue and Roe Boulevard.*

6.6 Goal 5 *(Continued)*

Goal 5 - Recognize Johnson Drive as a major connection for local and metropolitan residents. Slow traffic at key points and provide well-marked crosswalks for pedestrians.

Connecting Downtown Mission and the West Gateway District

Currently, Downtown Mission and the West Gateway District are viewed as two distinct areas within the City, separated by only a few short blocks. As Mission continues to grow and densify, particularly in these two areas, the City should explore the feasibility of extending Downtown improvements westward, connecting these two areas visually and physically.

It is important to note that Downtown Mission and the West Gateway district, can still have their own distinct identities. However, fundamental roadway and streetscape elements such as lane configurations, lighting, landscaping, seating, and signage should remain consistent to create a cohesiveness that expresses the same values of walkability and placemaking.

Given Mission's relatively small geographic footprint, if the Downtown road diet improvements and streetscaping amenities were to extend to Metcalf, residents and visitors could experience a unique and consistent public right-of-way along the entire length of Johnson Drive. This experience would set Mission apart from adjacent communities and make it a memorable driving and walking experience.

Figure 6.27 - Downtown Streetscape Treatments that could be Extended West of Lamar Avenue

5B Strategies for Mission

Continue exploring the feasibility of extending Downtown improvements west of Lamar Avenue to Metcalf Avenue

Extending Downtown improvements towards Metcalf will help connect the West Gateway district to Downtown Mission, benefiting both districts.

- *Conduct a feasibility study for extending corridor improvements between Lamar Avenue and Nall Avenue to the west of Lamar Avenue toward Metcalf Avenue.*
- *Invest in additional landscaping, amenities, widened sidewalks, and added pedestrian crossings between Metcalf Avenue and Lamar Avenue.*

6.6 Goal 5 *(Continued)*

Goal 5 - Recognize Johnson Drive as a major connection for local and metropolitan residents. Slow traffic at key points and provide well-marked crosswalks for pedestrians.

Continue Focus on Pedestrian Safety

Improvements made to Johnson Drive (Lamar to Nall) in recent years improved pedestrian safety, but a continued focus will be important.

In 2022, a road diet was completed on Johnson Drive between Lamar Avenue and Nall Avenue. This included reducing four travel lanes to two, with a center turn lane. Reduced traffic speeds and crossing distances for pedestrians will improve safety along the corridor. In addition to these improvements, Mission should consider installing high-visibility crosswalks and signs, rapid rectangular beacons, and pedestrian refuge islands. New pedestrian crossings should be considered where needed and should not be more than 600-feet apart from one another where feasible.

In addition to improvements along Johnson Drive, it is important to improve and add sidewalks north and south of the corridor, extending to nearby roadways and neighborhoods.

Another action Mission can take to make the pedestrian environment safer is to develop and implement an access management policy. Multiple entrances and curb cuts along a corridor present challenges for pedestrians, especially those with physical impairments, and any consistent reduction in driveways will create a safer walking environment.

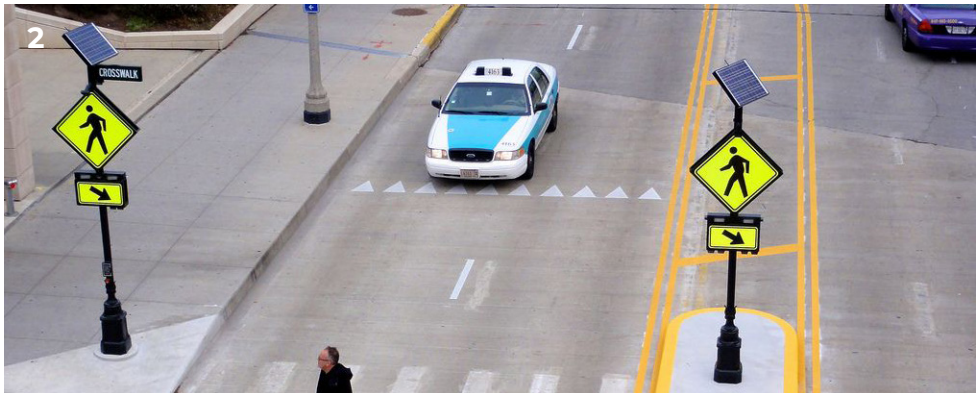


Figure 6.28 - Examples of Pedestrian Refuge Island (1) and Rapid Rectangular Flashing Beacons (2)

5C Strategies for Mission

Improve pedestrian access and safety

Recent improvements along Johnson Drive have improved pedestrian safety but efforts to prioritize walkability and bikeability are necessary.

- *Improve existing marked pedestrian crosswalks with high-visibility signs, rapid rectangular flashing beacons (RRFBs), and pedestrian refuge islands in appropriate locations.*
- *Add new, high-quality pedestrian crossings on Johnson Drive as appropriate. Crossing locations should be spaced no more than 600' apart between Metcalf Avenue and Roe Boulevard on Johnson Drive.*
- *Construct sidewalks, widen sidewalks, and improve sidewalk connections north and south of Johnson Drive to the Rock Creek Trail, Martway Street, and to residential areas surrounding Johnson Drive.*
- *Develop and implement an access management policy aimed to reduce the number, and narrow the width of, commercial driveways along Johnson Drive.*

6.7 Goal 6

Goal 6 - Coordinate with MARC, KCATA, and surrounding communities to support the SmartMoves 3.0 Regional Plan and incorporate updated transit technology for transit facilities, transit routes, micro-transit options, electric and automated vehicles, and street cars.

SmartMoves 3.0 Transit System

The SmartMoves 3.0 plan, developed by the Mid-America Regional Council (MARC) and partners, is the Kansas City region's 20-year plan for transit and mobility that focuses on efficient, high-ridership transit service linked by strategically-located mobility hubs.

As the harmful effects of global climate change increase, it is important to focus on bolstering public transit ridership to decrease the overuse of personal vehicles and the heat trapping exhaust they produce. While providing service is important, it is not enough to encourage higher ridership. The service should be reliable and frequent, and amenities that increase comfort for current and future riders should be prioritized. These values are fundamental to the SmartMoves 3.0 Plan and with Mission's focus on sustainable efforts, the community would be well-served to support this plan.

The plan identifies key regional rapid transit corridors that would provide frequent, seven-day transit services. In each of these corridors, transit vehicles would arrive every 15 minutes or less. Transit stops on these corridors would have enhanced passenger amenities with shelters and other information for passengers, making transit more seamless, reliable, and user-friendly.

Shawnee Mission Parkway is identified as a rapid transit corridor with a stop at Roe Boulevard in Mission. Along with proper improvements made to strategic connecting corridors, this amenity will serve the community well.

According to MARC's website, mobility hubs within the SmartMoves3.0 network, including the one in Mission, should:

- Build on existing activity transit centers.
- Integrate technology to pay for, plan, and track trips.
- Connect transit and on-demand services with biking and walking services and routes.
- Be supported by enhanced amenities and urban design considerations.

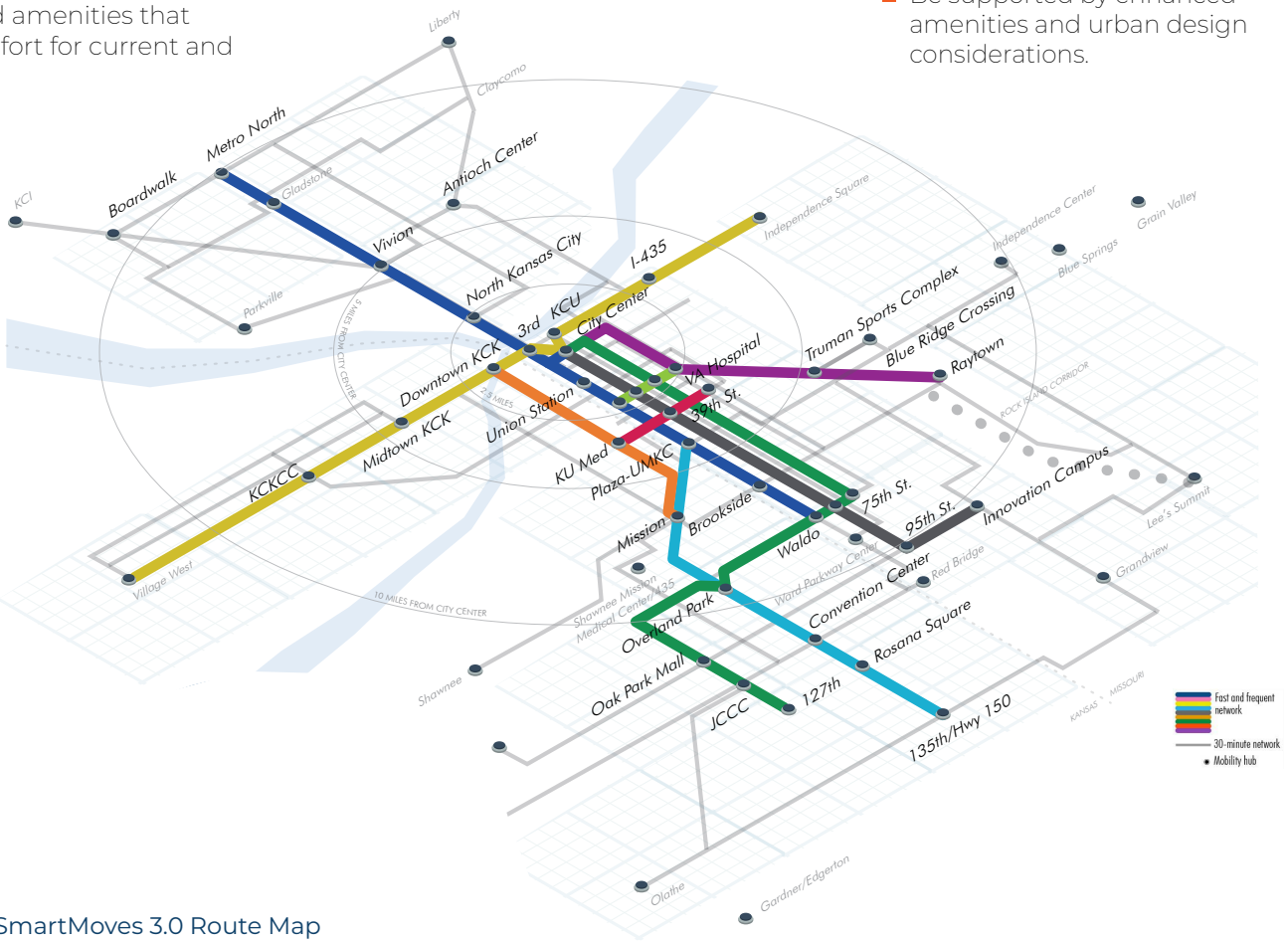


Figure 6.29 - SmartMoves 3.0 Route Map
Source: kcsmartmoves.org

6.7 Goal 6 *(Continued)*

Goal 6 - Coordinate with MARC, KCATA, and surrounding communities to support the SmartMoves 3.0 Regional Plan and incorporate updated transit technology for transit facilities, transit routes, micro-transit options, electric and automated vehicles, and street cars.

Leveraging Mission's strategic location along major transit corridor

Mission is currently one of the critical public transit hubs in Johnson County and the Kansas City metro region with the Mission Transit Center (MTC) located along Johnson Drive. The transit center is a covered facility that allows for convenient, safe, and efficient passenger transfers at an off-street location.

The MTC has six bus boarding bays, provides displays for bus arrival time information, and public WiFi. The Kansas City metro continues to plan for future improved mobility and public transit. The current vision for this regional transit system is known as SmartMoves 3.0. As mentioned previously, the plan identifies multiple corridors that would connect the bi-state region with high-frequency transit lines. The plan also includes new 'Mobility Hubs' to facilitate transfers between multiple modes of mobility, including bikes, scooters, walking, Uber/Lyft, carshare, and others. The Shawnee Mission Parkway corridor is included in the SmartMoves plan and the MTC is identified as an important mobility hub.

To maintain Mission's place as a major transfer location for the regional transit system, the City should collaborate closely with partners at Johnson County, KCATA, and MARC as the OneRideKC initiative rolls out and as transit enhancement plans continue to evolve in the years ahead.

*"The OneRideKC plan will **bring together regional community members** to establish **a vision and financing plan** for the future mobility in the Kansas City region."*

"Transit is key** to RideKC's four core pillars of access: **jobs, housing, healthcare** and **education** on a **foundation of social equity."

*"Ultimately, the goal is to **impact the lives of people** in multiple jurisdictions and **improve connectivity** between regional communities."*

Figure 6.30 - Key Components of the OneRideKC Initiative
Source: RideKC

Figure 6.31 - Mission Transit Center

6A Strategies for Mission

Engage with KCATA and regional leaders as regional transit plans such as OneRideKC develop

It is important to ensure the City of Mission has a voice in future transit planning efforts and initiatives.

- *Actively participate in planning for the OneRideKC Regional transit plan to ensure Mission retains its critical place in the overall regional transit system.*
- *Partner with Johnson County for future high-frequency transit in the Metcalf Avenue/Shawnee Mission Parkway Corridor, building upon previously completed Bus Rapid Transit planning.*
- *Explore partnerships to extend the KC Streetcar route(s) into Mission to further expand multi-modal transportation opportunities.*

6.7 Goal 6 *(Continued)*

Goal 6 - Coordinate with MARC, KCATA, and surrounding communities to support the SmartMoves 3.0 Regional Plan and incorporate updated transit technology for transit facilities, transit routes, micro-transit options, electric and automated vehicles, and street cars.

Meeting the needs of today and the future

As transit corridors and stops are enhanced in the future to meet changing transportation and environmental challenges, mobility hubs will provide many different services and technologies. In Kansas City, the East Village Transit Center at the corner of Charlotte Street and 12th Street, is a good local example of a modern transit hub facility that seeks to provide the necessary amenities to encourage transit ridership.

Moving forward, however, more will need to be done. According to the website Intelligent Transport (www.intelligenttransport.com), mobility hubs should "deliver significant improvements for the environment, boost mental and physical health, and create places which everyone living nearby can be proud of." The website goes on to say that mobility hubs have the ability to attract new economic opportunities including new shops and commercial ventures. Mobility hubs should therefore be viewed as both a destination as well as a conduit to move around the region.

Amenities that should be implemented in the future at the Mission Transit Center include:

- Bus rapid transit service.
- Electric vehicle charging stations.
- Ride sharing drop-off/pick-up location.
- Micro-mobility options such as bike share and scooters.
- Incorporated technology.
- Services such as parcel drop off locations and Amazon lockers.
- Facilities that enhance the user experience such as restrooms, tables/chairs, food, and drink.

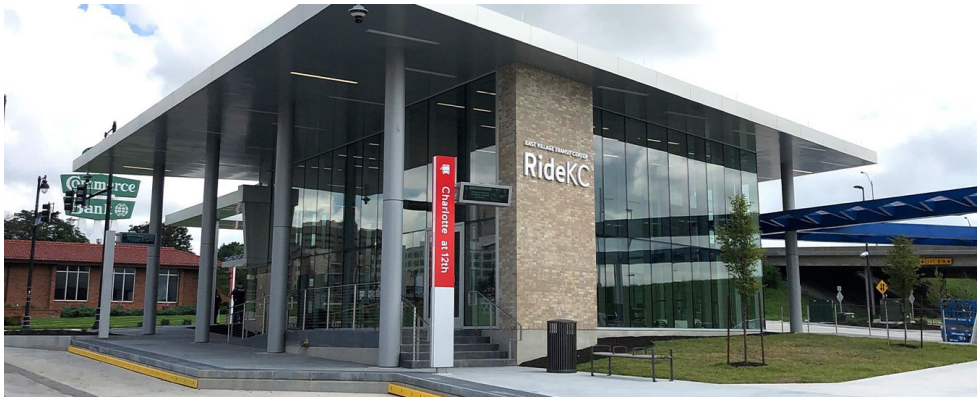


Figure 6.32 - RideKC East Village Transit Center - Charlotte Street/12th Street

Figure 6.33 - Necessary Components for a Mobility Hub in the Future
Source: Intelligent Transport

6B Strategies for Mission

Work with Johnson County and transit leaders to prepare the Mission Transit Center for future transit technologies

Public transit's capabilities and accessibility will be changing for the better. The Mission Transit Center should be helping these changes take root.

- *Begin planning for upgrades to the Mission Transit Center to prepare for electric bus charging and other technology improvements to the facility.*
- *Plan for multi-modal mobility hub inclusion at the MTC that could include bike share, scooter share, park and ride, and rideshare.*

6.8 Goal 7

Goal 7 - Strategize with KDOT about future improvements to the interchange at Metcalf Avenue and Johnson Drive.

Reconfiguring the intersection at Metcalf and Johnson Drive has long been discussed as a concept that could enhance Mission's West Gateway and encourage redevelopment along Johnson Drive. A new design could become a significant arrival point for Mission, bolstering visibility and access to support the Johnson Drive corridor.

A concept study is recommended to identify the anticipated costs and revitalization benefits associated with reconfiguration of the intersection. Anticipated benefits include:

- Safer/easier vehicular and pedestrian access into Mission from Metcalf Avenue.
- Redevelopment opportunities on both sides of Metcalf Avenue, where surface parking and underutilized properties exist.
- Gateway opportunity (iconic signage, destination green space) for the Metcalf Avenue and Johnson Drive intersection, creates a true "front door" into Mission.

Any new developments in this location would be subject to the West Gateway Form Based Code which promotes denser development and walkability.

The City of Mission should explore partnering with the City of Overland Park and KDOT to commission a study and explore implementation opportunities that can benefit all parties.

Figure 6.34 - Existing Conditions at Metcalf Avenue as Viewed From Johnson Dr

Figure 6.35 - Inadequate Gateway Signage for Mission Along Metcalf Avenue

7A Strategies for Mission

Commission a consultant to identify improvement strategies for the interchange at Metcalf Avenue and Johnson Drive covering aspects of traffic safety, traffic operations, and bicycle and pedestrian access

The Metcalf and Johnson Drive intersection can become a major gateway into Mission and spur additional development.

- *Identify public and private partnership opportunities to fund this concept study, including KDOT and the City of Overland Park.*
- *Explore potential for TIF, CID, TDD, and/or other strategic financing initiatives to assist with implementation.*
- *Identify funding opportunities such as Surface Transportation Program (STP) funding or other federal discretionary grants programs.*

6.9 Goal 8

Goal 8 - Explore future public street alignments within the Form Based Code District as outlined in the West Gateway FBC to enhance access, connectivity, and redevelopment efforts.

The West Gateway Form Based Code, written in 2007 and updated in 2014, outlines a regulating plan for the area of Mission between Metcalf Avenue and Lamar Avenue. In addition to developing a vision for a more walkable and urban development form, the overlay district also proposes street realignment to enhance access, connectivity, and redevelopment efforts.

The graphic to the right indicates those proposed street realignments, which include:

A Foxridge Drive
Coming from the north, Foxridge would realign with Broadmoor Street, and the existing alignment adjacent to Metcalf Avenue would be removed, allowing for more development opportunities.

B Broadmoor Street
(north of Johnson Drive) Broadmoor would connect to Foxridge Drive.

C Barkley Street
An extension of Barkley would connect from W 58th Street to Broadmoor.

D Broadmoor Street
(south of W 61st Street) An extension of Broadmoor would continue south of W 61st Street and continue to the existing office park, just north of Shawnee Mission Parkway.

E Walmer Street
Walmer would extend across Johnson Drive and connect to Martway Street and the Hy-Vee shopping area.

F Barkley Street
The gap between Martway Street and W 61st Street would be filled so Barkley Street would extend from Broadmoor Street to Squibb Road.

G New Roadway (57th St.)
A proposed roadway extending from the realigned Foxridge Drive and Metcalf Avenue would provide additional access to new developments in this area as well as Broadmoor Park. The access would be right-in/right-out on Metcalf Avenue.

The City of Mission should study the feasibility and cost for these road alignments. Additionally, any new roadway or realigned corridor should be designed to accommodate all users (vehicles, bicyclists, pedestrians, etc.) safely and comfortably.

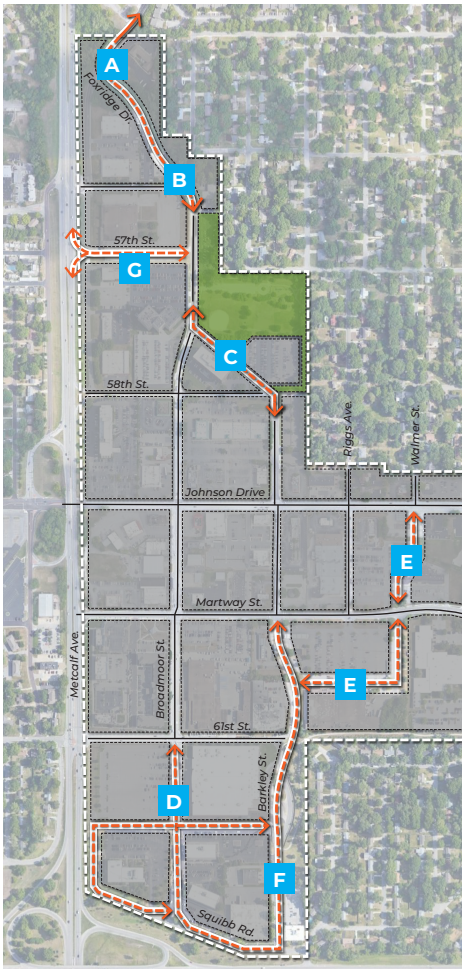


Figure 6.36 - Potential Road Realignments in the Form Based Code District

8A Strategies for Mission

Look at opportunities for future street alignments in the West Gateway District

Mission should continue to study the benefits of street alignments in terms of land use redevelopment potential, connectivity, and access.

- *Study the feasibility and cost of new roadway alignments in the Form Based Code District.*
- *Develop phasing strategy for the implementation of road realignments.*

7.0 Economic Revitalization

7.1 Goal 1

Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.

Johnson Drive Corridor Today

The Johnson Drive Corridor runs east-west between Metcalf Avenue and Roe Boulevard in Mission. The corridor can be divided into three districts: West Gateway, Downtown, and East Gateway.

West Gateway District

The first six blocks of the west side of Johnson Drive are part of the West Gateway Form Based Code District. This overlay district restricts the form of development in the area. Currently, this district is generally auto-centric, but the intent of the Form Based Code is to develop a vibrant pedestrian environment.

Downtown Mission District

Downtown Mission begins at approximately Lamar Avenue on the west, and ends at Nall Avenue on the east. The area is characterized by its lower-intensity mixed-use environment with many traditional one and two-story Downtown storefronts. There has been recent progress made along Johnson Drive by enhancing the streetscape and adding pedestrian amenities in this area.

East Gateway District

The East Gateway District runs from Nall Avenue to the eastern edge of Mission at Roe Boulevard. While some streetscape enhancements extend into this district, it has a different look and feel than Downtown. There are more street-fronting parking lots and larger building setbacks.

Figure 7.1 - West Gateway, Downtown, and East Gateway Districts

7.1 Goal 1 *(Continued)*

Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.

West Gateway - Johnson Drive

Figure 7.3 shows the West Gateway section of the Johnson Drive corridor. The majority of this district is commercial with a few office or public buildings. Much of the development in the area is standalone retail or big box retail with an abundance of surface parking.

Recent developments in the West Gateway district include requirements in the Form Based Code. This has resulted in some buildings that have smaller setbacks and a more activated street frontage.

While public input revealed that Form Based Code implementation has not been perfect, the intent behind the regulations has moved the area in a positive direction. A review of the Form Based Code should be prioritized to adjust some rules based on experience with implementation.

Private and public development in this section of Johnson Drive should continue to be a focus area for Mission. This is a main gateway into the community and development/ redevelopment activities should help promote and enhance Mission's positive image.

Figure 7.2 - Cornerstone Commons

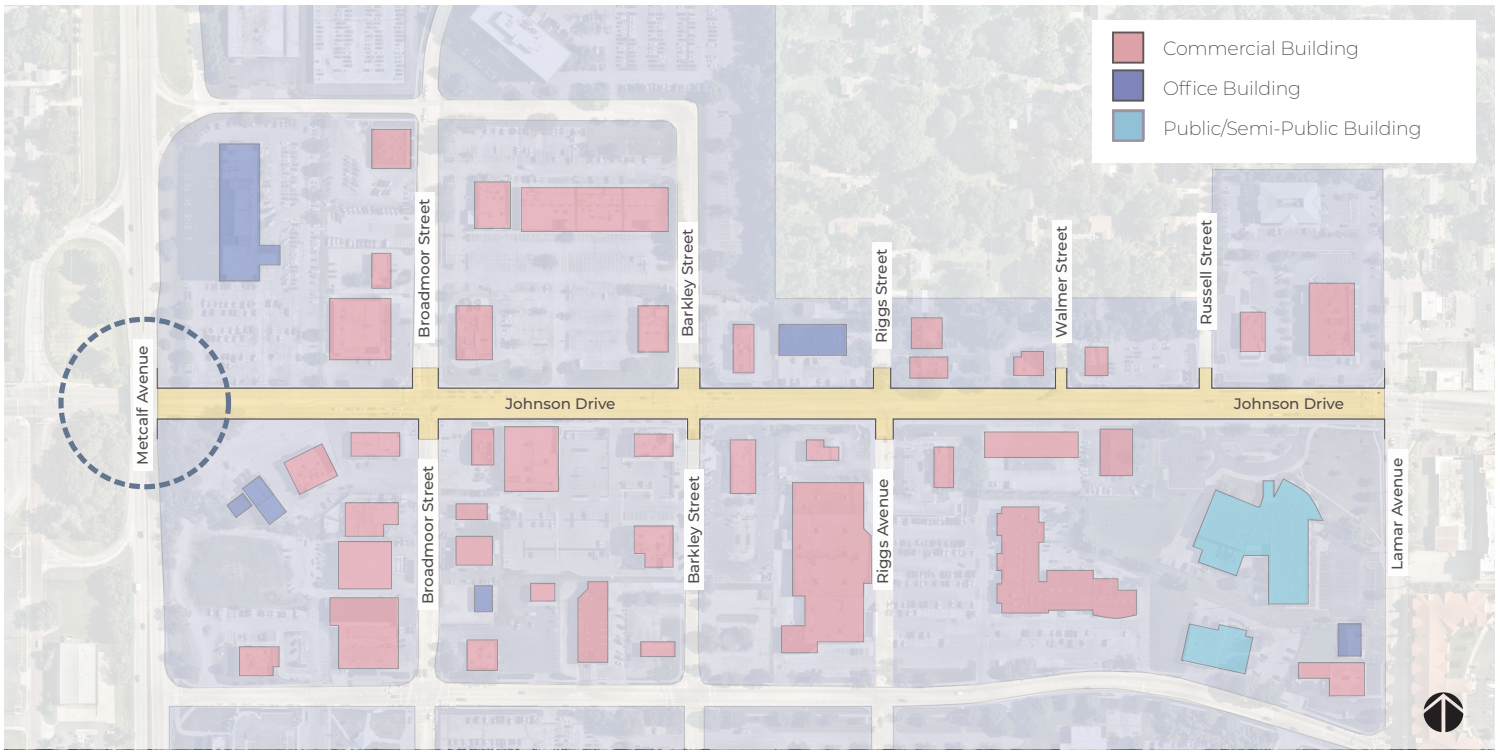


Figure 7.3 - Existing Land Use in the West Gateway District along Johnson Drive

7.1 Goal 1 *(Continued)*

Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.

West Gateway District

While private development will be a main driver of redevelopment in the West Gateway, there are some public improvements to consider in the future. Improving the pedestrian experience and streetscape amenities will spur private investment and redevelopment opportunities.

Another consideration for this zone of Johnson Drive is to reconsider the intersection at Metcalf Avenue, as previously discussed.

Pedestrian Enhancements

Pedestrian and bicycle amenities and traffic calming enhancements used along the Downtown section of Johnson Drive could be extended west in the future. These strategies will become more important as redevelopment reduces parking along the corridor.

Key Entryway

This section of Johnson Drive is one of the community's primary gateways. Larger, more attractive gateway signage, as well as the redevelopment of key parcels and streetscape enhancements, will help improve this western entry point.

Metcalf - Johnson Intersection

The timeline for redevelopment of underutilized parcels in the West Gateway could be shortened by reconsidering the Metcalf Avenue and Johnson Drive intersection. The City should engage with neighboring communities such as Overland Park to review the viability of this option.

The study could include the following:

- Outline anticipated costs and potential for KDOT/Overland Park partnership in conjunction with funding opportunities.
- Explore modifications and development potential for the properties surrounding the intersection (both in Overland Park and in Mission) and provide guidance for redevelopment at the new intersection.
- Explore potential for a transit-oriented development associated with a comprehensive economic development strategy to support implementation.

Figure 7.4 - Pedestrian Enhancement Opportunities on Johnson Drive

Figure 7.5 - Gateway Opportunities on Johnson Drive

Figure 7.6 - Existing Development on Johnson Drive - East of Metcalf Avenue

7.1 Goal 1 *(Continued)*

Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.

West Gateway Form Based Code

Throughout the public input process, feedback included the need to review the guidelines set out in the Form Based Code. Mission should review the Form Based Code, with special attention given on the following:

- Confirm the proposed street realignments.
- Study and prepare a set of recommendations for required sidewalk widths and amenities along the Johnson Drive corridor.
- Study and prepare a set of recommendations to confirm the status of a proposed expansion for Broadmoor Park.
- Modify or remove the proposed Walmer extension in the existing requirements.
- Study and prepare a set of recommendations to integrate Complete Street multi-use trail connections within existing street rights-of-way within the district to provide better trail connectivity; adjust the required street alignments accordingly.
- Review and update building design standards to ensure the standards are reasonable, resulting in the desirable building quality and appearance.

If at some point in the future the West Gateway Form Based Code were to be removed, the overarching principles of the code (as identified in the 2005 West Gateway Vision Plan) should still be encouraged in the area. This includes the desire for a walkable district with diverse building types, interesting pedestrian realms and streetscapes, signature parks, and an innovative transit system.

1A Strategies for Mission

Continue to enhance the West Gateway District

Mission should take steps to address issues and opportunities associated with the West Gateway, including the West Gateway Form Based Code.

- *Extend streetscape improvements along Johnson Drive from Lamar Avenue to Metcalf Avenue where feasible.*
- *Perform a review of the West Gateway Form Based Code (FBC) to determine solutions within the code itself, or through supplementary planning processes, to address issues realized during the implementation of the FBC.*
- *Work with existing and potential businesses to encourage existing operations to continue and to entice new commercial and retail uses.*

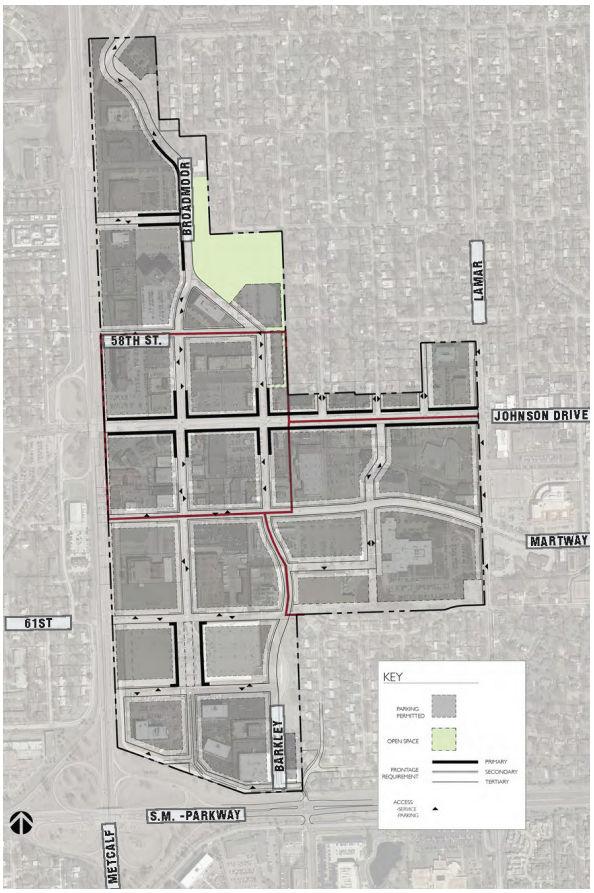


Figure 7.7 - Excerpt from Form Based Code

7.1 Goal 1 *(Continued)*

Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.

Downtown Business District

The Downtown area of Johnson Drive has benefited from public improvements such as streetscape enhancements and pedestrian amenities. New developments such as The Locale have also enhanced the area. The City should continue its investment in streetscapes, pedestrian amenities, and traffic calming in this area.

Future investments in the area from both the private and public sector, should include adding more open space and gathering areas to enhance a sense of place.

A priority should be made to maintain occupied first-floor storefronts in this area. The City should work with small businesses and developers to avoid vacant first-floor buildings.

Creative options that activate the street include allowing fitness centers and communal spaces on first floors with wide, transparent windows. These spaces would ideally be open to the public as a community resource, but resident-only amenities would still activate the street front. Mission could also work with building owners to provide rent subsidies to support specialty retail stores and restaurants.

1B Strategies for Mission

Continue to invest in Downtown Mission

Mission should continue enhancing Downtown Mission and identify ways to work with private development to continue to improve the corridor.

- *Continue to provide public investment in the Downtown district through continued improvements to the streetscape and pedestrian amenities.*
- *Take advantage of opportunities to expand open space, parks, or gathering spaces in or near Downtown.*
- *Work with the private sector to prevent long-term vacancies on the ground floor.*

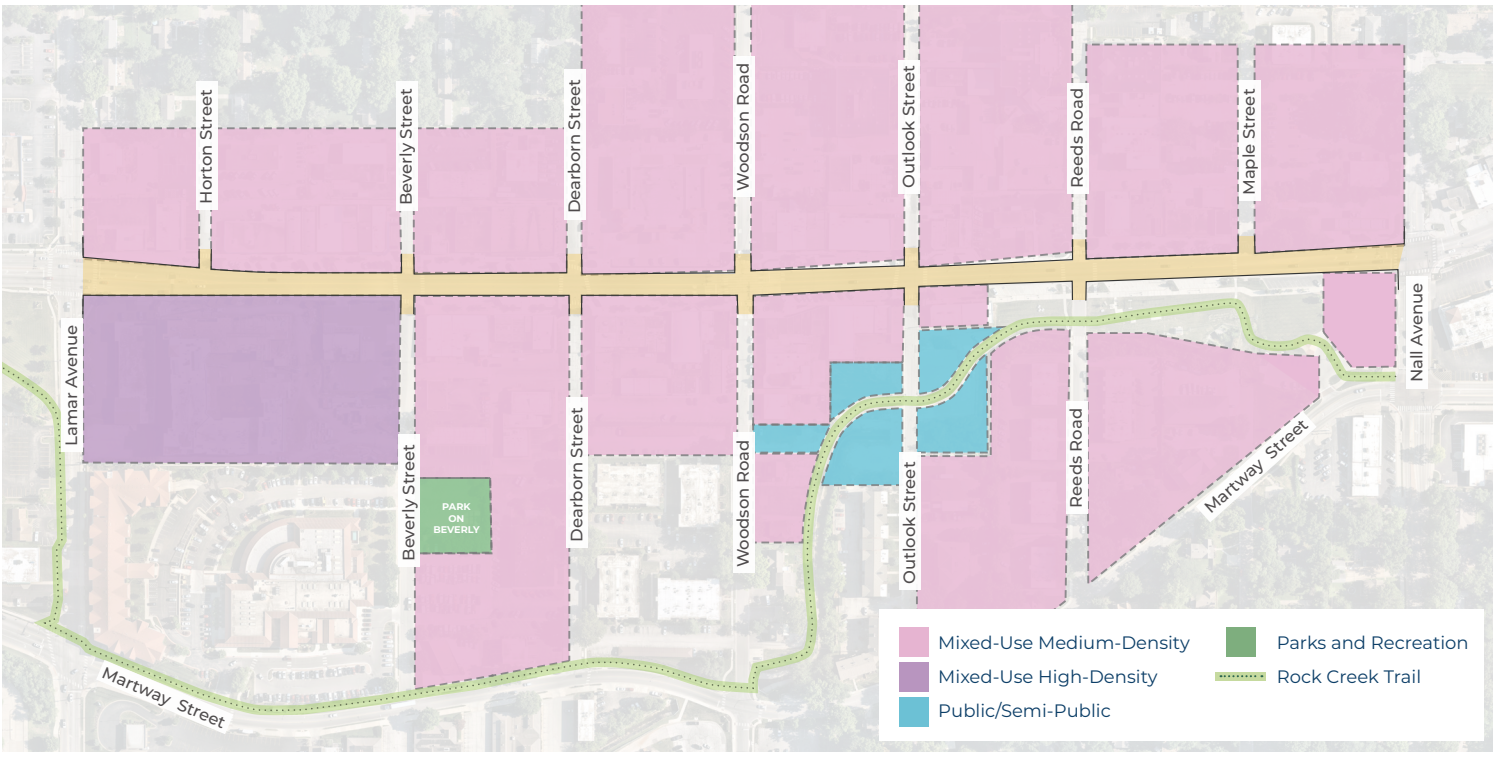


Figure 7.8 - Future Land Use for Downtown Mission

7.1 Goal 1 *(Continued)*

Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.

East Gateway

The East Gateway has great potential and a new mixed-use development has been in the works for several years.

Besides the development planned at the Gateway site, current development along the corridor is similar to Downtown, but has more street-facing parking lots with larger setbacks. Any redevelopment in this area should have a flexible mix of uses that provide opportunities for residential and commercial growth in Mission.

Pedestrian Enhancements

While there have been some pedestrian enhancements along this stretch of Johnson Drive, a full extension of the pedestrian and traffic calming enhancements should be extended into the East Gateway.

East Gateway Redevelopment Plan

The City may wish to consider creating an updated vision for the East Gateway to ensure this section of Johnson Drive reaches its full potential.

Based on the location, public input, and needs assessment, the future vision should include the following:

- Outdoor gathering space.
- Integration of sustainability features such as green infrastructure.
- Mixture of housing types at various price points.
- Walkability and character consistent with Mission's identity.
- Missing middle housing.

Figure 7.9 - Aerial of East Gateway District

1C Strategies for Mission

Create a new community-led vision for the East Gateway District

- *Create a new master plan for the East Gateway District that is based on community vision.*
- *Integrate sustainability measures and a strong open space/gathering space component.*
- *Create a walkable neighborhood that enhances the East Gateway District along Johnson Drive.*
- *Extend Johnson Drive streetscape enhancements into the East Gateway District.*
- *Support enhancement of the properties on Martway Street near the East Gateway District as part of any improvement effort for the district.*

7.2 Goal 2

Goal 2 - Promote a mix of office, retail, and residential uses along the Johnson Drive commercial corridor of the city.

Why Mixed-Use

As a landlocked community with limited redevelopment sites, Mission should prioritize mixed-use development within the Johnson Drive corridor. Mixed-Use development can add both commercial businesses (and the associated tax dollars) as well as higher-density housing options, to provide patrons for new and existing businesses.

Mixed-use developments should include a variety of office, retail, and multi-family residential uses in multi-story buildings; ideally with retail uses on the first floor. The associated density allows mixed-use developments to make financial sense financially for developers, as well as providing a built-in customer base. Residential uses are typically not encouraged on the first-floor so this valuable space can be reserved for uses that activate the street.

Notably, mixed-use buildings can be more difficult to execute for developers, and requiring retail uses on the first-floor can be a challenge in a constrained and evolving retail economy. Allowing flexibility by only requiring first-floor retail use on the street-facing front half of the building can lessen the amount of building square footage devoted to commercial leasing. Promoting creativity for acceptable first-floor uses, such as allowing a first-floor fitness facility for the building residents, can also be an effective method to maintain the desired street level activation without required retail leasing.

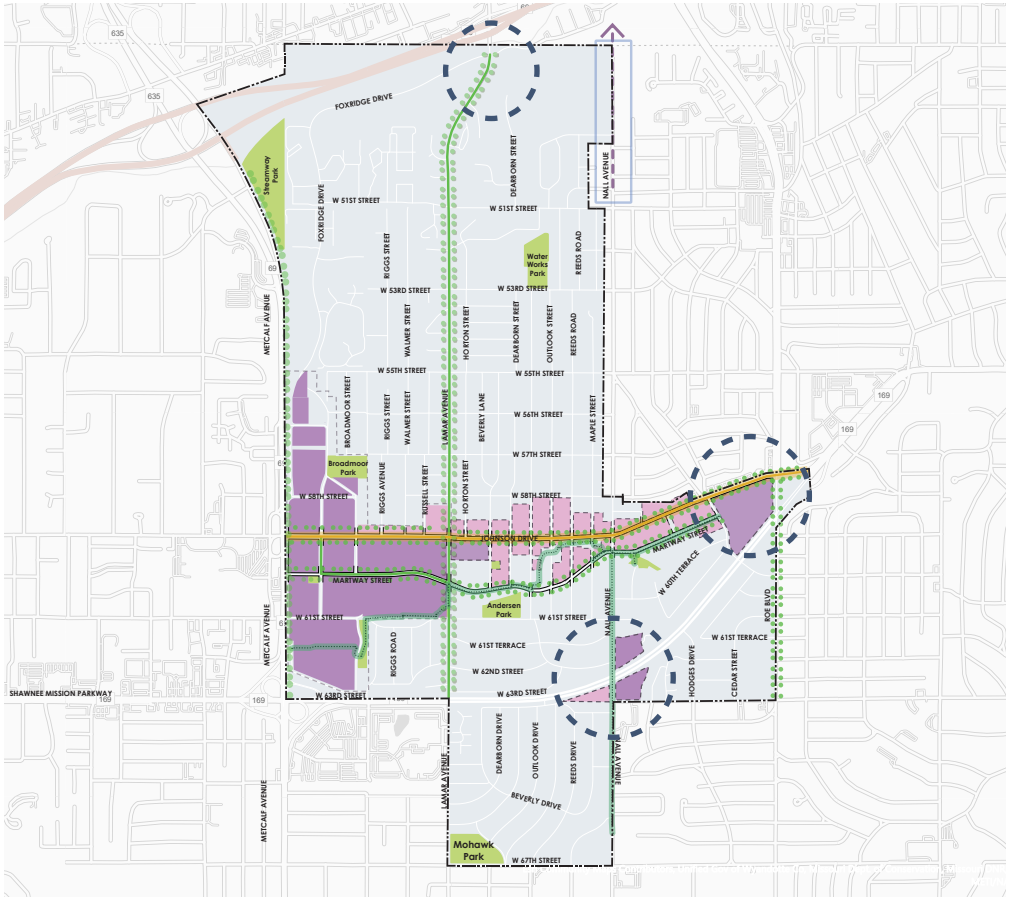


Figure 7.10 - Strategic Opportunities for Mission with Mixed-Use Highlighted

7.2 Goal 2 *(Continued)*

Goal 2 - Promote a mix of office, retail, and residential uses along the Johnson Drive commercial corridor of the city.

Making the Most of Mixed-Use

As a land-locked community with limited redevelopment opportunities, Mission faces unique employment challenges. It may no longer make sense to dedicate an entire redevelopment for purposes of workforce employment.

Additionally, the constantly changing state of brick-and-mortar retail and office space requires cities to allow more flexibility than ever in mixed-use areas. While residential uses are rarely on the first-floor, mixed-use developments should be flexible, allowing users to more easily retrofit and accommodate changing needs.

Activated First-Floor Uses

There are several options for activated first-floor uses:

Community Services

One option is to locate a residential community's services, such as the building's gym, on the first-floor. While not technically commercial or office use, this can provide the same type of activated street frontage found along commercial corridors. If development becomes more attractive for retail or office use, the space can be adaptively reconfigured to accommodate market demand.

Figure 7.11 - 'The Locale' Mixed-Use Development on Johnson Drive

Coworking Spaces

With the rise of work-from-home arrangements, multi-family renters are demanding adequate work space. This could lead to an increased need for two-bedroom or one-bedroom with den units. Another option would be shared coworking spaces included in mixed-use developments. Shared workspace could be another possible use for the first-floor of a mixed-use development. These amenities, such as cafes or coffee shops, serve as other coworking spaces.

Live Work Units

As shown in Figure 7.14, mixed-use developments that provide live-work units is another option. Live-work units are on the first-floor of a mixed-use building. Units may be a studio or small shop space for an individual and the second or third-story is the dwelling unit.

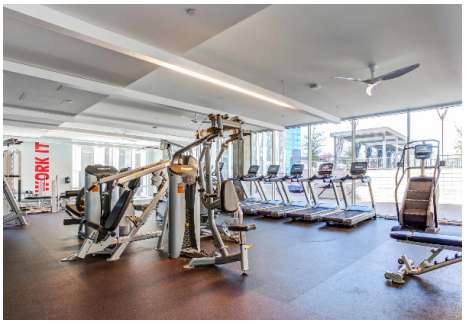


Figure 7.12 - First-Floor Gym Space

Figure 7.13 - First-Floor Coworking Space

Figure 7.14 - Live-Work Units

2A Strategies for Mission

Promote flexible mixed-use developments along the Johnson Drive corridor

Flexible mixed-use developments allow the City, developer, residents, and other users to adapt to changing economic conditions while remaining viable.

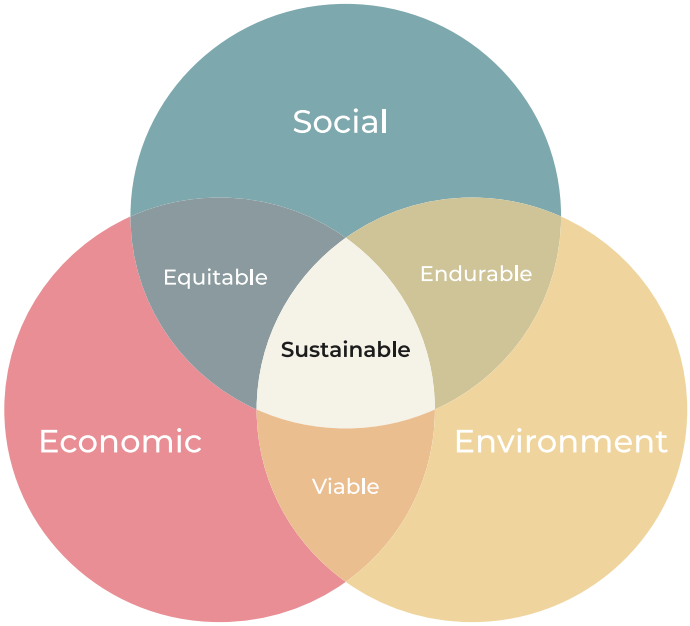
- *Promote flexible mixed-use developments in accordance with the Future Land Use Plan.*
- *Allow for more flexible, activated first-floor uses as a way to provide additional amenities and maintain an active ground floor.*

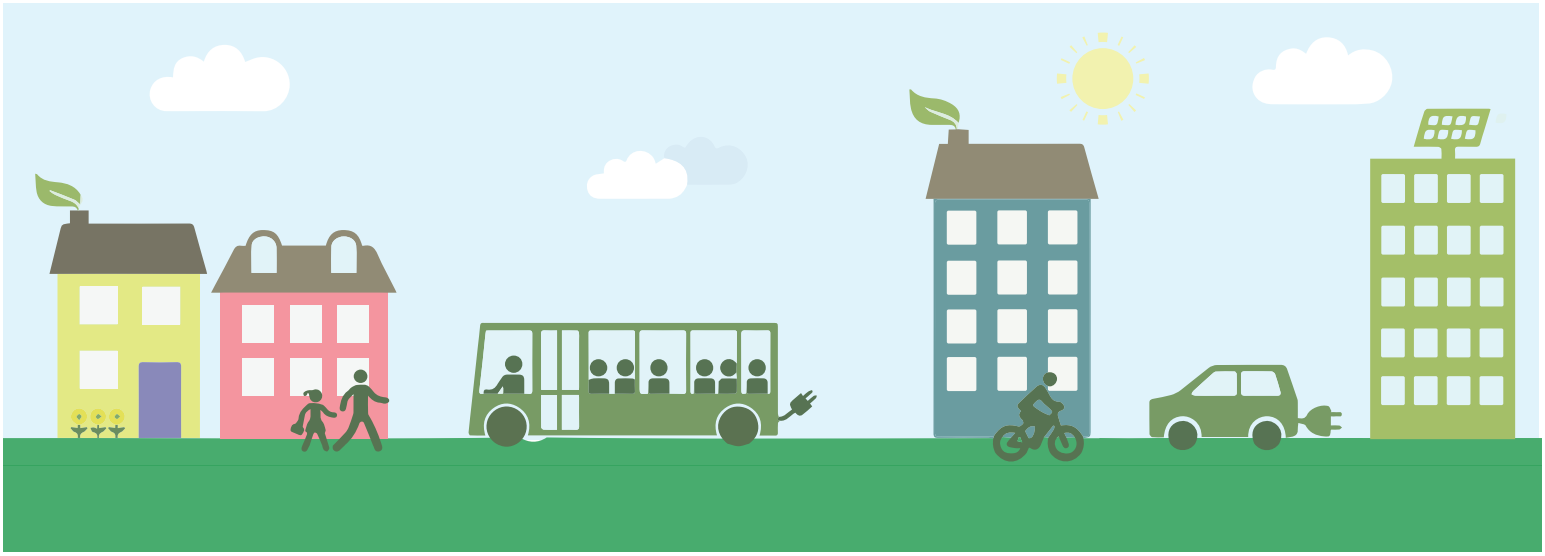
7.3 Goal 3

Goal 3 - Promote a sustainable, diverse economy.

A sustainable, diverse economy is one that provides a high-quality of life, with jobs and opportunities for today, and the future. It is resilient to market swings because it is composed of a wide range of employment opportunities and a workforce that is spread throughout a variety of different sectors.

A sustainable economy is focused on the jobs of today and tomorrow. In practice, this means a combination of business retention and expansion. A future-oriented economy also requires the ability to adapt and respond to technological changes. Infrastructure improvements are necessary to support job growth and industry shifts.





7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Business Retention

Business retention is one of the most important things a city can do for economic development. Investing in relationships with businesses already rooted in Mission can protect important jobs, industry, and services. It is much harder to replace lost jobs or services than to retain a happy business owner.

Key strategies for business retention are to maintain open lines of communication, be responsive to requests, and proactively solicit feedback about how to improve services. Mission should strive to meet annually or bi-annually with key business owners in Mission. These check-in meetings can help identify possible issues that can deter business development. Likewise, it is important that issues or ideas that arise from these meetings are taken seriously lead to action whenever possible.

Table 7.1 shows the estimated total number of jobs for the top ten largest industries in Mission based on 2018 U.S. Census Bureau, Center for Economic Studies, LEHD data. Mission is not dominated by one industry but has a strong presence of Professional, Scientific and Technical Services, Manufacturing, Health Care and Social Assistance, Retail Trade, and Accommodation, and Food Service industries (highlighted in blue in Table 7.1).

Total Jobs by Industry Sector	Mission Based Jobs		Mission Resident Jobs	
Industry	**Total**	**%**	**Total**	**%**
Professional, Scientific, and Technical Services	1,315	14.8%	779	13.2%
Manufacturing	1,055	11.9%	287	4.9%
Health Care and Social Assistance	1,055	11.9%	988	16.8%
Retail Trade	994	11.2%	586	9.9%
Accommodation and Food Services	900	10.8%	446	7.6%
Administration and Support	602	6.8%	365	6.2%
Information	435	4.9%	136	2.3%
Educational Services	412	4.6%	463	7.9%
Wholesale Trade	382	4.3%	281	4.8%
Construction	375	4.2%	170	2.9%

Table 7.1 - Mission Total Jobs by Top 10 Industry Sectors
(2018 U.S. Census Bureau, Center for Economic Studies, LEHD)

3A Strategies for Mission

Foster a healthy relationship between the City and existing businesses

Business retention is a cornerstone of any good economic development strategy for a community. Mission should actively seek a positive relationship with business owners.

- *Regularly meet with existing business owners in Mission to identify and improve opportunities to assist with growth and development.*
- *Perform targeted outreach to fill existing commercial properties that have long-term vacancy.*
- *Consider adopting a vacant property tax to encourage new activity and reduce blight/empty store fronts on properties with long-term vacancies.*
- *Develop a strategy to incentivize and retain desired small business mix for business growth.*
- *Conduct a review of city codes and policies to identify business growth and development barriers.*

7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Business Attraction

Attracting new businesses supports and enhances existing businesses and services. Mission should continue to actively seek new economic development opportunities for the community.

Key elements of business attraction include:

Workforce
Regional competition can deplete Mission's workforce. Marketing Mission's convenient location and lower cost of living can help keep Mission attractive to a range of workers in various industries.

Facilities
Mission has several corridors where new businesses could thrive. Making sure these corridors are attractive and ready for new users or redevelopment, and ensuring effective marketing, is key.

Business Climate
Mission should ensure that it is a consistent and reliable partner to businesses. One way to do this is by streamlining the permitting and review process so that requests are handled in a timely and efficient manner.

Quality of Life
Mission offers a high-quality of life at a more affordable price than other nearby Johnson County communities as shown in Table 7.2.

Typical Costs
Mission should consider the typical cost of doing business compared to surrounding communities and strive to be competitive.

3B Strategies for Mission

Actively seek new business opportunities in key commercial corridors

Mission can promote business attraction by focusing on workforce availability, available facilities, overall business climate, improving its quality of life, and ongoing review of the costs of doing business in Mission.

- *Create opportunities for small business growth in Mission.*
- *Continue to market Mission as an attractive location for business growth.*
- *Ensure Mission's commercial corridors remain attractive for potential new business development.*
- *Be a good business partner by providing consistent and fair assistance to parties interested in doing business in Mission.*
- *Invest in quality of life improvements within the community to remain an attractive option for residential and business growth.*
- *Regularly compare the cost of doing business in Mission to that of neighboring communities to ensure competitiveness.*
- *Encourage new developments to provide a variety of tenant space sizes for retail storefronts, providing space for startup businesses as well as larger, more established operations.*

	Mission	Roeland Park	Prairie Village	Johnson County
Population (2020)	9,618	6,871	22,957	609,863
Population Change (2010 - 2020)	+3.4%	+2.0%	+6.9%	+11.8%
Median Age	33.4	34.8	39.4	37.8
Median Household Income	$64,703	$73,786	$88,196	$91,650
Median Home Value	$203,600	$194,800	$316,800	$277,500
Median Gross Rent	$1,016	$1,152	$1,387	$1,147

Table 7.2 - Mission Compared to Nearby Communities and Johnson County
Source: U.S. Census Bureau ACS

7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Adapting to Change

Mission should continue to be flexible to adapt to changing circumstances in the economic and social environment.

Similarly, Mission should be prepared to react to changing technological needs of residents and businesses. Mission is fortunate to be well-served by widely available broadband internet with high-speed internet. Continuing to market this amenity and provide swift action on future broadband updates is key. Mission should also expand WiFi access in parks and other public gathering spaces throughout the community. Currently, Andersen and Broadmoor Parks would benefit from this amenity.

The uncertainty of office space in the future also requires that Mission is flexible from an occupancy and zoning perspective to support continued work from home options. There may be more renovations or expansions of accessory dwelling units to accommodate future working conditions.

3C Strategies for Mission

Remain adaptable to changes in economic conditions while continuing to protect community interests

The COVID-19 pandemic is the most recent example of a situation that required communities to be flexible and resilient. Mission should be adaptable to changing circumstances in retail, residential, and office uses that continue to protect community interests.

- *Be prepared to adjust to changing economic conditions, technological advancements, and new preferences and priorities.*
- *Provide guidance to homeowners seeking Accessory Dwelling Units for work-from-home spaces.*
- *Provide WiFi access in parks and other public gathering spaces.*

Figure 7.15 - Outdoor Dining

Figure 7.16 - Accessory Office Structure

7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Continued investment in transit, as well as pedestrian and bicycle amenities, can help create a sustainable economy. A robust transportation network provides access to a diverse workforce for locals and area commuters who do not rely solely on vehicles. Multi-modal access also promotes equitable means for workers to attain economic prosperity.

Transit Accessibility

Mission is relatively well-served in terms of transit within the metro area. Mission has a RideKC Transit Center located at 5251 Johnson Drive, which provides park-and-ride transit services. There are several bus lines that serve Mission. Additionally, Mission is within the service area for the micro-mobility service in the metro. However, improvements to the transit mobility of the community will be needed to increase ridership for everyday commuters. Mission should actively seek efforts to expand or improve transit access in the city.

Pedestrian Accessibility

In conjunction with transit access improvements, Mission should continually seek to improve the ability of residents to either walk to work or access other services. This means safe crossings for more heavily trafficked streets, a consistent and quality sidewalk presence, and adequate streetscape and signage to help make the journey enjoyable and safe.

Bicycle Accessibility

Biking is also a viable option for residents commuting or accessing services within the community. Investment in bike lanes, bike amenities such as repair stations, and bike racks, will promote a safe and efficient bike network, further reducing the use of personal automobiles.

3D Strategies for Mission

Enhance transit and pedestrian/bicycle infrastructure as a means of economic development

The ability to rely on transit, walking or biking as a means of commuting will help maintain Mission as an attractive place for business and the workforce.

- *Work with regional partners and transit agencies to expand transit options in Mission over time.*
- *Continue to improve pedestrian and bicycle connectivity and safety in Mission.*

Figure 7.17 - Transit Center

Figure 7.18 - Example of a Well-Marked Crosswalk

7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Think Beyond Johnson Drive

Focus and attention is given to the Johnson Drive corridor because of its prominence and unique character. However, there are other commercial areas that warrant attention. This includes Lamar Avenue and Foxridge Drive near Interstate 35, as well as Nall Avenue and Shawnee Mission Parkway.

Lamar Avenue and I-35

Lamar Avenue is a major entry point into the City of Mission from Interstate 35. Currently, this area lacks a sense of place. Lamar Avenue brings vehicles, pedestrians, and cyclists to the heart of Downtown Mission on Johnson Drive. Signage for Downtown Mission would also be appropriate for this location.

In addition to gateway signage, there are opportunities for enhanced mobility improvements. There is evidence of a desired path along Foxridge Drive indicating the consistent presence of pedestrians in the area. The City has planned improvements in this area, and this area are planned and should consider how those improvements connect to other parts of the City and adjacent communities.

Figure 7.21 shows strategic opportunities for this area, which include enhanced gateway signage and complete streets on Lamar Avenue. These improvements could help to further activate this area.

- Mission City Limits
- Park
- Medium-Density Residential
- High-Density Residential
- Complete Streets
- Major Gateway

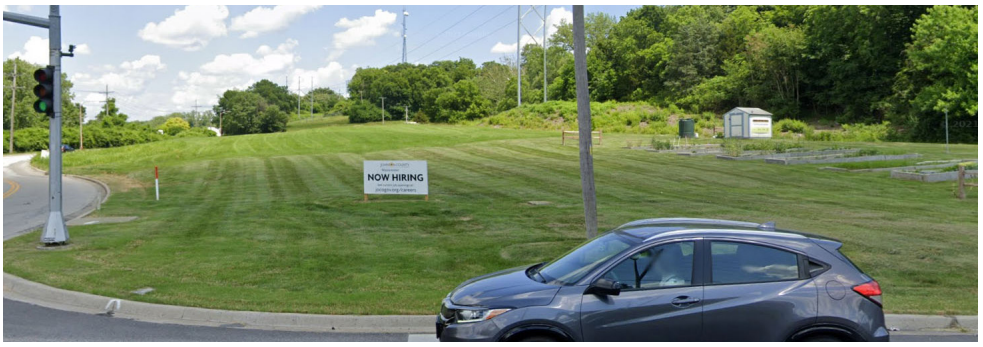


Figure 7.19 - SE Corner of Lamar Avenue and Foxridge Drive

Figure 7.20 - Desired Path along Foxridge Drive

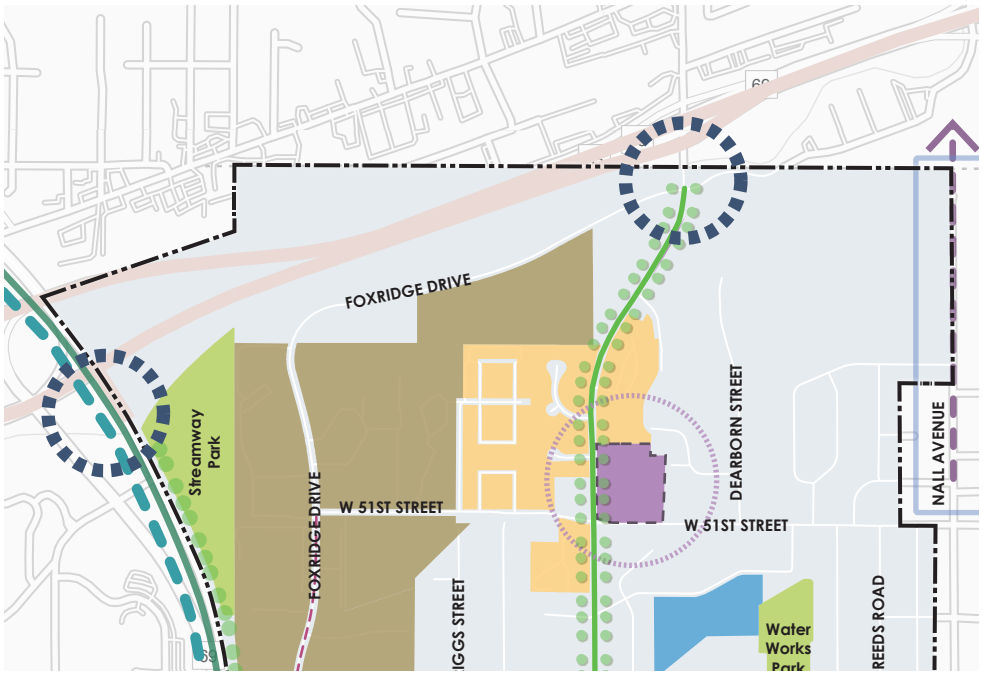


Figure 7.21 - Strategic Opportunities for Lamar Ave and I-35

7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Nall Avenue and Shawnee Mission Parkway

The intersection at Nall Avenue and Shawnee Mission Parkway is another site that could benefit from redevelopment at a higher density. The current development on the site serves the community well, however, if there is an interest in redevelopment on the site in the future, the City should support these efforts.

The Future Land Use Plan shows most of this intersection as Mixed-Use. Figure 7.22 shows strategic opportunities, which include the addition of key gateway signage and placemaking elements. Additionally, the strategic opportunities map calls for a multi-jurisdictional study of the Shawnee Mission Parkway corridor to address ways to integrate transit, transportation, trail connectivity and enhancements, aesthetics, and land use of the corridor.

Long-term, the City should be open to redevelopment of this intersection to build on the success of the Johnson Drive corridor and the accessibility provided by Shawnee Mission Parkway.

3E Strategies for Mission

Support the growth and enhancement of all of Mission's commercial areas

While Johnson Drive is important, attention should also be given to key areas such as Lamar Ave and I-35 as well as Nall Avenue and Shawnee Mission Parkway.

- *Seek multi-jurisdictional support for a corridor study along Shawnee Mission Parkway including transportation, transit, trails, and land use.*
- *Support growth and development of Mission's commercial areas, including potential expansion of mixed-use developments.*

Figure 7.22 - Strategic Opportunities for Nall Avenue and Shawnee Mission Parkway

Figure 7.23 - SE Corner of Nall Avenue and Shawnee Mission Parkway

7.3 Goal 3 *(Continued)*

Goal 3 - Promote a sustainable, diverse economy.

Incentives/Assistance

Mission, like many other communities in the region, has used a variety of economic incentive tools to promote strategic development. The City should use a targeted approach to prioritize development opportunities as necessary.

Economic Development Policy

Mission should create clear, consistent, and formal economic development policies regarding financial incentives. These policies could help set clear expectations for businesses and developers.

Mission should carefully explore incentive options and detail specific criteria that provide a net benefit to the community while adhering to the community's greater vision. This could include business growth, providing an amenity or service, adding quality jobs, including environmentally-driven practices, offering affordable housing, or investing in people or skills.

Further, the City should review existing business codes and policies to identify opportunities to streamline and simplify access. Additional support could go toward minority-owned businesses to support diversity and inclusion.

3F Strategies for Mission

Use incentives and assistance programs to expand and support community priorities and values

Incentives and assistance programs can help private business owners or developers to pursue projects and improvements that benefit the greater community's interest.

- *Create clear and consistent economic development policies.*
- *Continue to fund, manage, and market existing grants and programs.*
- *Review development codes and policies to identify ways to streamline the development review process.*
- *Identify strategies that can improve local economic development prospects for minority-owned businesses to support diversity and inclusion.*

Figure 7.24 - Existing Businesses in Mission

7.4 Goal 4

Goal 4 - Promote consistent public identity at city gateways. This is an opportunity to incorporate creative entry-ways as part of renewed efforts for redevelopment.

Mission Rebranding

The City of Mission recently underwent a rebranding initiative to modernize the City's branding. The new City logo has vibrant colors and an iconic graphic linking the community together as one. This rebranding provides a positive public image of the City, demonstrating a consistent look for communication and outreach efforts. Mission's gateways and main entry points should be equally attractive and effective at setting a positive tone.

Figure 7.25 - City of Mission's Updated Logo

Gateway Identity

Mission has eleven major entry points that welcome residents and visitors into the community. These entry points are at major transportation nodes, that transition to local roads, which connect to residential neighborhoods. Figure 7.26 shows the locations of key nodes in Mission. Development and further enhancement should be encouraged around these major gateways.

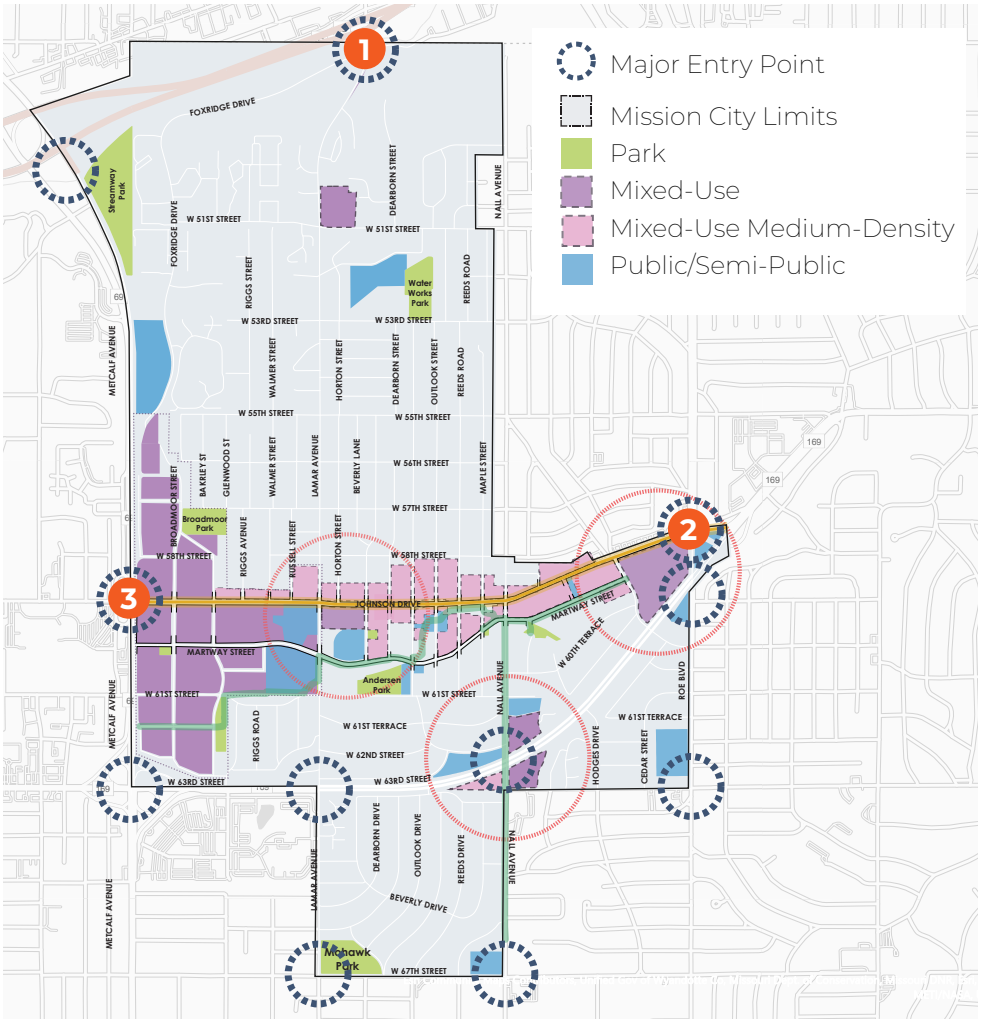


Figure 7.26 - Major Entry Points

4A Strategies for Mission

Encourage development and enhancement in and around major gateways in Mission

The eleven identified gateways serve as major entrances to the city and are desirable locations to add enhanced gateway signage and development.

- *Identify parcels that are undeveloped or available for redevelopment.*
- *Brand the gateways with iconic monuments and signage.*
- *Actively promote the gateways for development.*

7.5 Goal 5

Goal 5 - Continue to build positive redevelopment without losing the unique character of residential and commercial districts.

The Comprehensive Plan Steering Committee was tasked with identifying conditions within Mission that have developed since the previous comprehensive plan was adopted and indicate whether they thought those conditions were "positive," "average," or "poor." The results of that activity are listed below.

"Positive" Conditions

The steering committee identified the following attributes as "positive":

- Increased walkability of Johnson Drive and pedestrian signals.
- Mission Market space.
- Shared amenities with community spaces.
- Facade facelifts.

These positive conditions generally promote walkable public spaces that facilitate community gathering and can be thought of as incremental improvements to the physical and social fabric of the community.

"Average" Conditions

Community conditions identified by the steering committee as “average” include:

- Parking/traffic flow in the West Gateway District.
- Concessions made to the amount of on-street parking on Broadmoor Street.
- Outdoor spaces created due to COVID-19.
- Improvements to Johnson Drive where pedestrian challenges remain.
- Large amounts of surface parking and unused spaces behind Capitol Federal.

Figure 7.27 - Positive Conditions in Mission as Identified by the Steering Committee

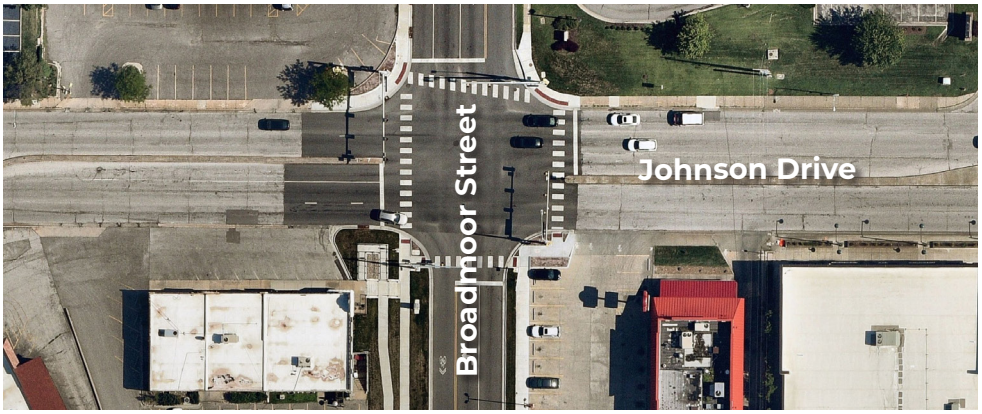


Figure 7.28 - Pedestrian Improvements Made to Johnson Drive/Broadmoor Identified as "Average Conditions" by the Steering Committee

These conditions were identified as "average" because they generally do not prioritize streetscape improvements that aim to slow down traffic and create an attractive, safe pedestrian environment.

"Average” conditions notably prioritize parking lots which could be one reason for a lower quality perception.

"Poor" Conditions

The committee identified the following conditions that create "poor" perceptions:

- High-traffic speeds prevents certain corridors from being a key location for commercial development.
- Parking lots along Johnson Drive lack interesting features and are obstacles to additional green space.
- Vacant properties.

A common trait these "poor" conditions have is their focus on cars and parking rather than the pedestrian experience.

7.5 Goal 5 *(Continued)*

Goal 5 - Continue to build positive redevelopment without losing the unique character of residential and commercial districts.

Key Takeaways

To help build upon the positive conditions that have developed in Mission, there are several key takeaways that should be taken into consideration:

- Existing and future environs should be designed to promote walkability, a sense of place, and space for community gathering.
- Gathering spaces, even if temporary, should be prioritized along with public and private investments.
- Building facades should be maintained to reflect the high-standards of the community and to ensure they remain productive contributors to Mission's economic and social output.
- Vehicles should be accommodated but in a strategic way that doesn't detract from the pedestrian experience.

5A Strategies for Mission

Seek development that enhances the unique character of Mission by building upon successful past redevelopment

Mission should continue to incorporate good design, density, and style elements that were successful in recent redevelopments.

- *Continue to encourage high-quality design and building material standards for mixed-use redevelopment or infill.*
- *Continue to extend streetscape enhancements and traffic calming features as feasible along the full extent of Johnson Drive.*
- *Incentivize high-quality signage in existing commercial, redevelopment, or infill sites.*
- *Encourage density and human-scaled developments along key corridors.*

7.6 Goal 6

Goal 6 - Build on the success of the Johnson Drive Corridor improvement project. This area with wide sidewalks, friendly neighbor interactions, and local shops creates a unique mix of charm and practicality that resonates with citizens and visitors.

Johnson Drive Corridor Improvement Project

The Johnson Drive Corridor has been improved through strategic enhancements of the streetscape and the addition of pedestrian amenities, especially in the Downtown area. The public input process revealed that many would like to see these improvements extended throughout the entire corridor where feasible.

There are several other corridors in Mission that could benefit from this type of streetscape treatment. Martway Street, Roe Blvd, Lamar Avenue and Metcalf Avenue as possible Complete Street/pedestrian/ streetscape enhancement corridors (Figure 7.30).

6A Strategies for Mission

Continue to extend the Johnson Drive Corridor improvement treatment to other corridors throughout Mission

Johnson Drive has benefited from streetscape enhancements. Mission should strategically extend this treatment to other key corridors in the community.

- *Continue to extend the Johnson Drive corridor improvements to the entire stretch of Johnson Drive as feasible.*
- *Strategically extend the Johnson Drive corridor improvement treatment to key corridors throughout Mission including Lamar Avenue, Martway Street, Metcalf Avenue, and Roe Blvd as feasible.*

Figure 7.29 - Example of Existing Streetscape Improvements

Figure 7.30 - Priority Complete Street Corridors

7.7 Goal 7

Goal 7 - Respect the character and authenticity of Downtown when redeveloping and building new or infill projects to maintain a thriving district.

Main Street Program

The Kansas Department of Commerce offers a Main Street Program which is a self-help, technical assistance program that targets revitalization and preservation of Downtown districts. The program is based on development of a comprehensive strategy that includes four key areas: organization, design, promotion, and economic vitality.

To become a Designated Kansas Main Street community, registrants must participate in a competitive, annual application process. The process includes attending an Application Workshop and attaining recommendation by the Review Team based on an evaluation of a community's capacity to achieve success. The completed application must demonstrate:

- Public and private support for the program, as well as the capability of the applicant to successfully implement the local Main Street program.
- Financial capability to employ a paid professional director, fund a local Main Street Program, and support Downtown-related projects.
- A cohesive and distinct variety of business activity in the proposed Main Street Program area.
- Interest in, and commitment to, historic preservation in the Downtown.

If selected, Mission could receive:

- Comprehensive technical assistance to spur economic development Downtown.
- Training for strategic planning, program capacity building, and organizational management.
- Individualized training for Main Street managers, boards, and other Main Street participants.
- Attendance at statewide, Main Street-specific, quarterly trainings and professional development opportunities.
- Access to design services on an as-needed basis to help Downtown property owners undertake effective rehabilitation, restoration, adaptive re-use, and infill projects, as well as the reimagining of public spaces within the district.
- Access to state and national grants (when available).

More information can be found at:
https://www.kansascommerce.gov/program/community-programs/main-street/

7A Strategies for Mission

Seek new opportunities to enhance Downtown Mission through available programs and grants

Mission should continue to seek various opportunities to enhance, support, and fund improvements in the Downtown.

- *Explore the benefits of becoming a "Designated Kansas Main Street" through the Kansas Department of Commerce.*
- *Actively seek other grant opportunities to improve Downtown Mission.*

7.8 Goal 8

Goal 8 - Use fresh and innovative signage.

Integrating Logo Colors

Mission could take advantage of the new city logo as inspiration for signage and create a signage plan for the entire Johnson Drive corridor. Mission's new logo has a strong color palette that could be used to inspire new district branding. The Downtown district may have a distinct type of signage to highlight its unique style and nature.

Below are some district signage examples.

8A Strategies for Mission

Create and design signage for Mission's three Downtown districts that represent the unique character of each area

Mission's Johnson Drive corridor would benefit from additional signage that differentiates between the three unique districts to help create an enhanced sense of place and serve as a marketing tool for the community.

- *Create three unique areas of signage and branding for the three districts along Johnson Drive or a single signage plan for the entire Johnson Drive corridor.*
- *Consider emphasizing colors from the new Mission logo within the new Downtown District signage.*

Figure 7.31 - Examples of Gateway Signage

7.9 Goal 9

Goal 9 - Encourage property owners to refresh building facades and outdated store fronts, through the use of city grants or special programs.

Facade Improvement Programs

Facade improvement programs incentivize private investment in high-quality improvements to upgrade the appearance of buildings and properties. These programs typically focus on the exterior of the building.

Mission currently has a Business Improvement Grant (BIG) program that supports local businesses through funding for exterior building repairs or improvements and qualified energy efficiency upgrades. Successful applicants are reimbursed at 50% of approved costs, with the City's share not to exceed $10,000 per project annually, or $2,000 for a sign replacement project.

Table 7.3 indicates money spent through the BIG program and the amount leveraged since 2004.

	Totals
City Grant Amount	$485,426.40
Property Owner Investment	$995,424.01
Total Investment	**$1,480,850.41**

Table 7.3 - BIG Program Overview

Qualifying exterior improvements include:

- Building Repairs
- Building improvements
- Sidewalk and Streetscapes
- Signs ($2,000 maximum)

Qualifying energy efficiency improvements include:

- Interior/Exterior Lighting Systems
- Building Mechanical Systems
- Hot Water Systems
- Building Envelope
- Electric Vehicle Charging Stations

Mission should continue to fund and support the B.I.G. program as a means to encourage property owners to make facade improvements. The City should work to ensure all commercial property owners, especially along Johnson Drive, are aware of the program.

Design Idea Book

One roadblock to a business taking advantage of the B.I.G. program might be inability to create a vision for the updates. It would be useful for the City to create and maintain a design idea book for facade improvements to help inspire business owners along Johnson Drive to participate.

Gaining Excitement

One successful improvement project can often spur more activity if business owners can see the impact. To get local business owners excited, Mission could turn the process into a competition. Business owners could submit plans or ideas for how their improvement could benefit the entire corridor and the winner could receive an additional benefit.

Expanded Programming

While the B.I.G. program does provide incentives for facade improvements, the program does not include interior improvements nor does it reference sustainability improvements, which are an important community priority.

One opportunity to improve the B.I.G. program would be to expand the program to include interior improvements that enhance the sustainability of existing sites, such as energy efficiency windows or HVAC. Another option would be to create a separate assistance program focused solely on interior energy efficiency improvements.

9A Strategies for Mission

Support Mission businesses that want to improve building facades and enhance the property's sustainability

Mission should continue to support and incentivize facade improvements as well as sustainability investments for commercial buildings along Johnson Drive.

- *Continue to fund and promote the Mission Business Improvement Grant (B.I.G. Program).*
- *Create a design idea or guideline book to help inspire business owners to take advantage of the facade improvement program.*
- *Identify a strategy to spur excitement about participating in the B.I.G. program.*
- *Expand the B.I.G. program or create a new program to incentivize interior/exterior improvements that support sustainability initiatives.*

7.9 Goal 9 *(Continued)*

Goal 9 - Encourage property owners to refresh building facades and outdated store fronts, through the use of city grants or special programs.

Facade/Property Improvements

The images in Figure 7.32 are examples of successful renovations in Mission as a result of the B.I.G Program. Improvements included:

- Facade painting
- Repaved parking lots
- New signage
- Window Replacement
- Facade upgrades

Code Enforcement

Another issue associated with building facades and storefronts are code violations. Code enforcement of commercial properties is a challenge for communities. It often requires significant staff time to respond to complaints, investigate, and issue formal violation notices or citations. The City of Mission takes an active approach to code enforcement but should continue to review their process for code enforcement to ensure efficiency and safety throughout the commercial areas of Mission.

Figure 7.32 - Facade Improvements in Mission

7.10 Goal 10

Goal 10 - Incorporate new technologies for city-wide broadband access and Smart City strategies to provide easy access to information for residents, commercial properties, visitors, and stakeholders.

Broadband Connectivity Today

Currently, Mission is one of only twelve cities in Kansas that has 100% broadband coverage and fiber access. According to *Broadband Now*, Mission is the 6th most connected city in Kansas ahead of Prairie Village and Shawnee, but behind Lenexa, Leawood, and Overland Park.

Residential fiber service is available to 100% of people living in Mission. There are 21 internet providers in Mission with 9 of those offering residential service and 17 companies offering business internet services. *Broadband Now* estimates only 0.1% of consumers in Mission (approximately 26 people) have access to 1 or fewer internet providers.

21 internet providers in Mission

9 provide residential internet services

17 provide business internet services

$58.93 Average Plan Price

2,000 Mbps Fastest Speed Available

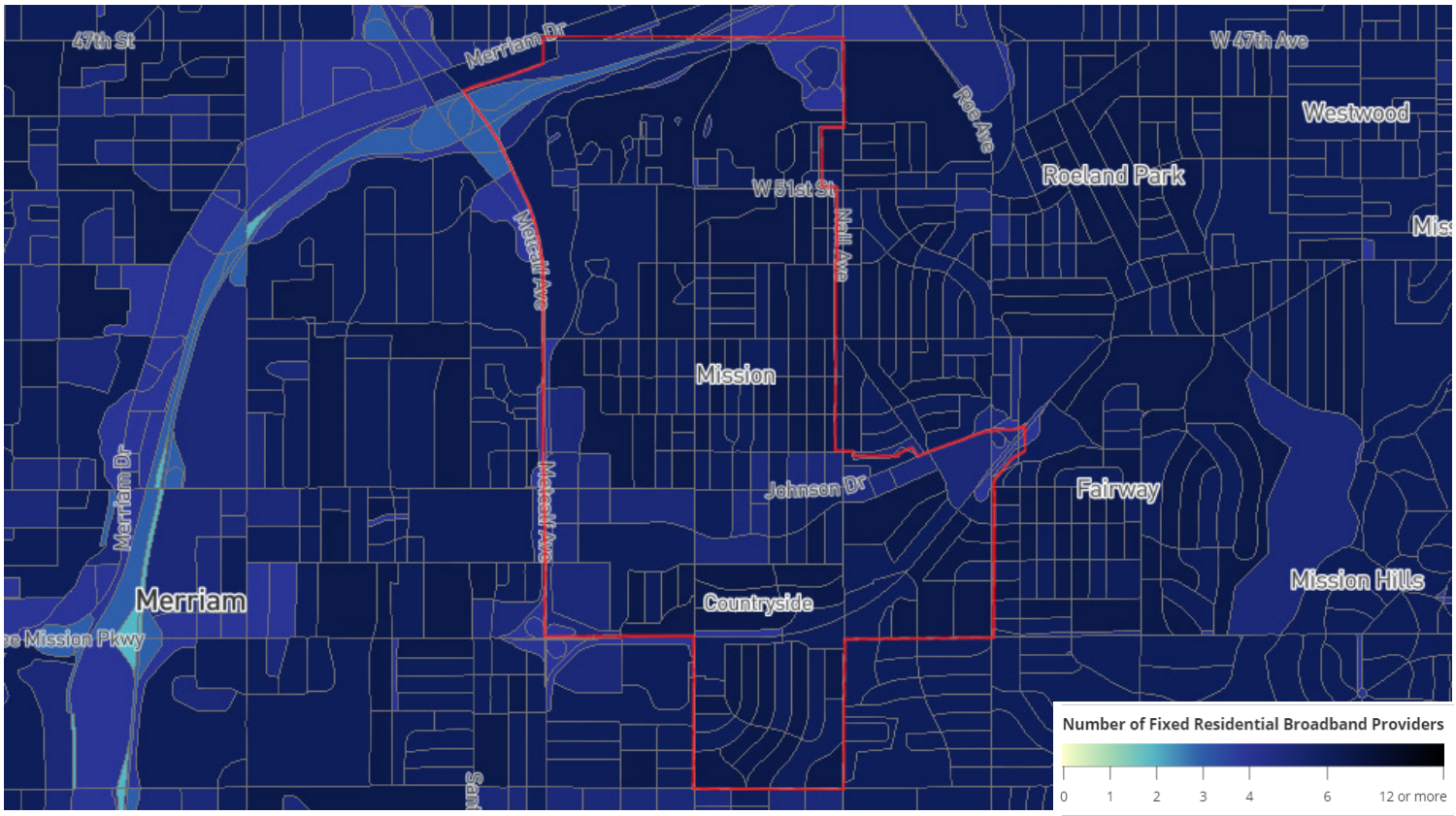


Figure 7.33 - Number of Fixed Residential Broadband Providers

7.10 Goal 10 *(Continued)*

Goal 10 - Incorporate new technologies for city-wide broadband access and Smart City strategies to provide easy access to information for residents, commercial properties, visitors, and stakeholders.

Internet Speeds in Mission

Table 7.4 shows the download speeds and availability of different internet providers in Mission. The table shows that many providers with wide availability in Mission have high download speeds of between 1 second and 8 seconds per 1 GB. However, the average download speed in Mission is 65.67 Mbps. This is 48.4% slower than the average in Kansas and 56.6% slower than the national average. It appears as if the presence of four significantly slower internet providers (HughesNet, Wisper Internet, Packet Layer and Viasat) contribute to this lower average speed. The fastest speeds for these providers and their coverage within the city is shown in Table 7.5

These slower internet speed providers also seem to provide a lower priced internet option for residents. For example, the listed price per month for Consolidated Communications is between $15 - $35 per month whereas Google Fiber is $70 monthly. Slower internet speeds therefore appear to be a matter of choice and cost rather than an availability issue.

Mission, as part of the greater Kansas City metro area, is fortunate to have received early access to Google Fiber. In 2012, Google announced Kansas City would be the metro area selected for expansion of its fiber optic internet expansion. Mission received expansion of Google Fiber capabilities in 2016. Since then, 99.9% of the community has Google Fiber available to them at their location. This is a significant perk seen only in a few select areas of the country.

Location	Average Download Speed
Mission	56.26 Mbps
Kansas	92.9 Mbps
United States	135 Mbps

Table 7.4 - Average Download Speeds by Area

Internet Provider	Fastest Download Speeds	Coverage in Mission
HughesNet	25 Mbps	100%
Wisper Internet	25 Mbps	100%
Packet Layer	100 Mbps	100%
Viasat	100 Mbps	100%

Table 7.6 - Internet Providers with Slowest Speeds in Mission

Provider	Speed	Type	Time to Download 1GB	Availability
Google Fiber	2,000 Mbps	Fiber	4s	99.9%
Consolidated Communications	1,000 Mbps	Fiber	8s	49.5%
ATandT Internet	949 Mbps	IPBB and Fiber	8s	99.3%
Spectrum	1,000 Mbps	Cable	8s	100.0%
EarthLink	1,000 Mbps	DSL and Fiber	8s	99.3%
Viasat Internet	1,000 Mbps	Satelite	1m 21s	100.0%
Consolidated Communications	100 Mbps	Cable	1m 21s	6.2%
HughesNet	25 Mbps	Satelite	5m 27s	100.0%

Table 7.5 - Summary of Fastest Internet Providers in Mission

7.10 Goal 10 *(Continued)*

Goal 10 - Incorporate new technologies for city-wide broadband access and Smart City strategies to provide easy access to information for residents, commercial properties, visitors, and stakeholders.

Fiber Friendly Community

Broadband Now has recognized Mission as a Fiber Friendly Certified City. This designation can be claimed by Mission because 90% or more of residents have access to at least one fiber broadband provider based on the FCC's Form 477 deployment data.

Mission should continue to market its availability of high-speed broadband access, including Google Fiber, among others. A first step could be for Mission to claim and promote its status as a Fiber Friendly Community. While mainly symbolic, it lets current and future residents and business owners know Mission is ready for the digital future.

Marketing Broadband Access

While Mission has excellent broadband coverage and availability, it lags in terms of average download speeds. The low average speed seems to stem from three lower-speed providers in the area. Mission internet users with lower speeds may be choosing to use the suboptimal speed because of their limited need for high-speed internet, the cost of higher speeds, or a lack of awareness of an alternative. While the City is limited in what it can do to impact need or cost, it can help raise awareness.

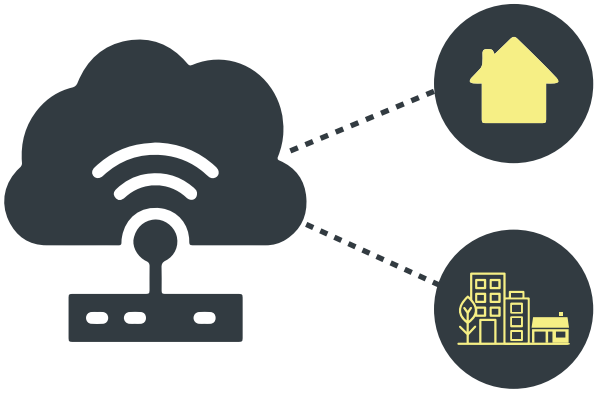
Access to high-quality internet services is important to remain competitive as a community, allow residents the option to more easily work from home, and to help improve workflow for business owners. Mission should continue to actively market the availability of high-speed internet for residents and business owners. Additionally, Mission should consider adding public WiFi in more parks and public spaces to enhance connectivity options.

10A Strategies for Mission

Promote awareness of Mission's high-speed broadband connectivity capabilities

Despite access to very high-speed internet, Mission lags behind in average download speeds. Marketing and expanding use of high-speed internet can help promote awareness and expansion of broadband usage.

- *Claim and promote Mission's status as a Fiber Friendly Community.*
- *Continue to promote the widespread availability of very high-speed broadband internet in the community to residents and business owners.*
- *Add public WiFi to Mission parks and public spaces.*



7.10 Goal 10 *(Continued)*

Goal 10 - Incorporate new technologies for city-wide broadband access and Smart City strategies to provide easy access to information for residents, commercial properties, visitors, and stakeholders.

Smart City Initiatives

Smart City Initiatives are actions and policies that use advanced technology and data to enhance the quality of life in a community through improved management, services, and resources.

According to Spectrum Smart Cities, Smart City initiatives can include all of the following:

- Smart traffic management designed to reduce commute times and alleviate congestion.
- Smart parking programs that identify open spaces on a mobile phone app.
- Smart City street lighting that conserves energy by dimming when lights are not needed.
- Smart building technology that reduces energy consumption through closer monitoring of HVAC and lighting systems.
- Smart grid and smart water management programs that deliver energy more effectively and cost-efficiently.
- Smart waste management technology that lets sanitation crews know when bins need to be emptied.
- Visual surveillance that helps law enforcement identify and apprehend criminals.
- Wearable police cameras that improve transparency.
- Monitoring of critical infrastructure, climate, and real-time conditions throughout the city to improve public safety, to flag potential issues, and to support first responders.

Some Smart City initiatives make more sense for Mission to pursue as a smaller city within a larger metro area. Others require more regional approaches to become financially viable.

Efforts such as responsive city street lighting and energy conscious HVAC and interior lighting are feasible for a smaller community to implement. Policies regarding visual surveillance and police transparency are also measures the City can and has undertaken.

A comprehensive review of Smart City policies and initiatives should be conducted. This could be included in updates to the Sustainability and Climate Action Plan as recommended in the Natural Features and Environment section.

10B Strategies for Mission

Promote Smart City initiatives in Mission and actively pursue regional partnerships

Through the integration of technology and data, Mission should seek to enhance quality of life, improve efficiency of services and programs, and make Mission a more sustainable community.

- *Evaluate Smart City initiatives for Mission to pursue.*
- *Seek opportunities to work with regional partners on Smart City initiatives.*
- *Utilize Smart City initiatives to track use of parks, trails, and sidewalks to identify areas for prioritization and improvement.*

8.0 Housing and Neighborhoods

8.1 Existing Conditions

Existing Land Use in Mission

Figure 8.3 shows the existing land uses in Mission. The land use categories were derived from the use or occupancy by parcel. Of the existing land uses in Mission today, the most dominant category is Low-Density Residential, accounting for just over half of the community (50.2%). In terms of residential land uses, Medium-Density Residential accounts for 3.7% of the total land uses, while High-Density Residential is 11.0%. Residential land uses in Mission comprise a total 64.9% of the community.

Figure 8.1 - Low- and High-Density Land Uses

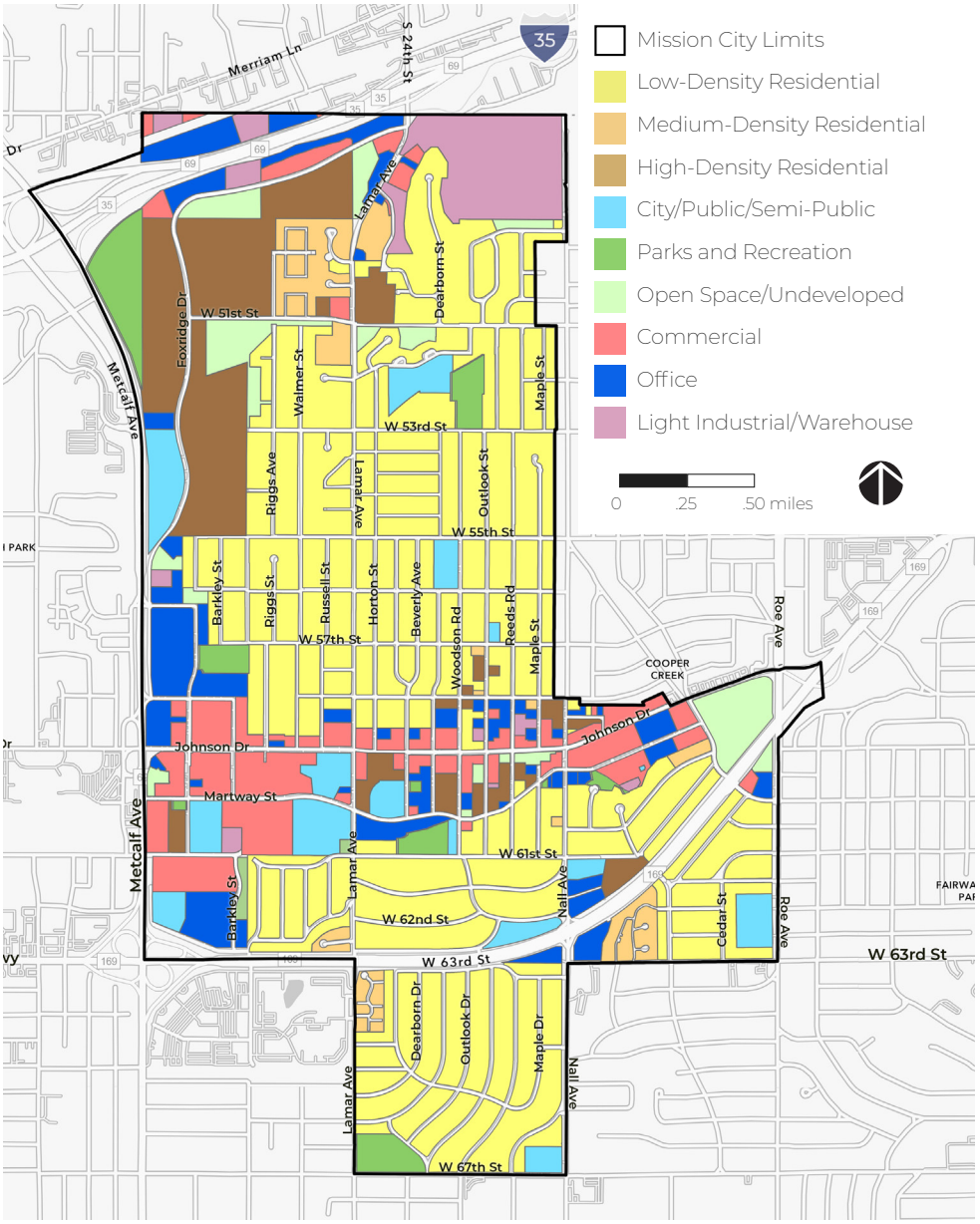


Figure 8.3 - Existing Land Use Map

Figure 8.2 - Commercial Land Use along Johnson Drive

Figure 8.4 - Park Land Use

8.1 Existing Conditions *(Continued)*

Current Housing Stock

As previously stated, Low-Density Residential is the most dominant land use category in Mission. Residential land uses contribute to nearly 65% of all land use categories. Figures 8.7 and 8.8 illustrate the presence and location of Low-Density Residential and Medium- and High-Density land uses, respectively.

Figure 8.5 - Low-Density Residential Land Use

Figure 8.6 - Medium-Density Residential Land Use

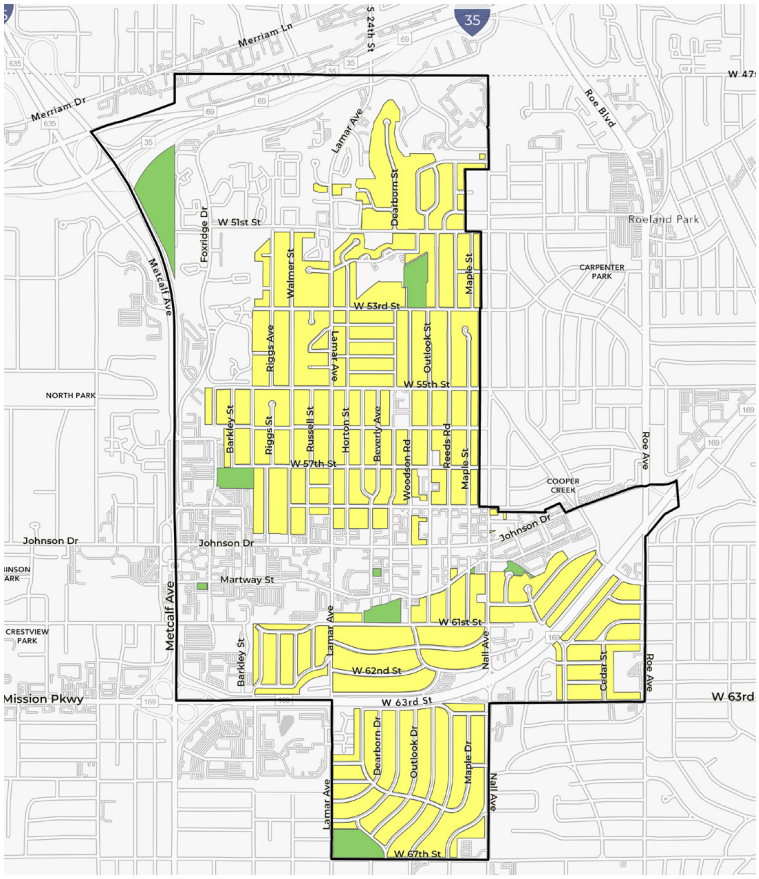


Figure 8.7 - Areas of Low-Density Residential

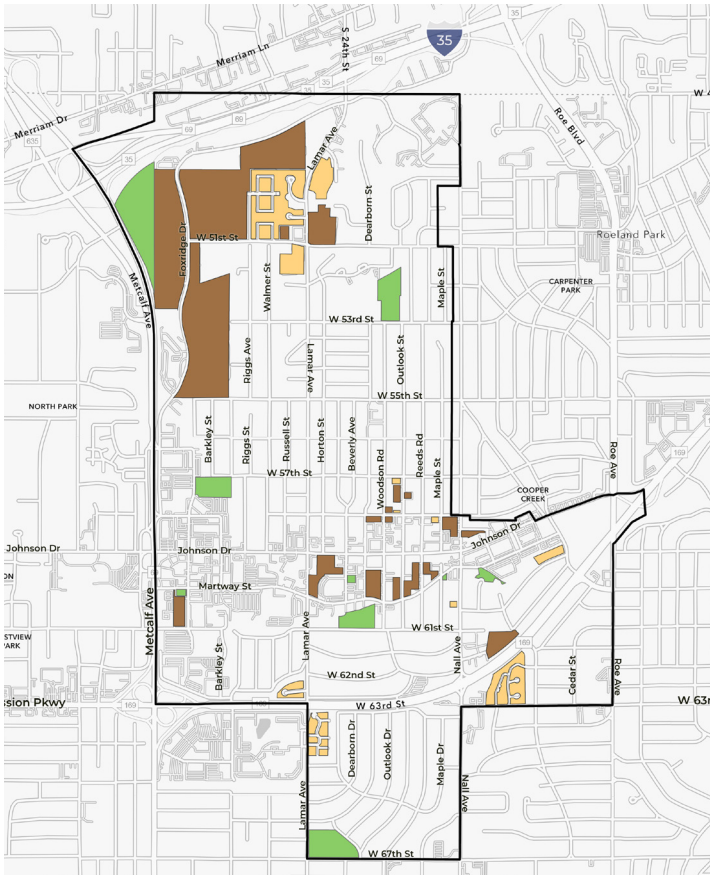


Figure 8.8 - Areas of Medium- and High-Density Residential

- Mission City Limits
- Low-Density Residential
- Parks and Recreation

0 .25 .50 miles

- Mission City Limits
- Medium-Density Residential
- High-Density Residential
- Parks and Recreation

0 .25 .50 miles

8.1 Existing Conditions *(Continued)*

Age of Housing in Mission

Figure 8.9 illustrates the age of the single-family housing stock in Mission. The low-density designation includes detached single-family homes and bi-attached single-family homes. 1948 to 1968 experienced the most construction, followed by a smaller peak in development from 1969 to 1995. These trends are also highlighted in the Existing Conditions report, located in the Appendix.

Due to the land-locked nature of the city, there has been relatively little new construction of single-family homes since the mid-1990s. This lack of new construction coupled with the demand for new single-family housing and new, upscale multi-family developments means that it is imperative to promote effective development and redevelopment strategies for single-family and multi-family housing.

The following sections outline goals and strategies that address the challenges in Mission today and prepare the community for the future.

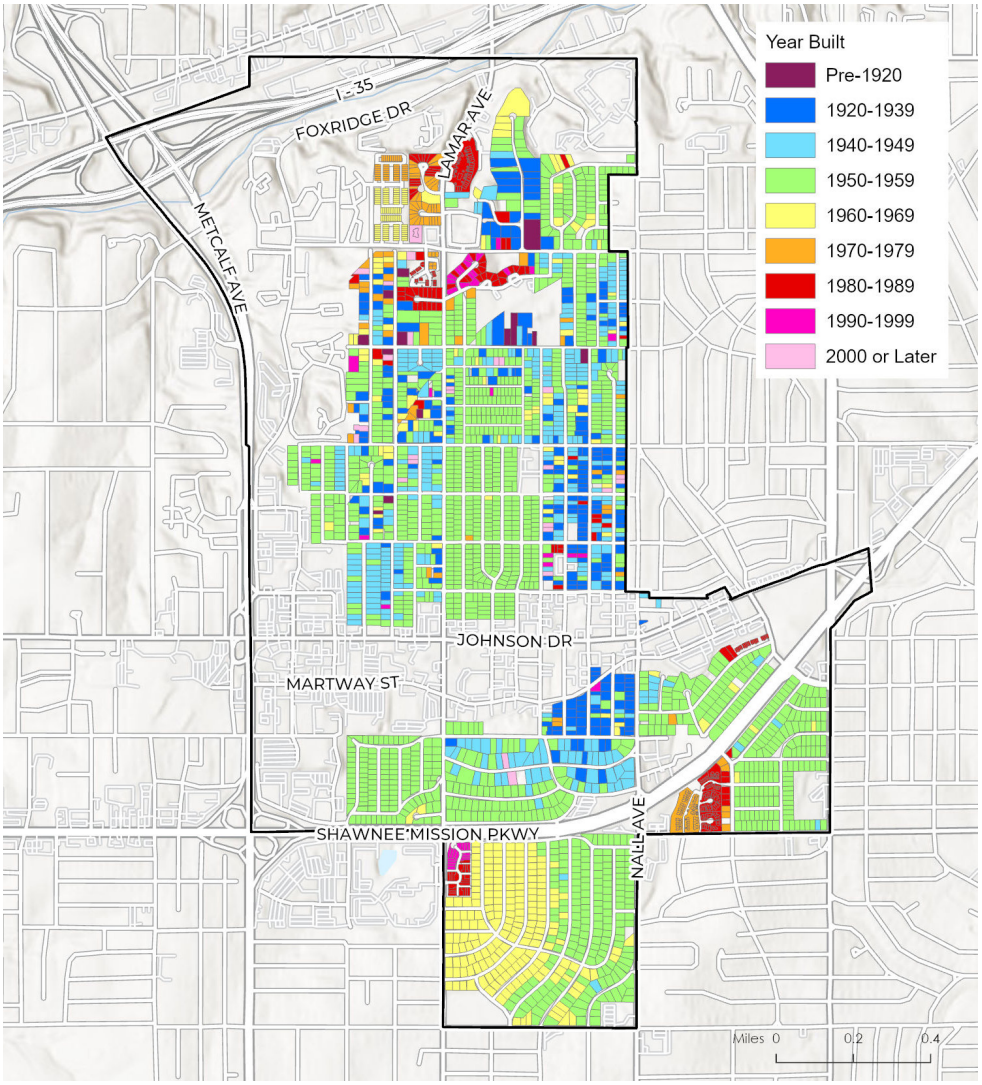


Figure 8.9 - Single-Family Housing - Year Built

Source: City of Mission, 2020

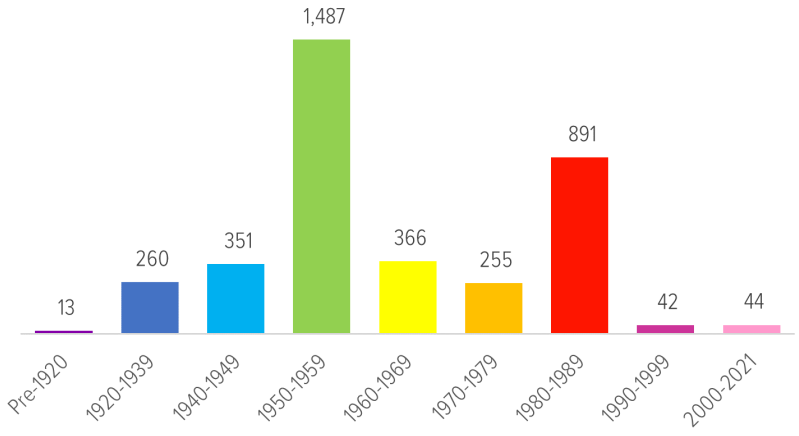


Figure 8.10 - Year of Housing Construction

Source: City of Mission, 2020

8.2 Goal 1

Goal 1 - Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.

Infill Development

Infill development is a vital strategy to accomplish this goal because of its efficient use of land resources. This method of development identifies vacant or dilapidated parcels and leverages existing infrastructure for new housing developments.

Establishing new infrastructure is often very expensive. Therefore, utilizing existing infrastructure is a method for cost-efficient development and reduces the stress on the overall system by maintaining existing structures.

Infill development can also positively impact the viability of the neighborhood. Often times, on-going maintenance of vacant or dilapidated parcels can become a nuisance for the City. Redeveloping the site and placing maintenance back into the hands of homeowners or renters, reduces the burden on the City and introduces new households into the neighborhood.

Figure 8.11 - Examples of Infill Redevelopment

1A Strategies for Mission

Allow for creative infill housing development

Infill development leverages existing infrastructure and is an efficient use of land resources and should be encouraged in neighborhoods as a form of redevelopment.

- *Identify vacant or dilapidated parcels for infill redevelopment.*
- *Establish a residential design standard to maintain the character and quality of life in neighborhoods.*
- *Leverage existing market demand for single-family and multi-family residential housing through redevelopment.*

8.2 Goal 1 *(Continued)*

Goal 1 - Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.

Opportunities for new residential developments are limited, as Mission has limited available land.

In addition to the proposed High-Density Residential land, there are other opportunities to increase density. Leveraging future and existing land uses, areas within both the Mixed-Use Medium-Density and Mixed-Use High-Density provide opportunities to establish denser developments and pair residential and commercial uses.

Both of these districts seek to provide increased density that promotes walkable neighborhoods for residents. The existing mid-rise and high-rise structures provide the framework for new developments that will fit with the surrounding context.

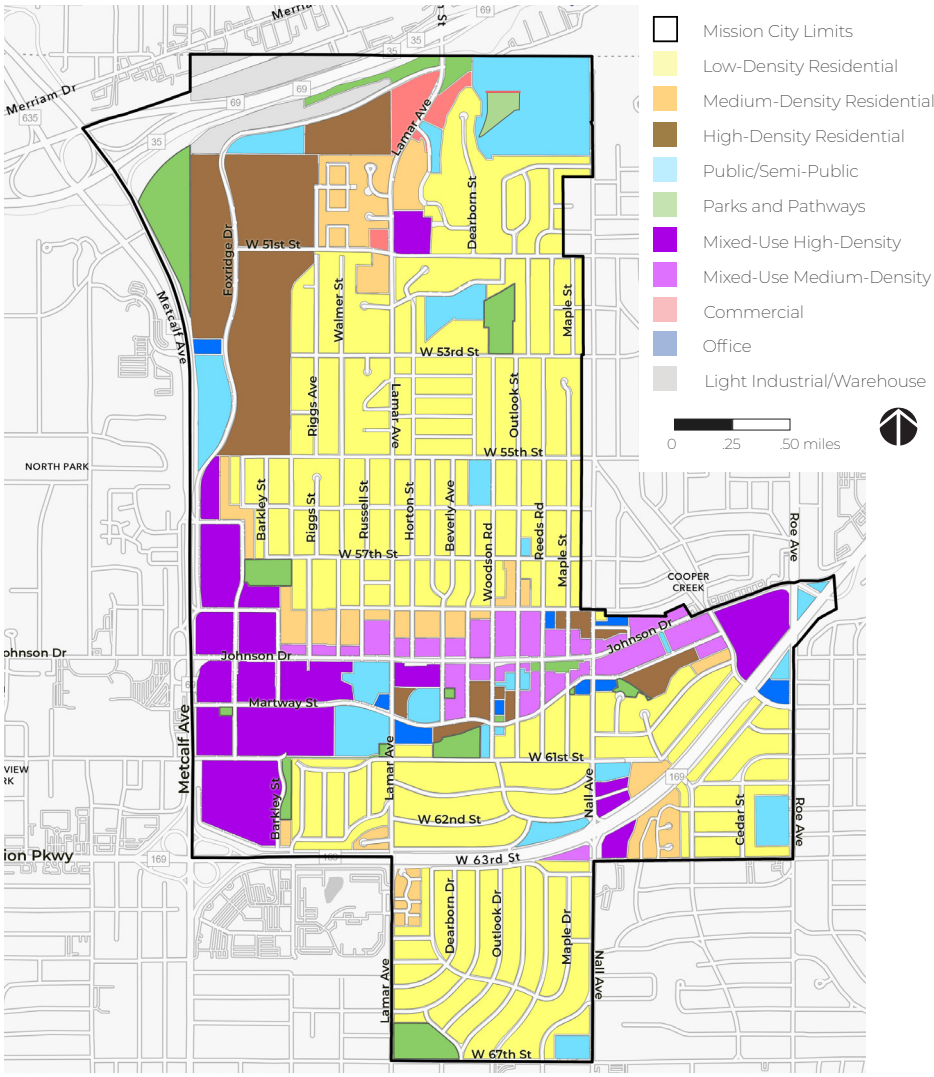


Figure 8.12 - High-Density, Medium-Density Residential, and Mixed-Use Districts in the Future Land Use Map

Figure 8.13 - Precedent Redevelopments

8.2 Goal 1 *(Continued)*

Goal 1 - Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.

Large Scale Multi-Family Mixed-Use

Multi-family mixed-use developments are typically dense, large structures that offer a variety of residential unit types and commercial space opportunities. Due to the larger scale of this type of development, there should be a strategy to encourage development of this scale near similarly dense developments to retain the character of low-density neighborhoods in other parts of the city. However, this type of development can be smaller in scale and serve as a strategic transitional development between more-dense developments along major arterial corridors and the adjacent low-density neighborhoods.

The Future Land Use Map shows mixed-use (MU) along Johnson Drive, Martway Street, North Lamar Avenue, and West 63rd Street. Variations in densities and floor area ratios (FAR) create a diverse urban fabric with an even greater variety of uses.

Figure 8.14 - "The Locale" Multi-Family Mixed-Use on Johnson Drive

Figure 8.15 - Example of a Multi-Family Mixed-Use Development

1B Strategies for Mission

Create multi-family developments in mixed-use zones

Mixed-Use developments allow for a variety of densities and uses and should be leveraged for multi-family residential applications.

- *Utilize the Future Land Use Map to identify parcels for multi-family mixed-use developments.*
- *Consider densities and floor area ratios (FAR) that provide a variety of uses and opportunities within the redevelopment corridors.*
- *Incorporate and encourage multi-family residential in new mixed-use developments when possible.*

8.2 Goal 1 *(Continued)*

Goal 1 - Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.

Form Based Code

The City of Mission adopted a Form Based Code District bordered by Metcalf Ave on the west, Lamar Ave on the east, 55th St to the north, and 63rd St to the south, encompassing approximately 130-acres in western Mission. The Code was updated in 2014 and is still applied today.

Form Based Code differs from conventional zoning practices in the way in which it regulates the form rather than the use. The Form Based Code is intended to produce high-quality built environments. This is accomplished by defining building facades, form and massing, and scale and types of streets and blocks. This differs from conventional zoning practices because it focuses on controlling more of the experience and aesthetic of the environment, rather than the land uses that are present.

While the regulation of uses cannot be controlled within the Form Based Code District, coordination between the City and developers can open the door for discussions on residential uses. By incorporating residential uses within Form Based Code District developments, the sense of place and community is strengthened through the balance created between the residential and commercial land uses.

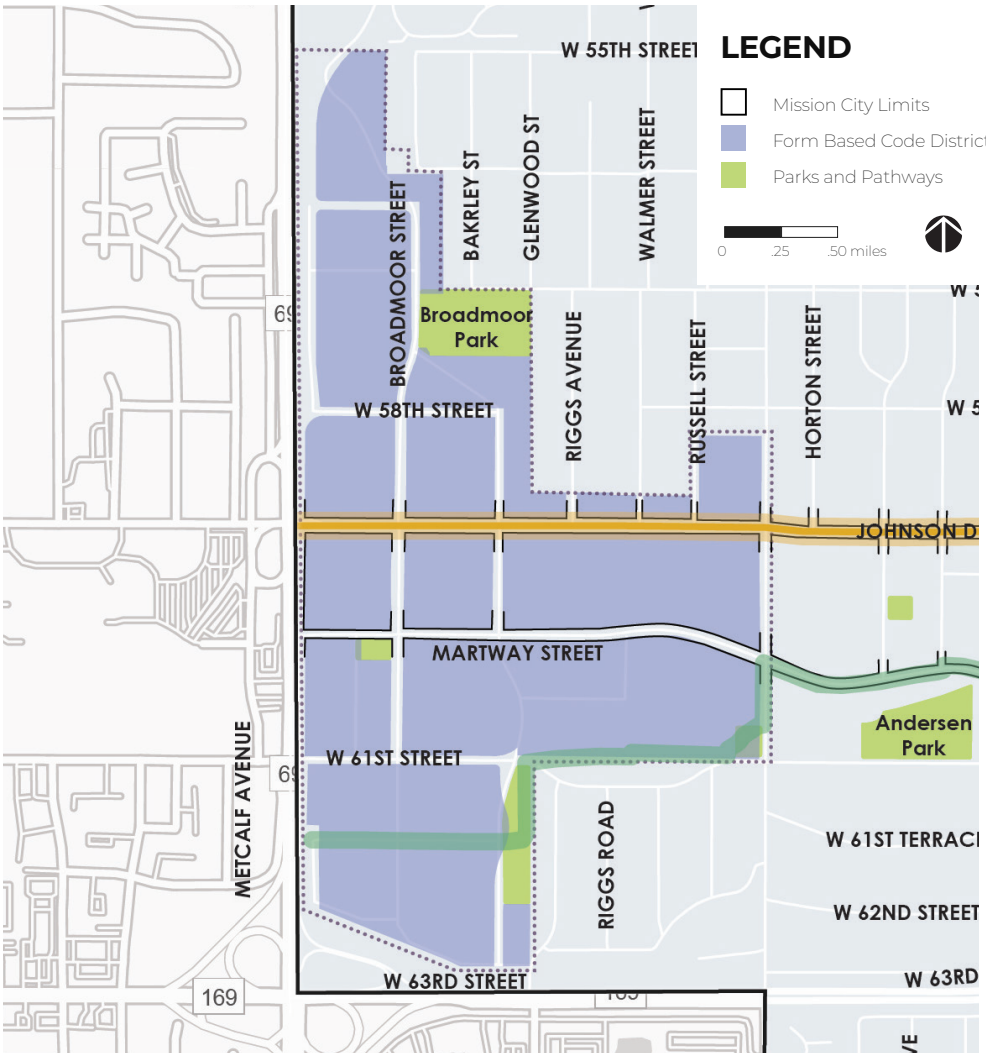


Figure 8.16 - Form Based Code District

1C Strategies for Mission

Examine the existing Form Based Code District for new developments and redevelopments

The Form Based Code provides the opportunity to create a high-quality neighborhood and built environment for new residential developments and should be applied appropriately.

- *Locate areas within the Form Based Code District that could include residential uses.*
- *Coordinate with developers to encourage residential uses within the district.*

8.3 Goal 2 *(Continued)*

Goal 2 - Encourage residential revitalization as the housing stock in Mission continues to age and market demands change.

First Coalition Suburbs Idea Book

In the Kansas City region, a First Suburbs Coalition Idea Book provides insight into renovations and designs for older World War II housing stock.

Mission's housing stock was primarily constructed after World War II. Specific to the Kansas City Metropolitan area, the Mid-American Regional Council and First Suburbs Coalition hired Piper-Wind Architects to create a 40-page guide with illustrations and elements that can be renovated or added in homes built during the post-war decades.

The book introduces various types of post-WWII homes with visual representation of each style. Detailed information is provided on:

- Massing, proportion, and scale
- Windows and doors
- Exterior appearance
- Two-car garages
- Remodel scenarios
- Tips for remodeling
- Project financing
- Universal Design

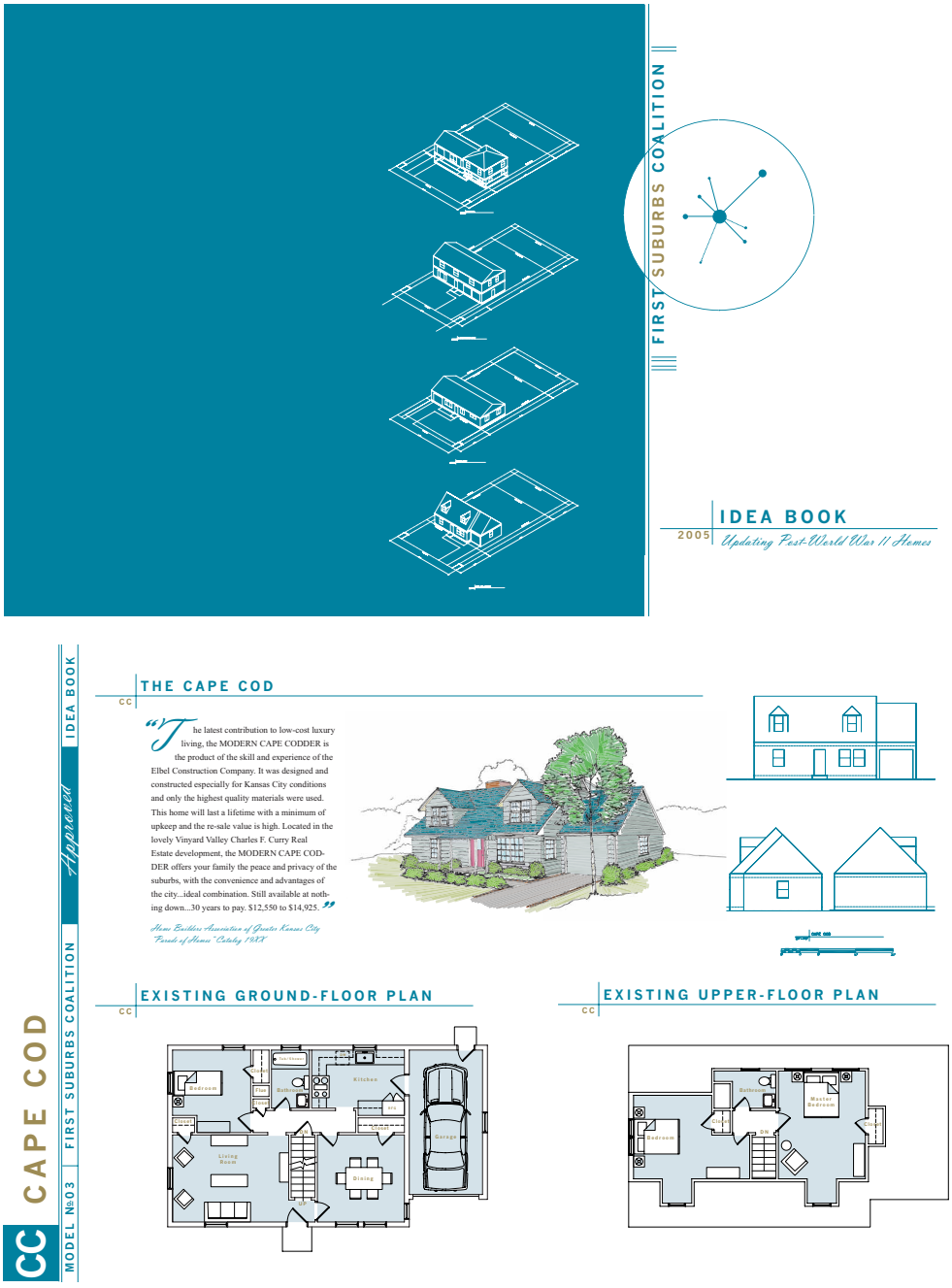


Figure 8.17 - Samples from the First Coalition Suburbs Idea Book Publication

8.3 Goal 2 *(Continued)*

Goal 2 - Encourage residential revitalization as the housing stock in Mission continues to age and market demands change.

Universal Design Standards

According to The United States Access Board, Universal Design (UD) is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. In terms of residential development, Universal Design relates to the design of entrances, doorways, corridors, and other smaller details of home construction to ensure the home is accessible to everybody today and in the future. Universal Design adheres to seven principles (Figure 8.19) and are intended to create environments where all users of all abilities have equitable opportunities.

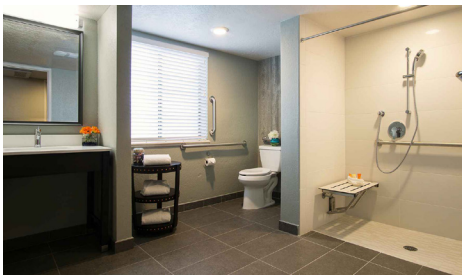
Universal	Accessible
Step-Free Entrance	
Graded entry	Ramps
	Vertical platform lifts
Circulation	
Widened doors (including pocket doors or barn doors)	Stair lifts
Widened hallways	
Elevator	
Bathroom	
Located on main level	Grab bars
Curbless shower	Knee space at sink
Maneuvering room	
Handholds	
Kitchen	
Located on main level	Lowered counters
Maneuvering room	Knee space at sink and as worksurface
Stovetops	
Front control ranges	
Lowered microwaves	Lowered storage
Drawer base cabinets	
Multiple work surface heights	
Bedroom	
Located on main level	Bed bar to assist getting into and out of bed
Laundry	
Located on main level	Reacher to get clothes out of washer or dryer
Front-control/front-loading washer and dryer	

Figure 8.18 - Examples of Universal and Accessible Design Features

Universal Design Standards

- **Principle 1:** *Equitable Use*
  The design is useful and marketable to people with diverse abilities.
- **Principle 2:** *Flexibility in Use*
  The design accommodates a wide range of individual preferences and abilities.
- **Principle 3:** *Simple and Intuitive Use*
  Use of the design is easy to understand, regardless of the user's experience.
- **Principle 4:** *Perceptible Information*
  The design communicates necessary information effectively to the user.
- **Principle 5:** *Tolerance of Error*
  The design minimizes hazards and the adverse consequences of unintended actions.
- **Principle 6:** *Low Physical Effort*
  The design can be used efficiently and comfortable and with minimum fatigue.
- **Principle 7:** *Sized for Approach/Use*
  Appropriate size and space is provided to approach, reach, manipulate and use.

Figure 8.19 - Universal Design Standards



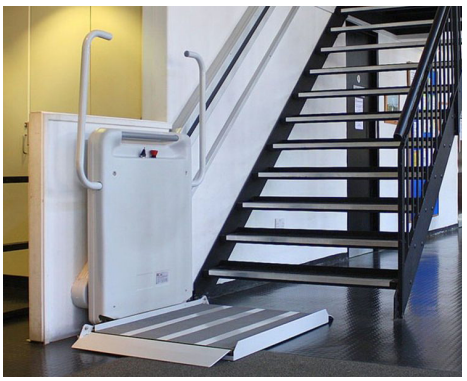


Figure 8.20 - Universal Design Standards Applied in Residences

2A Strategies for Mission

Implement Universal Design features in residences

Homes in Mission should be adaptable and accessible to all residents, regardless of physical abilities, and should be designed accordingly.

- *Provide resources to educate residents and developers about accessibility challenges in homes and how to make the appropriate modifications to improve accessibility.*
- *Consider the status of existing city infrastructure and overall accessibility according to Universal Design standards.*
- *Recommend Universal Design features in new residential developments.*

8.3 Goal 2 *(Continued)*

Goal 2 - Encourage residential revitalization as the housing stock in Mission continues to age and market demands change.

Grants and Assistance Programs

The City of Mission offers a number of funding opportunities and programs for residents with the intent to keep neighborhoods healthy and maintain a high-quality of life.

Mission Possible

The Mission Possible program assists Mission homeowners with the removal of physical barriers, dilapidated structures, qualifying minor home repairs, house painting, and tree trimming. Funds are awarded based on the applicant's income, eligibility to receive Medicare/Social Security disability benefits, involvement in code case resolution and other factors. There is an application available on the City's website.

Source: City of Mission, Grants and Assistance Programs Webpage

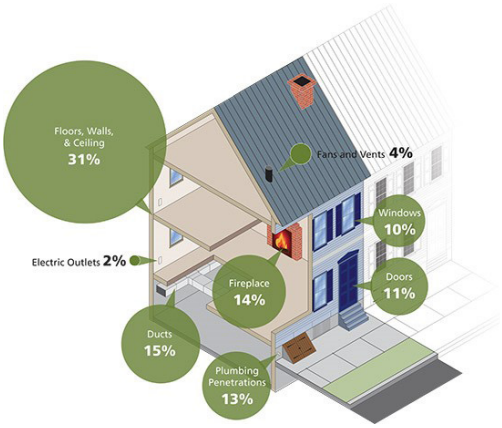


Figure 8.21 - Weatherization and Energy Efficiency in Homes

Kansas Housing Resource Corporation

The Kansas Housing Resource Corporation (KHRC) is a self-supporting, nonprofit corporation that provides assistance to homeowners and renters across the state of Kansas. One of the programs KHRC offers is the Weatherization Assistance Program. Older homes are often inefficient and lose energy and heat through single-pane windows, drafts and leaks, poorly sealed doors and windows, lack of quality insulation, and outdated lighting fixtures. Improving energy efficiency of the entire home improves and modernizes the structure and creates a healthier and safer home. Applications for this program can be found on the KHRC website.

2B Strategies for Mission

Promote grant and assistance programs available for housing revitalization at the local, county, and state levels

There are numerous grant and assistance programs that could reduce the cost burden of construction and updating homes.

- *Expand marketing of available programs to the public.*
- *Coordinate with local neighborhood groups to inform about opportunities.*
- *Expand existing programs to further encourage residential revitalization.*

8.4 Goal 3

Goal 3 - Reduce impact on residential properties through effective transitional land uses policies and development standards.

Land Use Buffers

In land use planning, it is best practice to encourage transitional development between high-density mixed use and low-density residential. Housing types such as townhomes or rowhouses can serve as a "stair-step" in densities and structure heights while also providing additional residential offerings within the community. Changes in policy and zoning, such as defining transition zones or corridors, establishing standards for buffer distances and gradual density shifts, can help manage this strategy. By doing this, neighborhood identities are fortified and higher property values are sustained. Additionally, the gradual shift in the built environment increases the understanding of behavioral expectations and can serve as a method of traffic calming in neighborhoods due to the variations of street typologies and setbacks associated with housing typologies.

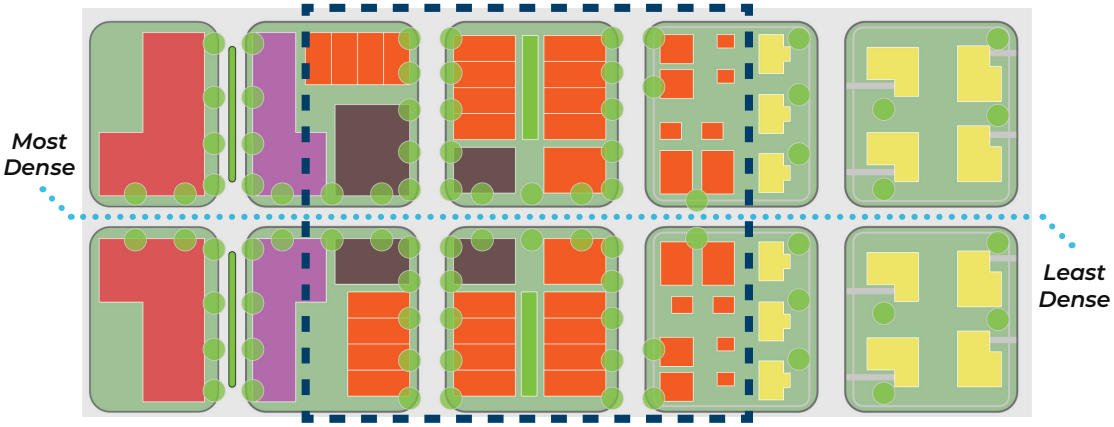


Figure 8.22 - Transitional Development Strategy

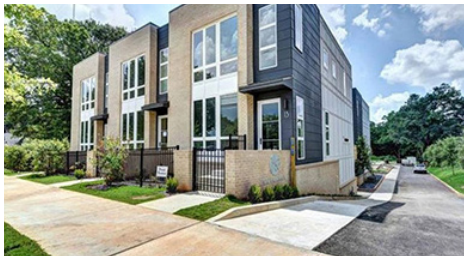


Figure 8.23 - Examples of Transitional Residential Development

3A Strategies for Mission

Utilize buffers for gradual density shifts in neighborhoods

Buffers can be proposed for newer developments and redevelopment to retain the existing character and provide smoother transitions in uses and housing typologies.

- *Define transition zones and/or corridors for dense, commercial spaces to large-lot single-family neighborhoods.*
- *Establish standards for buffer distances and gradual density shifts.*
- *Create a guide that can be utilized by developers to demonstrate what variety of typologies fall under the buffer category.*
- *Within existing Low Density Residential areas, require that redevelopment at higher densities only occur when an entire block is assembled for redevelopment.*

8.4 Goal 3 *(Continued)*

Goal 3 - Reduce impact on residential properties through effective transitional land uses policies and development standards.

Redeveloping Patterns

In the Future Land Use Map, intentional transition zones are suggested, extending from the primary commercial nodes into low-density residential areas. These transitional spaces include uses for medium-density residential and mixed-use structures that gradually decrease the densities of structures in the area. The gradual decrease establishes a cohesive built environment, aimed at protecting property values, housing conditions, and occupancy.

These Mixed-Use High-Density, Mixed-Use Medium-Density, and Medium-Density Residential zoned areas are more likely to be the parcels that will be redeveloped in Mission. It is important to take note of this potential trend and ensure the transitions in densities occur in a manner which ensures the stability of existing residential neighborhoods.

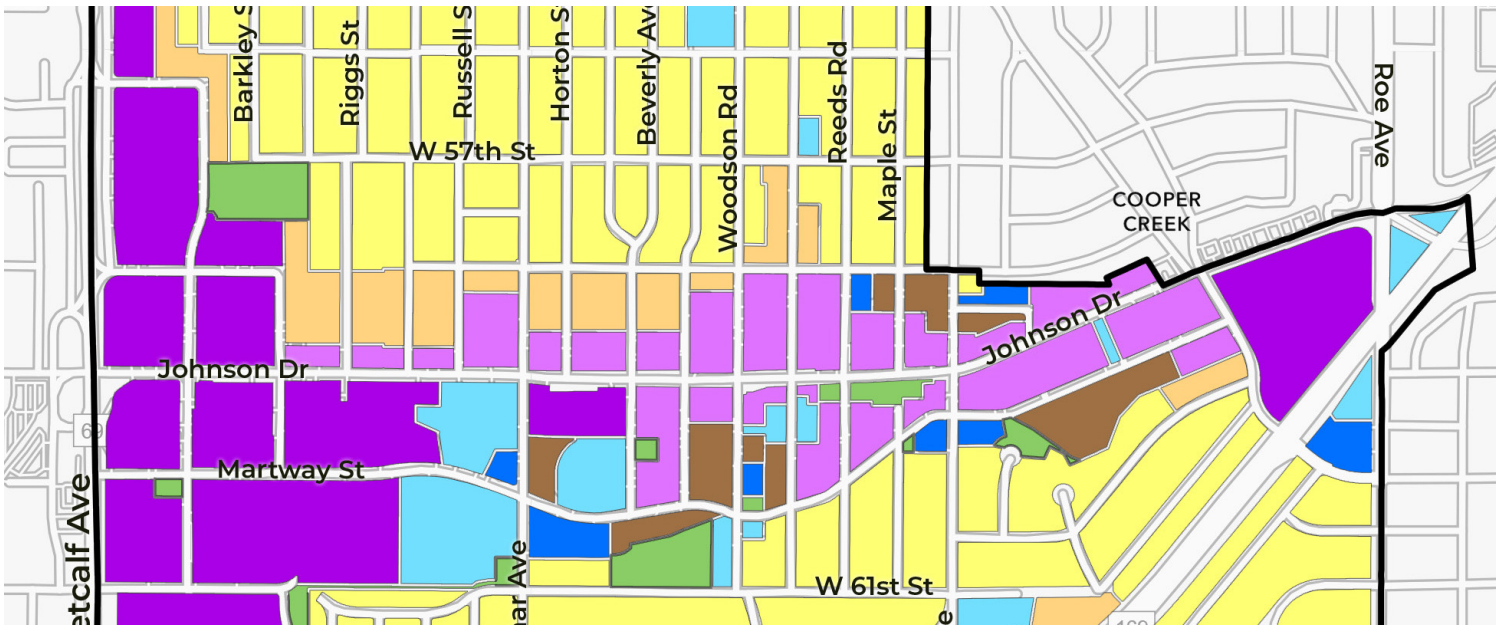


Figure 8.24 - Transitional Development Incorporated into the Future Land Use Plan

LEGEND

- Mission City Limits
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Public/Semi-Public
- Parks and Pathways
- Mixed-Use High-Density
- Mixed-Use Medium-Density
- Office
- Light Industrial/Warehouse

0 .25 .50 miles

3B Strategies for Mission

Intentionally redevelop along transitional land uses

Mission should encourage new, denser developments along transitional zones to decrease the negative impacts of nearby commercial land uses on existing low-density residential areas.

- *Coordinate with developers to encourage multi-story higher-density developments within transitional zones adjacent to lower-density neighborhoods.*
- *Conduct an annual review to track property value impacts throughout development within transitional zones/corridors.*

8.4 Goal 3 *(Continued)*

Goal 3 - Reduce impact on residential properties through effective transitional land uses policies and development standards.

Site Development Standards

Depending on the zoning district, minimum and maximum building setbacks are established to promote a dynamic streetscape, provide efficient site layout and circulation, and build visibility. To establish consistent character and context, standards can be set for items such as:

- Front yard setbacks
- Side yard setbacks
- Rear yard setbacks
- Floor-to-area ratio (FAR)
- Building separation
- Accessory structure maximum height
- Minimum percentage open space
- Minimum lot size
- Minimum lot width

3C Strategies for Mission

Adopt site development standards for residential land uses

Site development standards can be leveraged to establish character and connections throughout neighborhoods.

- *Identify priority features that the City would like to regulate as baseline characteristics in all neighborhoods.*
- *Meet with local residents to identify goals and standards they feel would benefit the community.*
- *Create a guide detailing what is allowed and prohibited for developers and residents.*

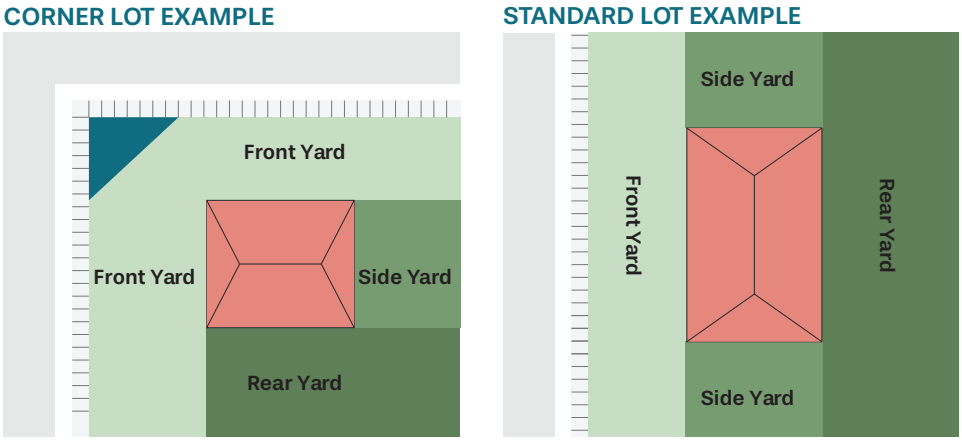


Figure 8.25 - Examples of Site Design Standards for Setbacks

Source: Confluence

8.4 Goal 3 *(Continued)*

Goal 3 - Reduce impact on residential properties through effective transitional land uses policies and development standards.

Residential Design Standards

House size should be considered according to the area and neighborhood context. A trend in neighboring communities is parcel consolidation and the construction of larger homes. The potential is for the larger home to depart from the character of the surrounding neighborhood. Out-of-character redevelopments can have adverse effects on the existing neighborhood and homeowners.

Residential design standards for new home construction or renovation may help avoid detrimental impacts of development that is not consistent with surrounding homes. The goal is to facilitate redevelopment in a way that enhances Mission's character and quality of life. Examples of Residential Design Standards include:

- Overall size of the home
- Architectural details
- Exterior building materials
- Limiting impervious surfaces
- Setbacks
- Open space requirements

Potential Residential Design Standard Features

1 **Driveway Standards**
Defines approach and layout of driveways.

2 **Garage Door Standards**
Illustrates and defines acceptable details.

3 **Exterior Building Materials**
Sets a material standard throughout the city.

4 **Wall and Roof Articulation**
Illustrates the dimensionality of materials along the façade.

5 **Windows**
Defines the location, type, and layout of windows.

6 **Open Space Requirements**
Establishes the minimum open space allowed for residential buildings.

3D Strategies for Mission

Implement residential design standards related to the scale, setback, footprints, etc. for housing in Mission

Mission should adopt Residential Design Standards to create complementary new-build guidelines.

- *Engage with residents to define potential standards.*
- *Coordinate with Code Enforcement to ensure seamless application and communication with residents and developers.*
- *Explore tear-down and re-build standards and create a guidebook or amended zoning codes for implementation.*

8.5 Goal 4

Goal 4 - Add Missing Middle zones to address infill development and reduce barriers to transitional and higher-density uses.

Missing Middle Housing

The term missing middle refers to a specific mix of housing that is neither single-family nor multi-family in its nature. These structures include duplexes, bungalow courts, townhomes, live/workspaces, and other typologies. Often, these types of development serve as transitional corridors due to their slightly larger densities than conventional, low-density housing.

The typologies encapsulated in the missing middle bubble are deemed as "missing" due to the decreased construction of these homes today and in the past forty years. Historically, these homes have been affordable, without assistance, to middle-income households and are rapidly decreasing as they are replaced with large-lot single family homes or multi-family structures.

Missing middle refers to the middle scale of housing that lands between single-family and multi-family on

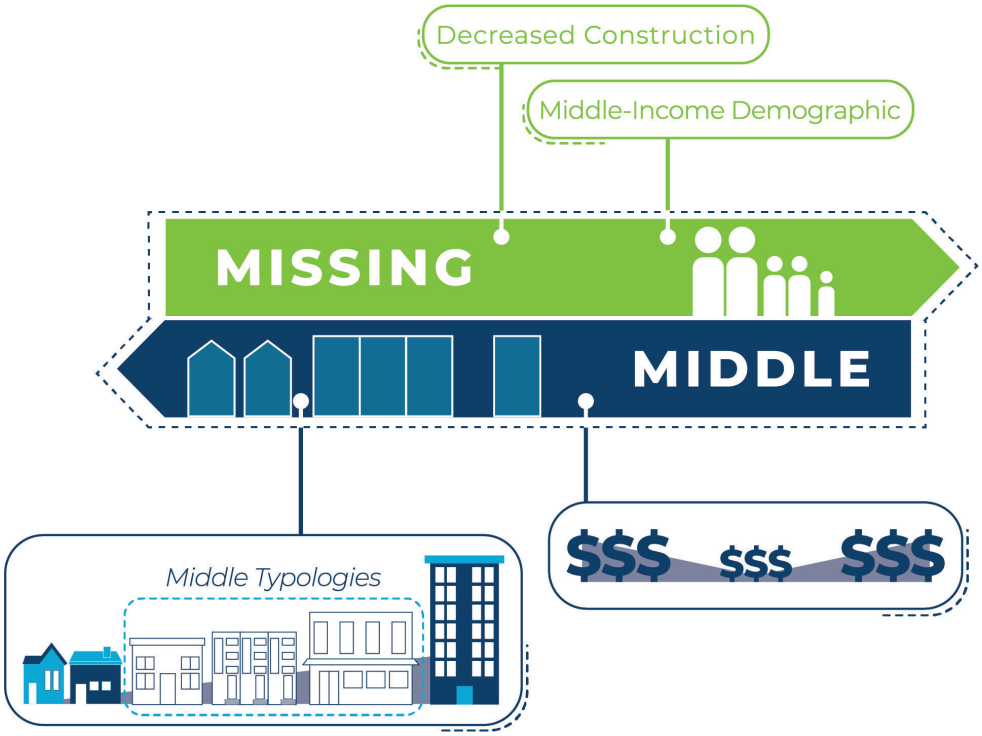


Figure 8.26 - Defining Missing Middle Housing

Figure 8.27 - Missing Middle Housing Types
Image Source: Opticos Design, Inc.

8.5 Goal 4 *(Continued)*

Goal 4 - Add Missing Middle zones to address infill development and as a method to transition between land uses and low-density neighborhoods.

Benefits of Missing Middle Housing

The implementation of Missing Middle housing results in a varied housing market and alternatives to low-density, single-family housing, and conventional multi-family developments. Missing Middle housing typologies include:

- Townhomes
- Rowhouses
- Duplex/triplex/fourplex
- Courtyard apartments
- Bungalow or cottage courts
- Multiplex
- Live/work spaces

Missing Middle homes are able to adapt to market changes with more ease than conventional single-family homes. The commercial and retail market is volatile and often leaves buildings vacant as it fluctuates. Missing Middle housing is intended to occupy denser buildings, larger footprints, and upper story levels, making it a prime candidate for reuse and conversion (Figure 8.28). As retail uses vacated the area, Missing Middle housing was able to fill the void and provide a varied housing typology.

Figure 8.28 - Resiliency of Missing Middle Housing

Image Source: Opticos Design, Inc.

Figure 8.29 - Examples of Missing Middle Housing

Image Source: Opticos Design, Inc.

8.5 Goal 4 *(Continued)*

Goal 4 - Add Missing Middle zones to address infill development and as a method to transition between land uses and low-density neighborhoods.

Obstacles to Missing Middle Housing

Missing Middle developments encounter barriers when it comes to approving and developing these types of homes. These barriers include, but are not limited to, parking minimums and zoning. In any given American city, it is likely that the vast majority of residential land is zoned as low-density single family residential. Within this land use category, duplexes are often allowed, but are still confined to the development standards of single-family homes, while the other types of Missing Middle housing are often illegal to develop under the zoning code.

Parking Minimums

Parking minimums restrict potential locations for Missing Middle housing and detract from its sole purpose of increasing density on smaller lot sizes. By ridding Missing Middle developments of parking minimums, project viability increases, while prescriptive lot sizes decrease.

Zoning Codes

There are few zoning codes in the nation that enable Missing Middle housing. Minimum lot sizes, development standards, and the abundance of single-family zoning inhibit the opportunities for the Missing Middle. Minimum lot sizes are often still too large to place these smaller, denser developments. Development standards, such as setbacks and maximum densities, restrict the potential for small-scale buildings with multiple units on small-to-medium-sized lots. Cities have attempted to mitigate these issues by allowing up to three units on any lot, including those zoned as single family residential or by updating zoning codes or land development codes to enable Missing Middle housing.

4A Strategies for Mission

Promote Missing Middle Housing that complements the context and scale of surrounding properties

Mission's location prohibits outward expansion. Therefore, opportunities for development and redevelopment of low-density and multi-family housing should be encouraged.

- *Reduce barriers, such as zoning or parking minimums, for developers to maximize opportunities to increase Missing Middle Housing options.*
- *Update zoning code to enable Missing Middle Housing typologies in transitional zones.*
- *Identify infill lots for potential Missing Middle opportunities.*

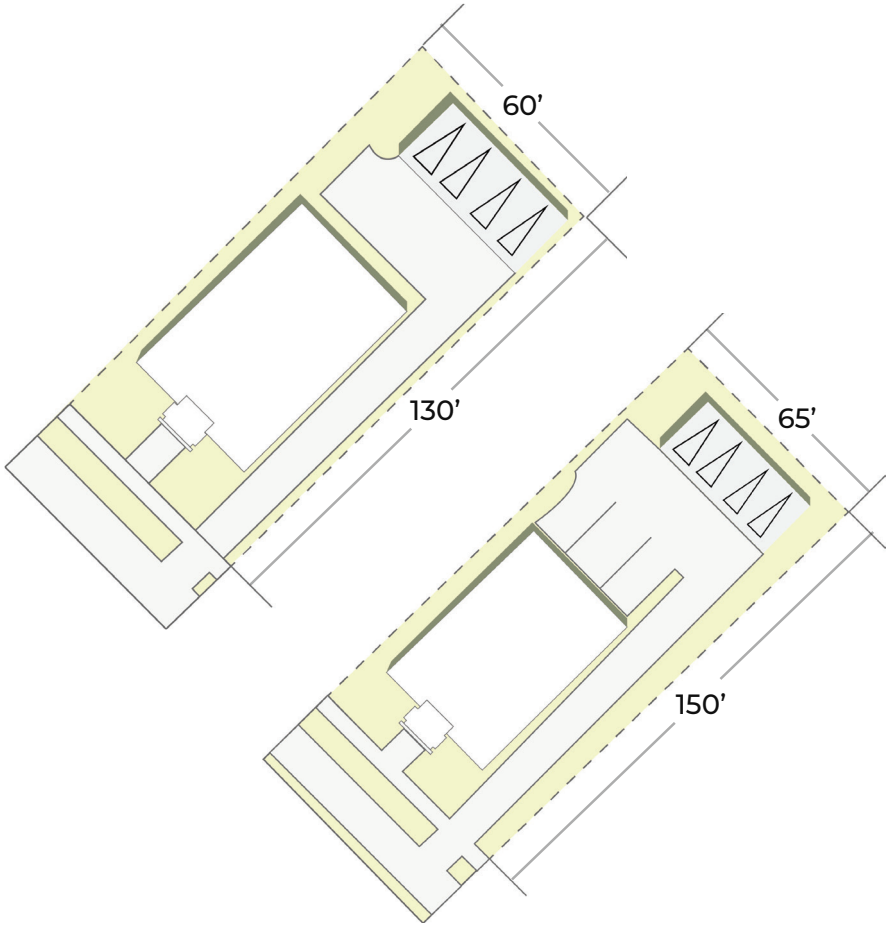


Figure 8.30 - Parking Minimums and Space Required

Graphics adapted from: Opticos Design, Inc.

8.6 Goal 5

Goal 5 - Continue building upon positive redevelopment trends and promote a positive city-wide image of Mission in residential and commercial areas.

Neighborhood Grant Program

The City of Mission offers a Neighborhood Grant Program for the preservation and renewal of neighborhoods. The grant provides up to $500 to help resident-based groups build and preserve the community through various programs and activities. Some potential activities or programs include neighborhood newsletters or email lists, sponsoring block parties, information workshops, or other community-building activities. An application for the grant can be found on the City's website. Grants are awarded on a first-come, first-served basis.

Spring Programming

- Neighborhood Spring Cleaning
- Refresh Planting Boxes
- Place New Neighborhood Signage

Fall Programming

- Leaf Clean Up
- Pumpkin Carving Party
- Neighborhood Trick-or-Treat

Summer Programming

- Neighborhood Swim Party
- Popsicle Party
- Back to School Grill Out

Winter Programming

- Holiday Donation Box
- Holiday Carols
- Hot Cocoa Party

Figure 8.31 - Block Parties Utilizing the Neighborhood Grant Program

5A Strategies for Mission

Assist resident-based groups in Mission neighborhoods

Neighborhood groups greatly support the sense of community, and Mission should continue to assist these resident-based groups.

- *Continue existing initiatives to support neighborhood groups.*
- *Consider the expansion of neighborhood group funding to allow for larger improvements and engagement activities.*
- *Establish a community calendar for neighborhood events to increase interactions and events.*
- *Publicize grant-funded neighborhood activities in city publications.*

8.6 Goal 6

Goal 6 - Continue emphasis on code enforcement to maintain the aesthetic, life, health, and safety of the community.

Rental Inspection Program

The goal of any rental housing inspection program is to make sure residents have safe and decent housing. A further benefit of an inspection program can be better property maintenance, stable property values, and fewer property nuisance complaints.

The City of Mission adopted a multi-family rental inspection program in 2007 to protect the health, safety, and general welfare of renters in Mission. Single-family rental properties may be inspected upon tenant request. Per Chapter 635 Rental Dwelling of the Mission Municipal Code:

- The City must inspect 5% of multi-family units annually.
- Units can be vacant, made-ready, or occupied.
- Inspections should include the building interior, exterior, common areas, and basement.
- If any unit is deemed to be substandard or unfit, the inspector may inspect additional units.

The City of Mission should consider expanding the current rental inspection program to cover more rental units in order to ensure its rental housing stock is not only safe but is well maintained for the benefit of the building tenants and neighboring properties.

Figure 8.32 - Apartments in Mission

Exterior Inspections

- Chimney
- Doors
- Driveway
- Electrical
- Exterior walls and surface areas
- Exterior trim
- Fence
- Foundation
- Guttering
- Outside storage
- Premises identification
- Roof
- Stairs, rails, porches, and decks
- Trash cans and storage of solid waste
- Weeds
- Windows and glass doors

Interior Inspections

- Access to unit
- Appliances
- Ceilings
- Electrical services/hazards
- Elevators
- Exits
- Floors
- Garbage and debris
- Heating equipment
- Water heater
- Interior air quality
- Interior stairs and common halls
- Sink
- Smoke detectors
- Stove or range
- Toilet
- Tub or shower
- Ventilation in bathroom
- Walls
- Wash basin
- Windows
- Other

6A Strategies for Mission

Expand the Inspection Program to annually include more multi-family units

There is already a lengthy inspection process for multi-family developments that could be expanded to cover more units annually.

- *Increase the goal of multi-family inspections from 5%-10%.*
- *Include a survey for renters regarding maintenance care provided by landlords or property management companies.*
- *Review the process annually to ensure efficiency and safety.*

8.6 Goal 6 *(Continued)*

Goal 6 - Continue emphasis on code enforcement to maintain the aesthetic, life, health, and safety of the community.

Code Enforcement

Code enforcement can be a big challenge for communities, requiring significant staff time to respond to complaints, investigate, and issue formal violation notices or citations. The City of Mission takes an active approach to code enforcement through its "Be A Good Neighbor" campaign (Figure 8.34). The "Be A Good Neighbor" campaign identifies common codes around a residential property that require upkeep. Details for each area of common code violations are provided.Information on how to report a code violation can be found on the City's website.

In addition to the "Be A Good Neighbor" campaign, the City may wish to consider proactive, property-by-property inspection by code enforcement. These inspections (typically by car windshield) can focus on one neighborhood or area at a time, eventually covering all of Mission. Handwritten, courtesy notices can be left at the door for violations to quickly inform property owners of the requirements and encourage voluntary compliance. Formal code enforcement action can be taken against habitual violators and those that ignore courtesy notices. Overtime, this may help reduce code violations in Mission as more and more property owners are educated on the requirements and learn that they may be subject to enforcement action.

Yard Maintenance

Property owners are required to keep weeds shorter than eight inches in height. Any untended or uncontrolled woody vine or bush shall be removed, as it is considered a nuisance.

Trash and Recycling Containers

Trash and recycling should not be placed at the street earlier than 5 p.m. the night before scheduled pick up.

Outdoor Storage

The City provides a list of prohibited garbage accumulating on or in any property. These items include:

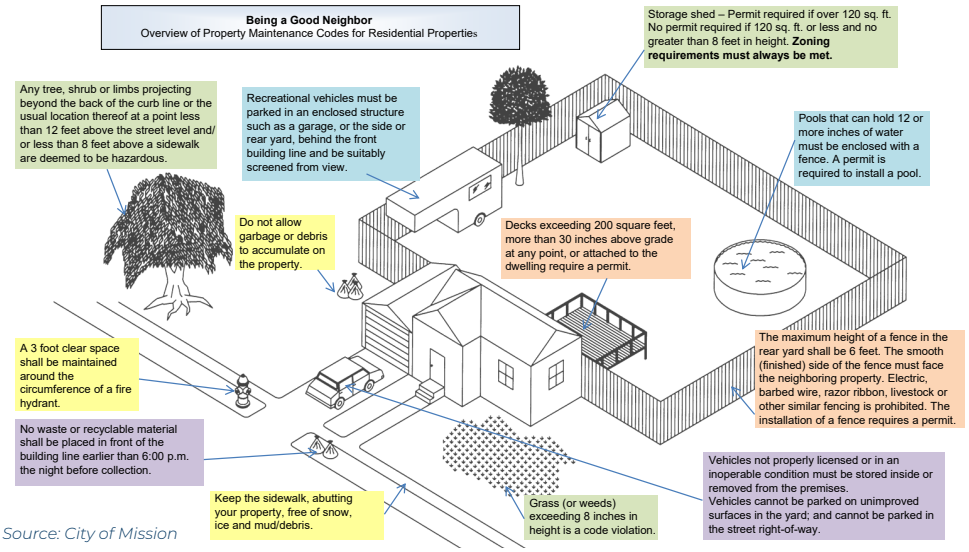
- Filth
- Excrement
- Lumber
- Tree Limbs
- Wood
- Glass
- Rocks
- Dirt
- Cans
- Containers
- Paper
- Trash
- Plastic
- Petroleum products
- Styrofoam
- Metal
- Discarded appliances or household items
- Offensive or disagreeable things or substances

Property Maintenance

Property owners should keep their property in a clean, sanitary, and safe condition. Mission's Neighborhood Services team enforces codes dealing with exterior walls, guttering, roofs, windows, driveways, accessory structures, fences, or trees.

Inoperable and Abandoned Vehicles

Vehicles must have current registration on the vehicle, legally street operable, and move every 14 days.



Source: City of Mission

Figure 8.33 - "Be A Good Neighbor" Handout Provided by the City of Mission

6B Strategies for Mission

Educate property owners and neighborhoods on code and code violations

When all residents receive the same information and hold one another accountable, there are greater chances of naturally maintaining property without violations.

- *Invite the Neighborhood Services Team to speak to neighborhood groups on maintenance and code enforcement.*
- *Actively promote code enforcement and general code information with the "Be A Good Neighbor" initiative.*
- *Review the process annually to ensure efficiency and safety throughout the city.*
- *Consider creating a periodic, property-by-property windshield inspection and courtesy notice code enforcement program.*

8.8 Goal 7

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Affordable Housing

Ensuring stable housing costs for both renter and owner-occupied units allows residents to prosper in other areas of life and continue to advance the quality of life in Mission. Other areas of life can include proper health maintenance through a healthy diet or doctor's visits, education, and other long-term goals. Housing is a fragile, and often unpredictable, market, but can be managed through various initiatives and strategies.

HUD Definitions

Housing affordability is measured by cost-burden analyses and area median income (AMI). The Department of Housing and Urban Development (HUD) defines housing cost-burdened individuals and families as spending more than 30 percent of income on housing costs. AMI is defined annually by HUD and represents the AMI for a household of four. Percentages of this baseline number are then calculated to project extremely low income, very low-income, and low income categories in the community. These statistical analyses can assist the community to obtain grants and assistance to produce or maintain affordable housing.

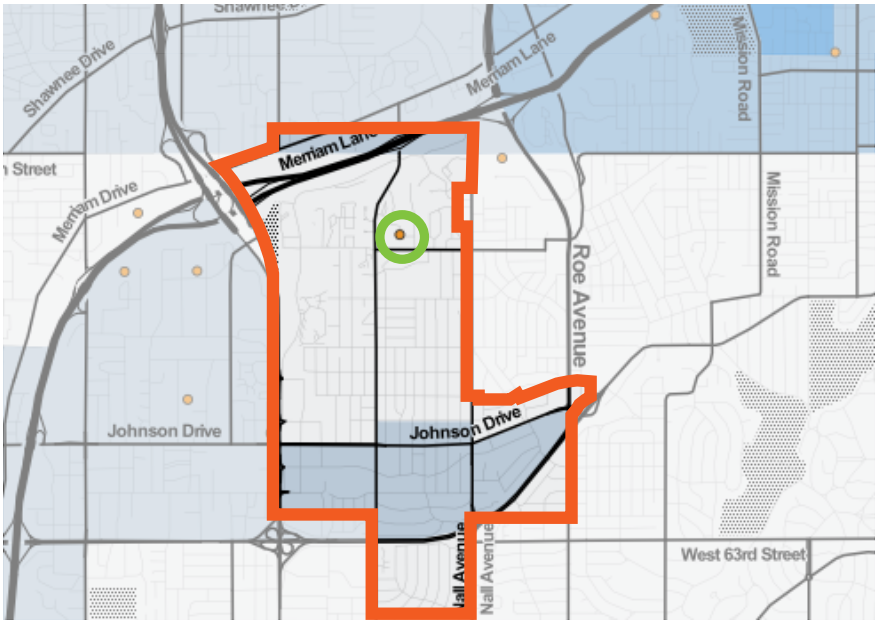


Figure 8.34 - Location of Designated Affordable Housing in Mission
Source: Center on Budget and Policy Priorities

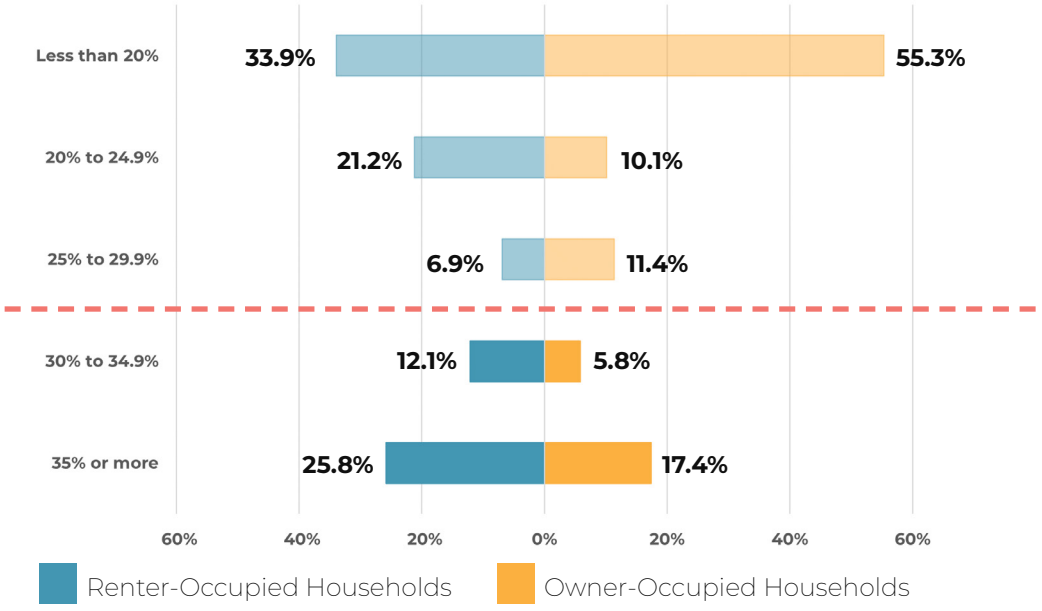


Figure 8.35 - Percentage of Household Income Spent on Rent and Mortgages
Source: U.S. Census Bureau ACS 5-Year Estimates 2020

8.8 Goal 7 *(Continued)*

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Housing Affordability in Mission

Mission is located in the Kansas City HUD Metro Fair Market Rent Area (HMFA), the most expensive place to live in the State of Kansas. Housing by occupation type is fairly evenly split between renter-occupied (53.3%) and owner-occupied (46.7%) units. To afford a two-bedroom Fair Market Rate (FMR) unit and not be considered housing cost-burdened, an individual must make an hourly wage of $19.63 per hour at 40-hours per week.

Today, the estimated average hourly wage of renters in Johnson County is $17.08 per hour. Affordable rent at $17.08 per week, 40-hours per week is $888 per month. The estimated median gross rent for Mission is $984 per month, with a median value of owner-occupied housing with a mortgage of $1,424. This data shows a need to produce more affordable rental and owner-occupied housing throughout Mission to financially stabilize households and support the community as a whole.

Figure 8.36 - Out of Reach Housing Report Statistics for the Kansas City HMFA

Source: National Low Income Housing Coalition, Out of Reach, 2021

8.8 Goal 7 *(Continued)*

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Johnson County Community Housing Study

Johnson County conducted a housing study in partnership with RDG Planning and Design. This study, completed in 2021, analyzed existing and projected housing market conditions for each jurisdiction and provided recommendations. In this study, Mission is classified as a "mid-tier community." The key findings for Mission included:

- Clustered redevelopment through the year 2030 will be the most productive construction method.
- About 168 additional owner-occupied units should be priced below $272,000 (2021 dollars).
- Approximately 117 rental units need to be produced with rents below $1,000 per month.

An additional key finding pertains to the $50,000-$74,999 household income bracket. This income bracket is the second highest in the community and is predominately filled with owner-occupied housing. The value range of “attainable homes” in this bracket is $125,000-$199,999, while “attainable rentals” are $1,000-$1,499 per month. Homes in these price points are typically older and are highly desired due to lower and higher incomes brackets also purchasing at this price point. The expansion of this price point is crucial to the availability of affordable housing options in Mission.

Source: Johnson County Community Housing Study 2021, RDG Planning and Design

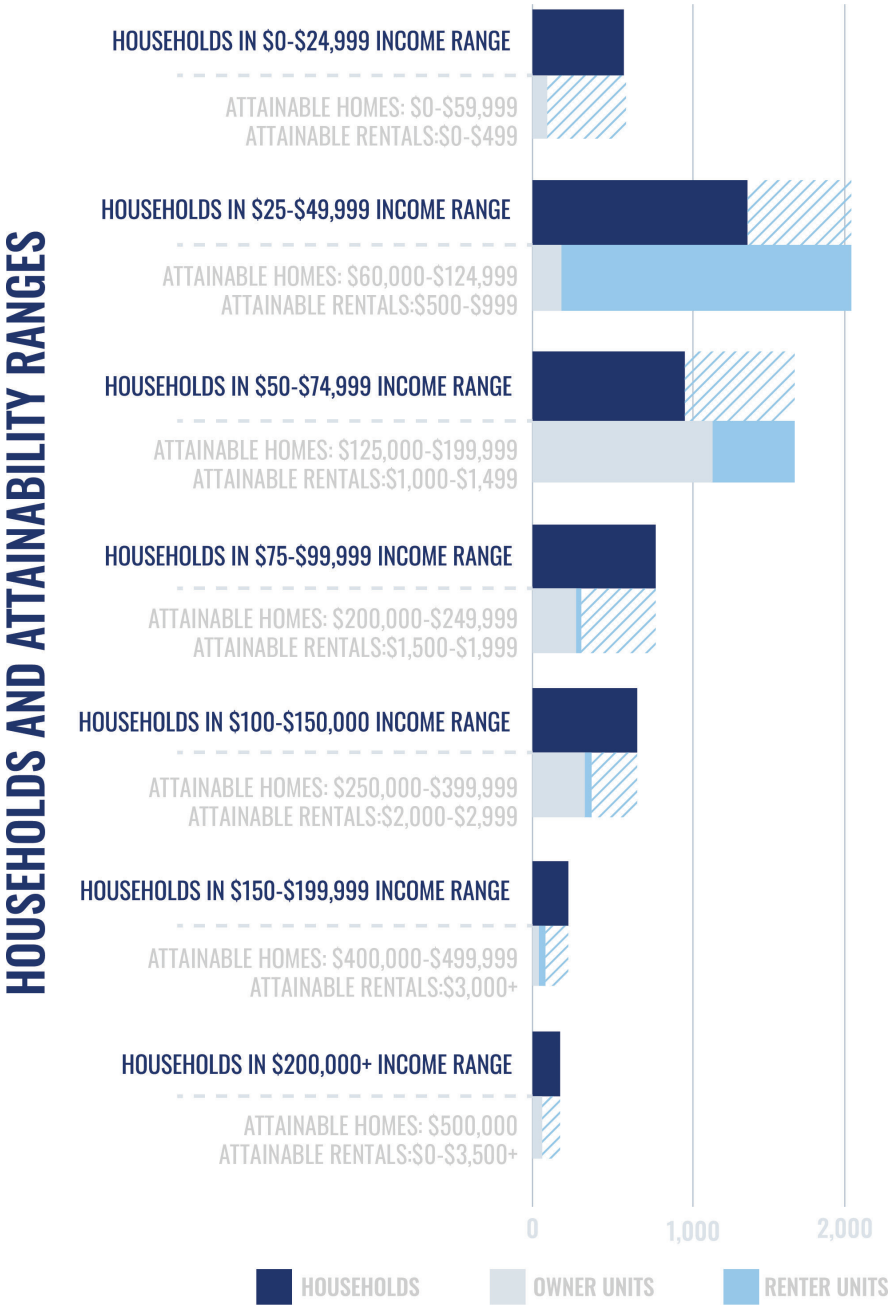


Figure 8.37 - Households and Attainability Ranges
Source and image edited from the Johnson County Community Housing Study, 2021

8.8 Goal 7 *(Continued)*

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Defining Affordability in Mission

Thirty-six percent of the estimated 2,400 renter-occupied households in Mission are considered housing cost-burdened. To produce a rental housing stock that better reflects the needs of the community, there are two key considerations:

- Potential to establish an affordability requirement for all future medium- and high-density developments.
- Setting a definition of affordability in Mission.

For all future medium- and high-density developments, requiring at least 20 percent affordable units will increase the number of accessible units to targeted income brackets and reduce the percentage of renter households that are currently housing cost-burdened.

The next step is to truly define what is "affordable" in the community. This definition may be fluid and adaptable, reflecting the changing needs of the community.

The estimated median household income in Mission is $64,703. A household of four earning $69,300 annually is at 80 percent of AMI in the Kansas City region and is considered low-income. Households of four earning $43,300 and $26,200 are considered very low-income (50% AMI) and extremely low-income (30% AMI) respectively (See Table 8.1).

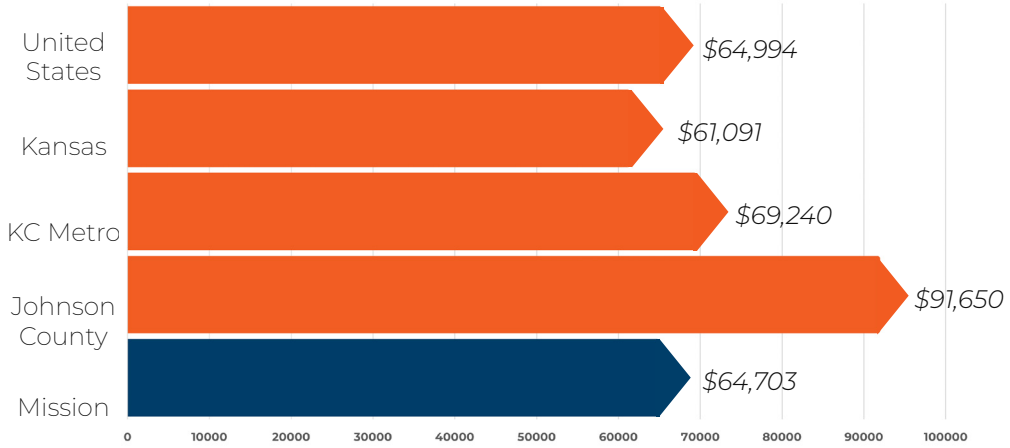


Figure 8.38 - Median Household Income in the Region
Source: U.S. Census Bureau ACS 5-Year Estimates 2020

Kansas City, MO-KS HUD Metro FMR Area FY 2021 Income Limits

Category	Classification	1-Person	2-Person	4-Person
30% AMI	Extremely Low-Income	$18,200	$20,800	$26,200
50% AMI	Very Low-Income	$30,350	$34,650	$43,300
80% AMI	Low-Income	$48,550	$55,450	$69,300

Table 8.1 - Area Media Income

Household Income in Mission

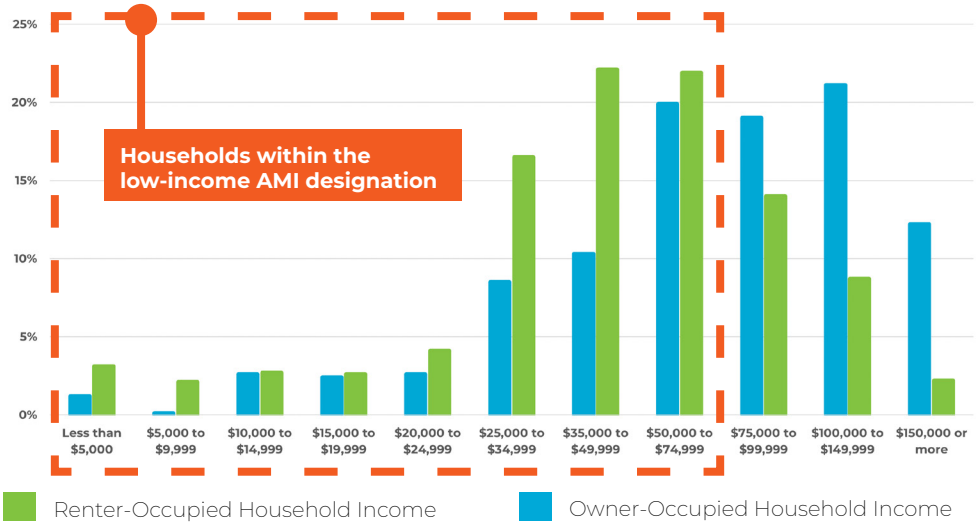


Figure 8.39 - Household Income in Mission

8.8 Goal 7 *(Continued)*

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Term of Affordability

It is imperative to ensure that the term of affordability lasts for generations to protect existing affordable housing and expand affordable housing stock. The suggested term of affordability is typically 30 years and is renewable upon each sale of a property. This secures a consistent number of affordable units within a new development that remain accessible to low-income households for generations. Modifying the term period may be considered, and in some cases, aligning the term of affordability with TIF mechanism's may be the best course of action.

One opportunity the City may consider is adopting a term of affordability for future multi-family developments. Each development would be required to ensure a percentage of the entire development is affordable for a specific number of years. Regulations would be enforced by the City and reported annually to ensure that developers are abiding by the ordinance.

7A Strategies for Mission

Set a term of affordability for new developments in Mission

Mission should set a term of affordability to provide adequate access to affordable housing for generations to come.

- *Adopt a term of affordability for all future residential developments.*
- *Establish a team to report and review affordability in the city to make sure the market reflects the needs of the community.*

8.8 Goal 7 *(Continued)*

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Building Design Standards

Residents of affordable units often experience "othering" or micro-aggressions from neighbors or community members. This can be compounded if the resident is a person of color in a primarily white-occupied development. Affordable units should meet certain design standards to produce a uniform appearance that is consistent with the neighborhood context. This design standard can include:

- Distributed locations throughout the building on all floors.
- Non-distinguishable exterior and shared space appearances from market rate units. Interior layouts, designs, materials, and finishes should be functionally equivalent, but need not be identical.
- Unit types, including the size and number of bedrooms, should be proportional to market rate units.
- Entrances, common areas, and amenities should be available to both affordable and market rate units.

7B Strategies for Mission

Establish building design standards for new affordable residential developments

Residential building design standards are a useful method to establish an equitable affordable housing market in Mission.

- *Identify applicable standards to apply to new residential developments.*
- *Communicate with developers to educate them on the intent of these standards.*
- *Establish a checklist for all new developments to ensure that the building design standards are being applied.*

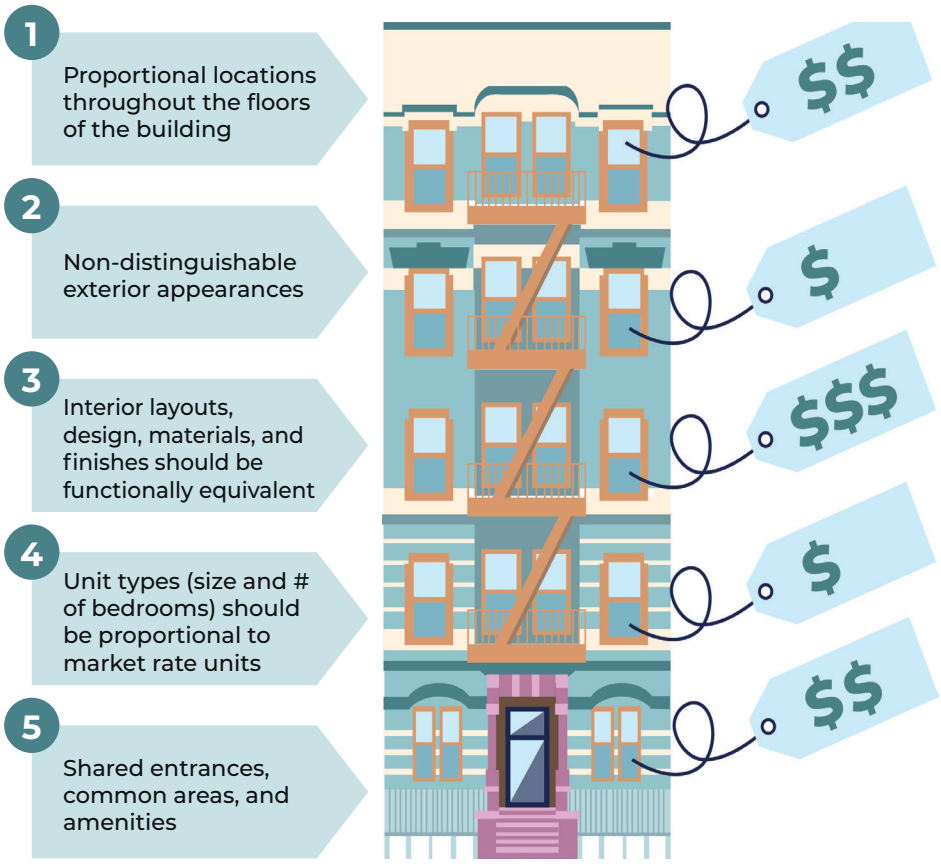


Figure 8.40 - Building Design Standards for Affordable Housing

8.8 Goal 7 *(Continued)*

Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.

Housing Mobility

As resident incomes increase upward mobility occurs as residents are financially able to move from home-to-home throughout the community. In a typical housing life cycle, a resident enters the community as a renter and transitions into an entry-level homeowner. The next move is to a larger, single-family home as their family grows. Finally, the family transitions back into a smaller home potentially senior housing as residents age. Establishing and maintaining diverse housing typologies attracts various demographics and allows existing residents to move throughout the community as they progress through life.

Partnerships

Establishing partnerships is a way to potentially take some of the burden off developers and the City when expanding the affordable housing market in Mission. Potential partnerships could include:

- United Community Services of Johnson County
- Kansas Housing Corporation
- National Housing Trust Fund
- Johnson County
- Kansas Housing Assistance Program

7C Strategies for Mission

Ensure there are move-up ready homes in Mission

Residents in Mission are in a variety of life phases and require a menu of housing types to better suit specific needs.

- *Analyze household demographics to reflect housing needs.*
- *Identify areas where varied housing typologies can be expanded or redeveloped.*
- *Coordinate with City, County, and State groups for housing assistance and partnerships.*

Figure 8.41 - Move-Up Housing Diagram

8.9 Goal 8

Goal 8 - Create an environment that supports the application of Accessory Dwelling Units (ADUs).

Accessory Dwelling Units

Accessory Dwelling Units (ADUs) are smaller, independent residential dwelling units located on the same lot as a stand-alone single-family home. Sometimes called in-law apartments or granny flats, ADUs are self-contained apartments, cottages, or small residential units that provide financial flexibility for owners through supplemental rental income. Benefits of allowing and encouraging ADUs in Mission include:

- ADUs can be an affordable housing option.
- ADUs can house people of all ages (young families seeking entry-level homes, allow for multi-generational households, and downsizing options for empty nesters).
- ADUs typically have a reduced footprint and require fewer materials than conventional homes.
- ADUs help reduce sprawl and build in additional pockets of density throughout the community.

An additional method to encourage redevelopment would be for the City to consider adopting a single-family zoning district that allows smaller lots. Mission currently has the minimum lot size for R-1 Single Family Residential set at 6,600 square feet, with a minimum lot width of 70-feet and depth of 110-feet. This is a large lot dimension that could be amended to allow ADUs or split lots. The City could also allow or grant platting standards that encourage infill development.

Short-term rentals, sometimes called vacation rentals or party rentals, are individual dwelling units rented for less than 30-days and typically via an online marketplace such as Airbnb.

8A Strategies for Mission

Develop criteria and standards for Accessory Dwelling Units where appropriate

Additional infill development and financial flexibility are just two benefits of Accessory Dwelling Units that Mission should enable in low-density zoned districts.

- *Amend the current zoning code to allow for Accessory Dwelling Units.*
- *Consider adopting an additional single-family residential category that has a smaller lot size, allowing for dense, infill development and smaller buildings.*
- *Update the zoning code to regulate short-term rentals.*

They can include single-family homes, townhomes, and individual apartment or condo units. Although sometimes a desired alternative to staying at a hotel, short-term rentals can remove much needed owner-occupied units and long-term rental units from the housing market. They can further be a source of concern for neighboring residents. The City should consider regulating short-term rentals to help preserve its housing stock.

Figure 8.42 - Accessory Dwelling Unit Configurations

9.0 Infrastructure Maintenance and Enhancements

9.1 Goal 1

Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.

As a landlocked community with limited opportunities for development or redevelopment, much of Mission's growth, from an employment and population perspective, will come from redevelopment opportunities. The Future Land Use Plan for Mission through 2040 depicts existing development and land uses (Figure 9.1). There are several key areas that allow opportunities for new growth and redevelopment. Notable areas include:

- West Gateway Form Based Code District
- Downtown mixed-use areas along Johnson Drive
- Mission gateway site in the East Gateway
- Mixed-Use area at Nall Ave and Shawnee Mission Pkwy/63rd St
- Medium-density residential north of Johnson Drive near the downtown commercial district

Mission should continue to invest in quality of life improvements that will attract interest and encourage redevelopment of under-utilized or vacant sites. Improvements such as stormwater management, pedestrian/bicycle infrastructure enhancements, street maintenance and streetscapes, and parks and trail enhancements and expansions should be important budget considerations.

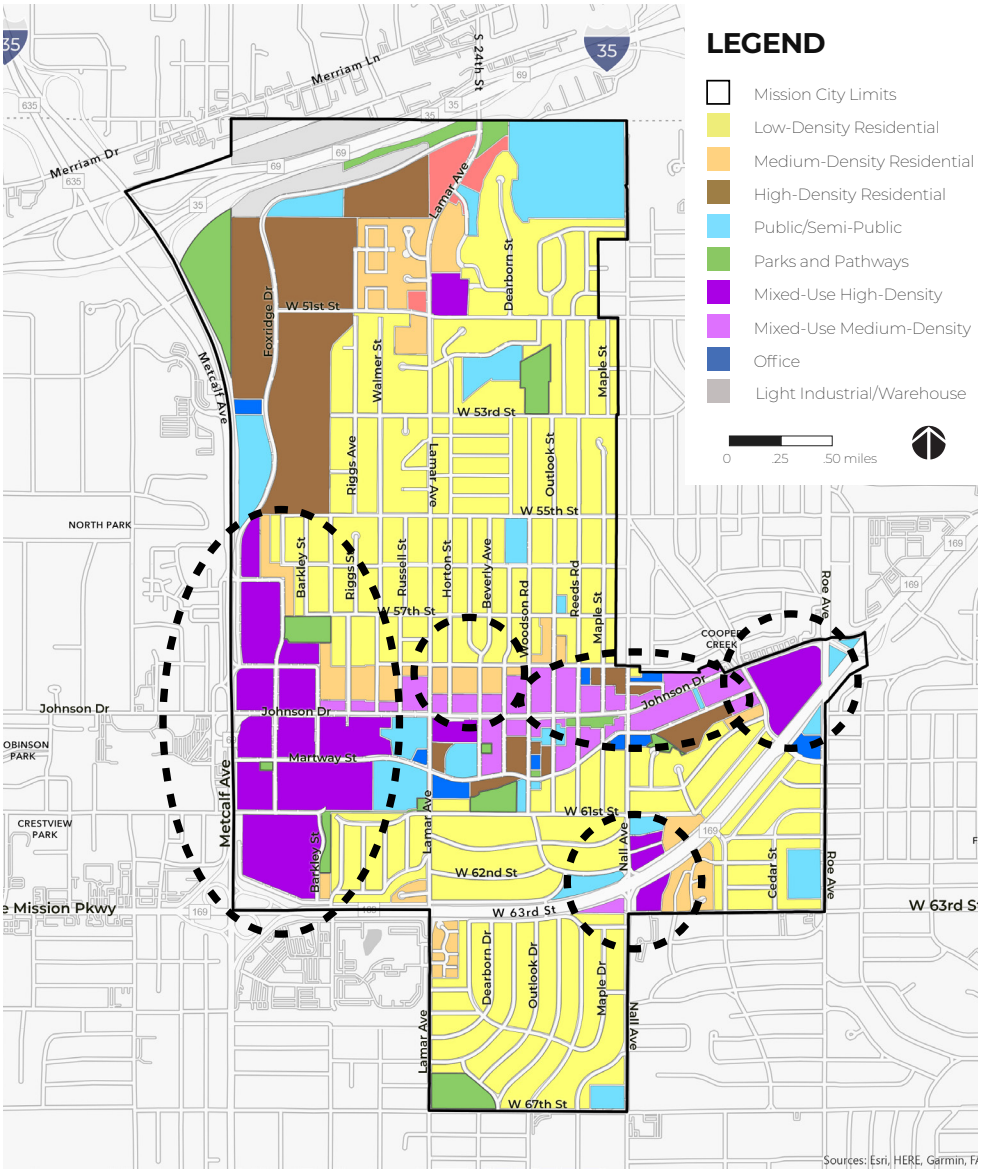


Figure 9.1 - Potential Redevelopment Sites

9.1 Goal 1 *(Continued)*

Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.

Stormwater Management

Stormwater management, especially along the Rock Creek corridor, will be key to the success of Johnson Drive and Martway Street. The City has already taken significant steps to mitigate flooding in this area through property acquisitions within the floodplain and channel improvements. Maintenance of traditional gray infrastructure should be prioritized alongside green infrastructure improvements to create a resilient stormwater infrastructure system. Additional green infrastructure along the Rock Creek corridor will help to improve the quality of life and sense of place in this area. Mission should continue to fund both gray and green stormwater improvements as part of their Capital Improvements Planning (CIP) and budgeting.

Green infrastructure improvements could help decrease the impacts of stormwater and reduce severity of flooding while providing an attractive amenity for residents and visitors. As outlined in Chapter 4.0 – Natural Features and Environment, there are opportunities for green infrastructure enhancements on the publicly owned properties along the Rock Creek channel. This could be combined with expanded parks and open space to increase greenspace. A publicly-funded public art structure combined with green infrastructure could create an attractive mini park. This could spur additional green infrastructure projects around the community. Funding for these improvements could be a combination of City funds and private donations.

1A Strategies for Mission

Continue to allocate funding for stormwater management, including gray and green infrastructure solutions

Continued investment in stormwater management, especially in the Rock Creek corridor, will help promote redevelopment of the Johnson Drive and Martway Street area, and should include gray and green infrastructure improvements.

- *Maintain and improve gray stormwater infrastructure.*
- *Expand funding and implementation of green infrastructure solutions for stormwater management such as green streets, permeable pavement, bioretention, and green roofs.*
- *Utilize publicly-owned land along the Rock Creek corridor as a location for green infrastructure that can be an amenity and mini park/greenway.*

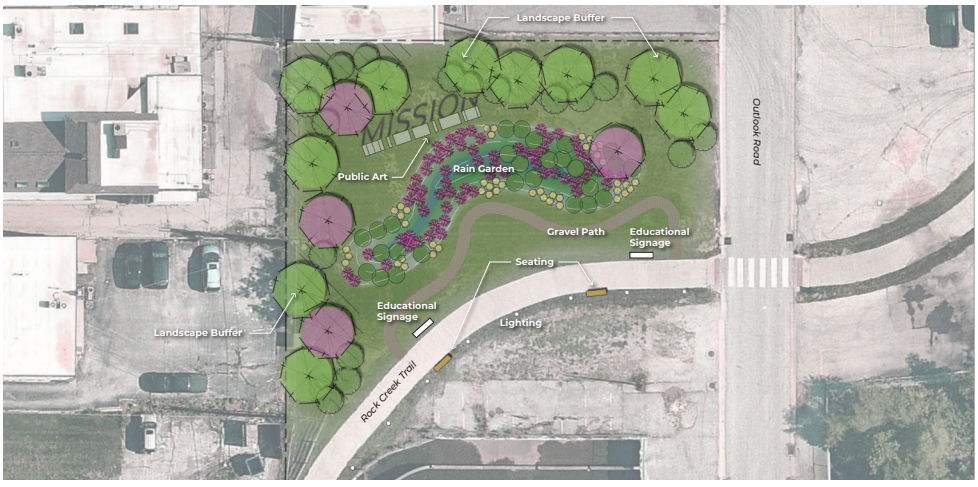


Figure 9.2 - Possible Pilot Project for Green Infrastructure Expansion/Mini Park

Bioretention Facility

Rain Garden/Bioretention

Figure 9.3 - Examples of Green Infrastructure

9.1 Goal 1 *(Continued)*

Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.

Pedestrian/Bicycle Infrastructure Enhancements

One way Mission can encourage growth and development is to continue to fund pedestrian and bicycling infrastructure enhancements. Completed work along sections of Johnson Drive near Downtown has helped transform the user experience in the area. These types of improvements should be planned for the remaining sections of Johnson Drive as well as other corridors in the community. Bike lanes were recently added to Lamar Avenue from just south of Foxridge Drive to W 58th Street, adding an important bicycle connection through this area of the city. Sidewalk expansions, and additional bicycle infrastructure, should be expanded to ensure every road has a sidewalk on at least one side whenever feasible. These quality of life improvements will make Mission more attractive to residents and potential businesses. Allocating funds to these types of improvements should be a budget priority in future years.

Figure 9.4 indicates the roadways where new sidewalks may be constructed on both sides of the street. While many streets in Mission need additional sidewalk coverage, these corridors should be prioritized.

- Foxridge Drive
- Lamar Avenue
- Nall Avenue
- 63rd Street
- 61st Street
- 55th Street
- 53rd Street
- 51st Street

1B Strategies for Mission

Continue to fund pedestrian and bicycle infrastructure enhancements along Mission roads

Continued investment in bicycle and pedestrian improvements in Mission will enhance the quality of life and make Mission an attractive community in which to live and work, providing a catalyst for growth.

- *Add pedestrian enhancements and traffic calming to Johnson Drive where feasible as outlined in Chapter 6.0 - Transportation and Mobility.*
- *Complete a bike/pedestrian plan.*

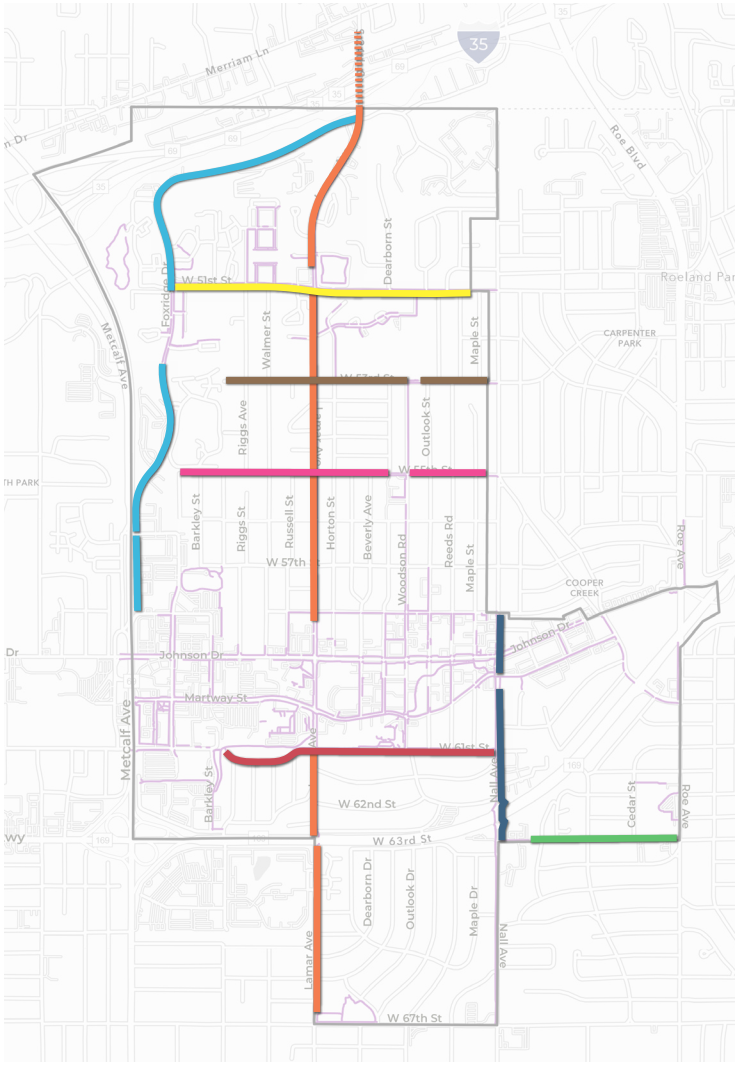


Figure 9.4 - Locations for New Sidewalks

9.1 Goal 1 *(Continued)*

Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.

Parks and Trails Enhancement

Mission has a great park system that serves residents of all ages. While Mission's overall level of service, defined by amount of acreage of parks per 1,000 residents, is below national benchmarks, residents can easily access tens of acres of parks just outside the city limits in neighboring communities such as Overland Park, Roeland Park, Merriam, or Fairway. A good park system needs to be continually maintained to serve the evolving needs and desires of residents. Mission's budget should continue to prioritize parks. Mission should conduct regular surveys of residents to identify the type of park amenities and improvements that are the highest priorities. Additionally, the City should conduct a life cycle analysis to determine when or if facilities or programs should be phased out or receive maintenance.

While Mission residents have great access to parks, residents would benefit from additional parks and open space throughout the city. This could be achieved by encouraging or requiring public open space as part of any mixed-use development or by utilizing some of the vacant publicly owned lots along the Rock Creek Trail. As part of the West Gateway Form Based Code review, as recommended in Chapter 6.0 – Transportation and Mobility and Chapter 7.0 – Economic Revitalization, Mission should make a decision about expanding Broadmoor Park as shown in the plan. If the results of the review support park expansion, it should be prioritized through the budgeting process.

Another investment that can increase quality of life and attract new residents and businesses is trail expansion. Allocating funding for trail expansion and improvements should be included in any CIP budget planning.

Figure 9.5 - Active and Passive Recreation Activities

1C Strategies for Mission

Continue to improve and maintain Mission parks and trails while expanding the system as opportunities emerge

Mission should continue to invest funding for its parks and trails; to maintain and enhance existing facilities, as well as take advantage of new opportunities for expansion.

- *Routinely survey residents about parks, recreation, and trail preferences to ensure facilities and programs reflect the desires of the community.*
- *Maintain park and trail facilities, performing life cycle analyses to identify facilities or programs that should be phased out or replaced over time.*
- *Incorporate public open space or gathering space into new mixed-use areas.*
- *Create green infrastructure-based mini parks or greenways along the Rock Creek Trail.*
- *Expand the Mission trail system.*

9.1 Goal 1 *(Continued)*

Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.

Streets and Streetscapes

Streetscape enhancements along the Downtown section of Johnson Drive should be expanded along the entire stretch of Johnson Drive, as well as several other corridors (Figure 9.6). The overall goals of the street system should be to balance the need for enhanced safety with the need for traffic efficiency. Mission should allocate funding to be used in coordination with neighborhoods to identify the type of streetscape improvements that would address issues. This could include streetscape beautification or traffic calming measures. There will not be a one-size-fits-all approach to streetscape management, listening to the views of Mission residents will help identify specific improvement types. Planned road maintenance for existing streets should incorporate streetscape enhancements as part of the budget to reduce the need for repeated improvement in the same area.

As a built-out community, Mission's focus is not on new streets, but on street maintenance and streetscape enhancements. However, as recommended in Chapter 6.0 – Transportation and Mobility and Chapter 7.0 – Economic Revitalization, Mission should reevaluate the West Gateway Form Based Code, including a specific review of the plan's recommended street realignments. The results of this review should be built into the City budget based on the results.

1D Strategies for Mission

Maintain Mission's roads and provide neighborhood specific streetscape enhancements to improve safety and placemaking

Mission should continue to maintain its existing street system and integrate street-specific pedestrian enhancements and traffic calming.

- *Continue to maintain Mission's streets to balance efficiency with safety.*
- *Work with businesses, neighborhood groups, and residents to identify any street-specific traffic calming elements throughout Mission.*
- *Evaluate the road realignments recommended within the West Gateway Form Based Code District and plan/budget for streets still desired within the community.*
- *Look into opportunities to use pervious paving materials where possible for public and private roadways.*

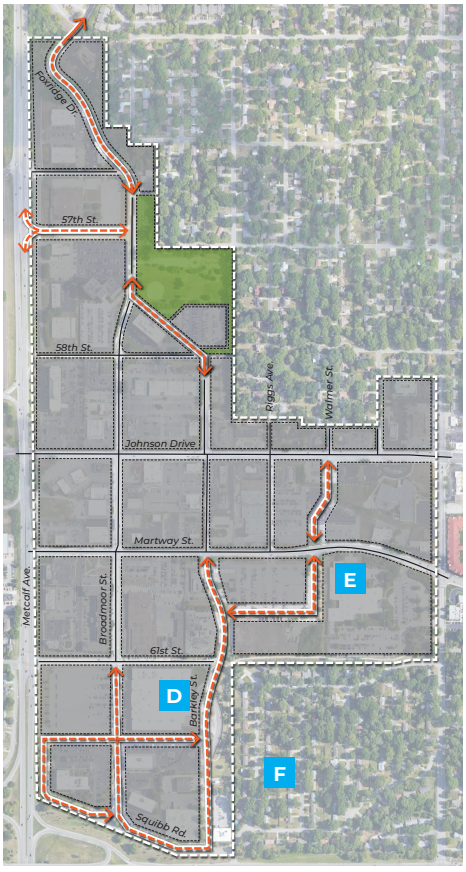


Figure 9.6 - Potential Road Realignments in the Form Based Code District

9.2 Goal 2

Goal 2 - Focus on primary infrastructure issues first - streets, sidewalks, curb and gutter, stormwater needs, etc.

The condition of Mission's infrastructure is vital to maintain a high-quality of life for residents and to alleviate undue financial and logistical burdens that result from differed maintenance. In many ways, infrastructure affects the day-to-day lives of residents and visitors alike and influences the quality of life and livability of a community. Mission could experience many new, high-quality developments and vibrant public spaces but if the infrastructure is not maintained, many of the City's efforts may be undone.

Special and unique placemaking elements should be incorporated into city infrastructure updates to add identity and interest whenever possible. Infrastructure doesn't have to be mundane and boring. It can also add to the overall quality of life and uniqueness of a community. For example, sidewalks can incorporate stamped art features or various paving patterns to convey a story or the history of a specific location. Mission should emphasize this creative approach with future infrastructure upgrades.

Ultimately, Mission should focus on primary infrastructure maintenance and upgrades, and view these elements as elements that not only provide a fundamental service, but also add to the quality of life and make the city a more livable and unique place.

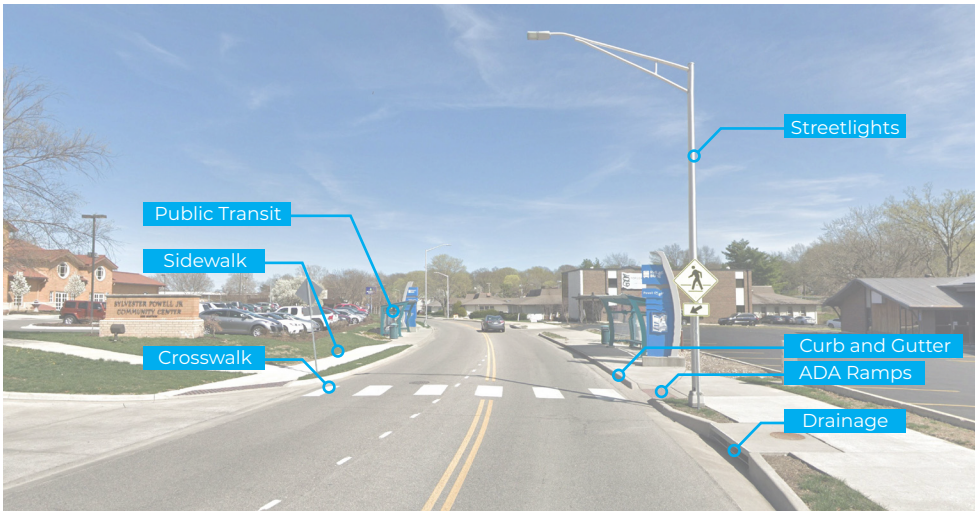


Figure 9.7 - Examples of Primary Infrastructure in Mission

Figure 9.8 - Painted Electric Box as a Creative Way and Cost-Effective Way to Make Infrastructure Elements Unique and Add to the Sense of Place

2A Strategies for Mission

Focus on primary infrastructure issues

Streets, sidewalks, curbs and gutters, and stormwater infrastructure are fundamental elements within the city and should be prioritized.

- *Proactively approach primary infrastructure maintenance and enhancement.*
- *Incorporate placemaking elements in infrastructure projects whenever possible.*

9.3 Goal 3

Goal 3 - Continue to inventory existing conditions for maintenance and replacement.

Mission's infrastructure continually needs to be maintained, improved, or replaced. These efforts can create financial stresses for its residents. Adopting a proactive approach to infrastructure maintenance helps alleviate unanticipated problems.

The 2021 ETC DirectionFinder Survey asked participants about their satisfaction with current levels of city maintenance for a variety of city facilities and infrastructure. The condition of curbs, gutters and sidewalks received the highest level of dissatisfaction, and 49% of survey participants indicated that the condition of curbs, gutters, and sidewalks should receive the most emphasis over the next two years.

In recent years, the City of Mission has conducted asset inventories for streets, stormwater, sidewalks, and other public facilities to streamline the maintenance process for vital pieces of infrastructure. This process should continue and a thorough analysis of existing infrastructure conditions should inform the City about how to best prioritize infrastructure projects. In addition to the elements currently being inventoried, the following infrastructure should also be included:

- Green infrastructure
- Curbs and gutters
- Urban tree canopy

Mission currently uses "Report a Concern" on the City website, where residents can submit concerns regarding infrastructure.

Figure 9.9 - Example of Smart Phone Application Launched by the City of Mercer Island, Washington

3A Strategies for Mission

Thoroughly analyze inventory of current infrastructure conditions

An infrastructure conditions analysis will assist the City to proactively deal with ongoing maintenance and replacement of critical infrastructure.

- *Continue to perform a more thorough audit of existing infrastructure conditions.*
- *Explore developing an application/portal for residents to submit infrastructure condition documentation in real time to better assist with the City's ongoing tracking of sidewalk condition.*

9.3 Goal 3 *(Continued)*

Goal 3 - Continue to inventory existing conditions for maintenance and replacement.

After completing a thorough inventory of existing conditions, the next logical step would be to work to increase the resiliency of Mission's infrastructure. Resilient infrastructure is designed to maintain operations amidst extreme weather or climate conditions and is adaptable to evolving best practices. Resilient infrastructure systems approach problems from a regional perspective whenever possible and incorporate the natural environment into the system through blue and green infrastructure elements.

Mission should develop a prioritized list of risk mitigation techniques and strategies to address various threats and vulnerabilities to determine possible consequences, the timeframe of possible impacts, and strategies to reverse potential damages imposed by each risk.

A resilient infrastructure system should also consider social equity, specifically how the infrastructure supports long-term resilience to climate change and weather risks that could have especially negative impacts on more vulnerable residents of Mission.

One example of infrastructure resiliency is a strategy to bury all overhead utilities. This process is an expensive and long-term endeavor but ultimately will save tax-payer money by protecting utilities from extreme weather events. Mission should consider creating a policy to require developments of a certain size to bury all adjacent utilities underground. This policy will help the city facilitate this effort in making the city more resilient.

Figure 9.10 - Blue-Green Infrastructure Example

3B Strategies for Mission

Prioritize system resiliency in all infrastructure improvements

Mission shoulder emphasize long-term system resiliency when planning for infrastructure improvements to help support a more adaptable and responsive system.

- *Continue to evaluate technology to meet sustainability goals related to climate change.*
- *Develop a list of risk mitigation techniques and strategies to address vulnerabilities within Mission's infrastructure.*
- *Incorporate resiliency strategies into planned and future infrastructure improvements.*
- *Create a policy to require developments of a certain size to bury all utilities underground.*

9.4 Goal 4

Goal 4 - Coordinate improvements with other planned utility maintenance, repair, or replacement.

Infrastructure elements are often combined with other systems to function properly. For example, stormwater drainage is conveyed by streets, curbs, and gutters. Therefore, infrastructure upgrades to a specific system should not be considered in silos or separate from other infrastructure elements but rather should be viewed holistically.

This holistic approach will benefit the City in many ways; especially by helping to reduce redundancy. Infrastructure is typically maintained on regular, long-term intervals based on the expected lifespan of a specific element. When viewed holistically, it might make sense to implement certain improvements before others, or in conjunction, based on the overarching goals of this comprehensive plan. For example, if a sewer line is repaired or replaced, and the adjacent sidewalks need to be repaired or installed, it would be efficient for the City to implement the sidewalk improvements at the same time, while the nearby site is under construction. This approach seeks to balance the baseline need for quality infrastructure and the desire to maintain a high-quality of life.

The City should refer to the strategic opportunities map (Figure 9.11) to determine how improvements could be coordinated moving forward. A larger version of this map can be found in Chapter 2.0.

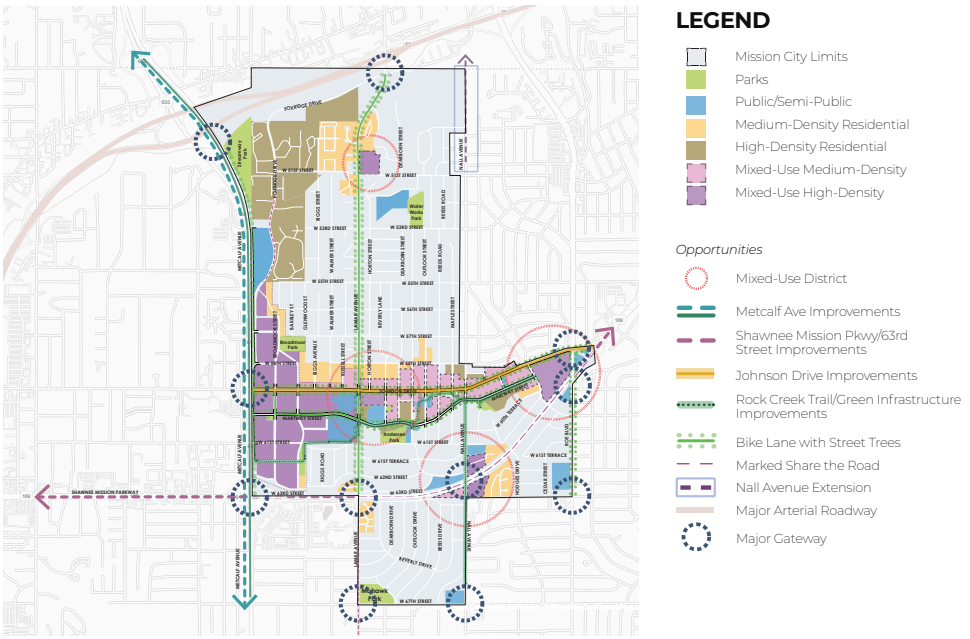


Figure 9.11 - Strategic Opportunities Map

4A Strategies for Mission

Coordinate infrastructure upgrades for the benefit of financial efficiency and quality of life improvements

When possible, consider the long-term impacts of infrastructure improvements on maintenance costs.

- *Continue to coordinate infrastructure improvements and maintenance based on the collective vision of this plan and the community.*
- *Actively view infrastructure upgrades as quality of life improvements.*
- *Incorporate Complete Streets elements, as discussed in Chapter 6.0, whenever possible while upgrading infrastructure.*

9.5 Goal 5

Goal 5 - Plan and include costs for added amenities that support the City's goals: people-oriented improvements, improved signage, streetscapes, outdoor sidewalk use, crosswalks, and neighborhood needs.

People-Oriented Improvements

By implementing people-oriented improvements, rather than prioritizing vehicles, the built environment turns its focus on the residents of the community. A human-centric community is accessible to the youth and elderly, offers a variety of modes of travel, and places a priority on public space serving the community's residents.

People-Oriented improvements include a variety of amenities: walkability, bikeability, access to transit, and well-managed public space. By making these improvements, equitable opportunities arise for mobility and commuters.

The ability to walk and bike in a community are major factors people use to evaluate where they would like to live. In the 2021 DirectionFinder Survey, walkability, bikeability, and the incorporation of additional pedestrian amenities were the three highest ranked items residents would like to see prioritized in the next two years. Improvements of this kind could be sidewalk and trail expansion, connectivity, safety buffering between modes of transit, improved crossing conditions, or implementing bicycle infrastructure (Figure 9.12).

Figure 9.12 - Examples of Potential People-Oriented Improvements

5A Strategies for Mission

Prioritize people-oriented Improvements

Mission residents have a desire for easier mobility throughout the community and the City should work to improve these conditions.

- *Improve access for people-oriented transit throughout Mission.*
- *Include people-oriented improvements in the annual CIP plan for incremental improvements throughout the city.*
- *Annually review completed improvements to measure progress toward improving people-oriented infrastructure.*

9.5 Goal 5 *(Continued)*

Goal 5 - Plan and include costs for added amenities that support the City's goals: people-oriented improvements, improved signage, streetscapes, outdoor sidewalk use, crosswalks, and neighborhood needs.

Signage and Streetscape

As discussed in Chapter 7.0 - Economic Revitalization, Mission's recent rebranding presents an opportunity to aid placemaking and streetscaping. The addition of signage and branding throughout Mission will assist in creating streetscapes and place identifiers to better suit the activities and businesses located there. Streetscaping enhancements could include painting buildings, decluttering and clean up, plantings and gardens, or enhancing the overall aesthetic.

Outdoor Sidewalk Use

During the COVID-19 pandemic, there was an opportunity to re-think how we use space. One of the most common applications was the reconfiguration of sidewalks as public/private gathering space. Many restaurants expanded their dining rooms to the sidewalk, allowing them to carry on with business while allowing patrons to enjoy the outdoors and safely interact with one another. The benefits of these reconfigured spaces did not go unnoticed in many communities, and are still being utilized as permanent fixtures. Mission should explore these opportunities for residents to enjoy outdoor dining and support local businesses in their endeavors.

Crosswalks

Chapter 6.0 - Transportation and Mobility discussed the importance of pedestrian safety. Ensuring that existing crosswalks have high visibility signs, rapid rectangular flashing beacons (RRFBs), or pedestrian refuge islands are integral pieces to a well-rounded pedestrian network.

Neighborhood Needs

There are many factors that contribute to unique needs for each neighborhood in Mission. Some neighborhoods may need traffic calming measures, while others need street and gutter improvements. This requires meeting with the neighborhood residents and groups to identify specific priorities.

Figure 9.13 - Example Crosswalk Improvement

Figure 9.14 - Outdoor Sidewalk Use

Figure 9.15 - Neighborhood Traffic Calming

5B Strategies for Mission

Enhance amenities to support neighborhoods and residents

These amenities are key pieces of infrastructure to support the high-quality of life existing in Mission today and should be continually maintained and enhanced.

- *Consider opportunities to exempt and approve non-conforming uses of outdoor sidewalk spaces for public use.*
- *Meet with local residents from neighborhoods to specify infrastructure needs.*

9.5 Goal 5 *(Continued)*

Goal 5 - Plan and include costs for added amenities that support the City's goals: people-oriented improvements, improved signage, streetscapes, outdoor sidewalk use, crosswalks, and neighborhood needs.

The final step to provide people-oriented improvements requires combining them with Mission's infrastructure and streetscapes. This is accomplished by redefining roadways, providing designated spaces for pedestrians, bicyclists and transit, improving existing conditions, and encouraging multimodal ridership where possible. This variety provides new opportunities both by attracting residents to the community and by being an economic driver for increasing the foot traffic throughout the city.

Complete Streets

Chapter 6.0 Transportation and Mobility references the City of Kansas City for having adopted a Complete Streets Policy. The policy regulates the design and character of:

- Sidewalks
- Refuge islands,
- Curb extensions
- Traffic calming measures
- Traffic signals
- Accessible curb ramps
- Bicycle lanes
- Separated bikeways
- Multi-use trails
- Bicycle parking facilities
- Signage
- Street trees
- Public transportation stops

"Complete Streets are streets for everyone" (Smart Growth America, 2021). There is not one definition of what a Complete Street is - they are unique in every application. The intent of Complete Streets is to slow speeds, create a safe, walkable environment, provide access regardless of ability or socioeconomic status, and connect the entire community.

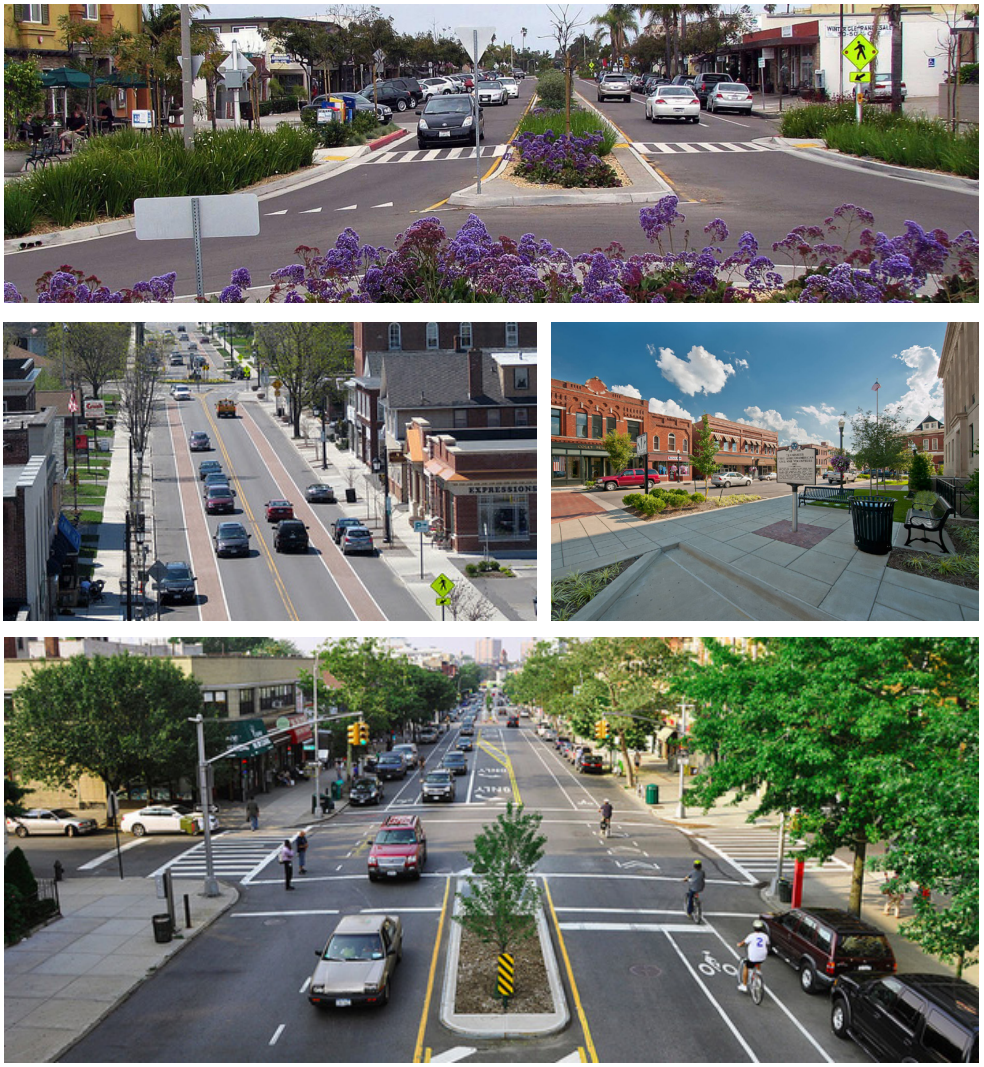


Figure 9.16 - Examples of Complete Streets

5C Strategies for Mission

Leverage Complete Streets Policy for people-oriented improvements

The residents of Mission wish to live in a more walkable, bikeable, and transit-friendly community. The City should prioritize these desires for all future infrastructure improvements.

› *Set aside capital improvement funds to prioritize Complete Street initiatives throughout Mission's major and minor corridors.*

9.6 Goal 6

Goal 6 - Prioritize sustainability practices for all developments in Mission.

Sustainable Development

Sustainability should be incorporated into all developments in Mission. As mentioned earlier in Chapter 4, Mission already offers a sustainability scorecard program through the Sustainability Commission. This voluntary program allows projects to receive a bronze, silver, gold, or platinum rating depending on the amount of sustainability measures included in the development. This score is then passed on to the Planning Commission and City Council during the development review process.

Sustainability should be approached and viewed through the three lenses: environment, economy, and equity. For infrastructure sustainability this could mean a project that works with the natural features (environment) that is also cost effective (economy) and considers the groups most or least impacted by improvements or new development (equity).

Mission should consider ways to strengthen the sustainability requirements for new developments. This could be accomplished by offering incentives for developments that provide certain sustainability features such as blue or green infrastructure within the site design.

Mission could also consider requiring certain sustainability measures to be included within city ordinances or zoning classifications. This decision would need to be weighed carefully, however, so as to not discourage reinvestment or development.

Figure 9.17 - Green Infrastructure Example

6A Strategies for Mission

Strengthen sustainability requirements and best management practices

Mission should require or incentivize sustainability measures to be included within new developments or redevelopments.

- *Explore the possibility of requiring or incentivizing developments and redevelopments to utilize sustainability best management practices.*
- *Utilize the City's Sustainability Scorecard to assess any changes or alterations to sites.*
- *Continue to coordinate efforts with the Sustainability Committee.*

10.0 Implementation

Natural Features and Environment

	Strategy	Priority	Time Frame
Goal 1: Continue investment in Rock Creek flood abatement and storm water infrastructure and prioritize green solutions and BMPs wherever possible. Avoid creating public safety and environmental hazards.			
1A	**Add green infrastructure along the Rock Creek corridor**	**Medium**	**3-5 years**
Explore the potential of community-funded green infrastructure projects along the Rock Creek corridor.			
Develop a City-owned vacant lot along the Rock Creek corridor near Outlook Street and Johnson Drive as a pilot green infrastructure project or mini park with a public art or placemaking feature.			
1B	**Promote green infrastructure on public and private property**	**Medium**	**Ongoing**
Continue to promote the use of green infrastructure solutions on public and private property in Mission.			
Review the zoning code to identify any major barriers to implementing green infrastructure and ways to streamline the process.			
Promote shared structured parking instead of surface parking to make room for more green space.			
1C	**Balance the needs of the environment and economic development along the Rock Creek corridor**	**Medium**	**3-5 years**
Aim for a balance between greenspace/permeable ground cover and built environment in the areas along Rock Creek between Lamar Avenue and Roeland Drive.			
Incentivize greenspace and sustainable site design for projects located along the Rock Creek corridor.			
1D	**Integrate principles of design and public safety when evaluating developments or improvements for projects that impact public spaces including open space and parks**	**Medium**	**1-3 years**
Fully integrate Crime Prevention Through Environmental Design principles as part of the development review process.			
Redevelop vacant lots along Rock Creek Trail, as open space - at a minimum incorporate green infrastructure and CPTED design principles.			
Identify opportunities to merge CPTED and Community for All Ages principles into site design for public spaces.			
Goal 2 - Connect development and redevelopment opportunities to sustainable practices and utilize a sustainability "lens" in all city decisions. Connect these opportunities to the Kansas City Regional Climate Action Plan that the City has adopted.			
2A	**Consider the economic, equity, and environmental aspects of sustainability when making decisions for the community**	**High**	**Ongoing**
Review decisions on funding, programming, and planning through a sustainability framework that considers the likely impact on the environment, economy, and equity.			
Seek to make decisions that promote sustainability.			
Continue to support the actions and policies recommended within the Climate Action KC plan, using it as a guide as appropriate.			
Goal 3 - Implement the City's climate action policies with consideration to the regional plan.			
3A	**Continue Mission's commitment to reaching its Sustainability and Climate Action Plan goals and community targets**	**High**	**Ongoing**
Review and update the 2009 Climate Action Plan to identify action items that are no longer relevant, completed, or new opportunities.			
Perform updated greenhouse gas inventories on a regular basis to reflect existing conditions more accurately and continue to monitor.			
Continue to use the Sustainability Committee's scorecard on development review to ensure new projects are in line with the community's values and sustainability goals.			
Actively seek funding for community sustainability initiatives.			

Natural Features and Environment

	Strategy	Priority	Time Frame
Goal 4 - As a land-locked community, encourage new development and redevelopment projects to include greenspace, and protect and expand the tree canopy in both commercial and residential areas.			
4A	**Expand greenspace and protect tree cover by encouraging both to be integrated into new development or redevelopment**	**High**	**1-3 years**
Adopt a policy to incentivize private development to include outdoor gathering spaces.			
Review and update zoning code regulations requirements related to landscaping of multi-family, commercial, and mixed-use developments.			
Encourage developers to view existing tree cover or other sensitive environmental features as a site amenity rather than an obstacle.			
Explore creative alternatives to greenspace requirements in developments if sites are not supportive of conventional requirements.			
4B	**Preserve and increase Mission's tree canopy**	**High**	**1-3 years**
Continue to preserve tree cover by integrating existing trees into site designs as an amenity.			
Create and adopt a tree preservation ordinance (using MARC's model tree preservation ordinance as a guide) to protect Mission's tree cover.			
Actively follow the current Tree Plan to ensure tree species diversity within Mission.			
Consider requiring that for every tree removed, two additional trees must be planted.			
4C	**Maintain Mission's natural features**	**Low**	**Ongoing**
Adopt a steep slope preservation ordinance to regulate or prevent development in areas with slopes over a certain percentage.			
Study the feasibility of additional trail connections through steep slope areas as a means for slope preservation.			
4D	**Encourage use of native plants throughout Mission**	**High**	**Ongoing**
Create and adopt a native plants ordinance to require use in private developments and actively use native plantings in public parks and green spaces.			
Support the creation of gardening groups to help maintain native plants throughout the community, especially within City-owned parks and on City property.			
Goal 5 - Support and encourage new development and redevelopment in Mission that is sustainable.			
5A	**Continue to encourage sustainability measures for new development and redevelopment projects in Mission**	**High**	**1-3 years**
Expand the use of the Sustainability Scorecard for all new developments or redevelopments that substantially change or alter the site.			
Consider providing a tiered financial incentive for developments or redevelopments that earn a Bronze, Silver, Gold or Platinum-level designation on their project.			
Actively involve the Sustainability Commission on any future update to the Sustainability and Climate Action Plan.			
Incentivize existing businesses to achieve higher sustainability standards when renovating existing buildings.			

Parks and Recreation

	Strategy	Priority	Time Frame
Goal 1 - Maintain and preserve existing open space and natural features to enhance the character of the built environment, promote neighborhood stability, public health and safety, and provide for outdoor recreation and visual enjoyment.			
1A	**Regularly review Mission parks and recreation facilities**	**High**	**Ongoing**
Continue to regularly evaluate parks and recreation trends when facility planning.			
Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the desires of Mission residents.			
Refer to Public Input Summary and community survey to review amenities that are desired by the community and develop strategy for the implementation of those amenities.			
1B	**Increase visibility and awareness of existing park facilities**	**High**	**Ongoing**
Continue to highlight parks, amenities, and events in community newsletters and social media posts to increase awareness of these facilities.			
Continue to actively promote parks with neighborhood and community groups.			
1C	**Improve existing trail network in Mission**	**High**	**Ongoing**
Enhance existing trail network with amenities such as signage, bike parking and repair stations, seating, lighting, and green infrastructure elements.			
Incorporate public art along trail corridors to add unique placemaking elements and increase the user experience and overall quality of life for residents.			
Goal 2 - Enhance parks and recreational spaces that provide for outdoor activities, gathering spaces, and pedestrian and bicycle trails.			
2A	**Expand trail network throughout the city so that all residents are within ¼ mile of the trail network**	**Medium**	**Ongoing**
Conduct a city-wide trail feasibility study for additional trail corridors and prioritize projects based on public feedback, funding options; working with necessary property owners to alleviate any concerns. The feasibility study should identify right-of-way acquisition needs, cost to construct, and prioritized project list.			
Enhance trail crossings at all roadways to prioritize cyclists and pedestrians.			
Allocate resources to acknowledge the historic Strang Line Interurban Railroad by utilizing wayfinding/educational signage to commemorate its local and historical significance; implement trail segments where possible.			
2B	**Allow for flexible and creative use of streets/parking areas for public gathering**	**Medium**	**1-3 years**
Adopt policies that allow for strategic corridors and/or parking areas to be used for gatherings, activities, and events on a regularly scheduled basis.			
Evaluate the Downtown district to determine if any streets could be permanently closed to traffic and opened for additional public space.			

Parks and Recreation

	Strategy	Priority	Time Frame
Goal 2 - Enhance parks and recreational spaces that provide for outdoor activities, gathering spaces, and pedestrian and bicycle trails.			
2C	**Continue to support the Mission Market**	**High**	**1-3 years**
Allocate funding for permanent market site improvements that support the long-term viability of the Mission Market.			
Complete a master plan for the market area and adjacent parking to create a new community gathering place for residents along Johnson Drive.			
Continue funding for staff, programming, and branding support for the Mission Market.			
Goal 3 - Invest in ongoing maintenance and park enhancements, including restrooms, playground equipment, seating options, and other amenities.			
3A	**Make investments in parks based on resident priorities and preferences**	**High**	**Ongoing**
Adequately fund parks for necessary enhancements and maintenance needed to provide high-quality public spaces for the community.			
Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the needs and priorities of Mission residents.			
Goal 4 - Ensure parks and recreational spaces are compliant with ADA standards and available to users of all ages and abilities.			
4A	**Ensure Mission's parks are accessible and usable to everyone**	**High**	**Ongoing**
Perform regular analysis of Mission's parks level of accessibility for all different ages and physical abilities.			
Implement key improvements to address accessibility issues.			
Fund inclusive park amenities, such as an autism trail, to increase the usership and value of Mission's parks, and to improve the quality of life for residents.			
Goal 5 - New or newly redeveloped public spaces should include Universal Design Features.			
5A	**Incorporate Universal Design features into Mission's parks and recreation spaces**	**Medium**	**Ongoing**
Create and adopt ordinance to require universally designed components in parks, and recreational or public spaces in Mission.			
Perform regular analysis of parks' accessibility for different ages and physical abilities.			
Implement key improvements to address accessibility issues.			

Transportation and Mobility

	Strategy	Priority	Time Frame
Goal 1 - Make pedestrian safety a high priority, especially on Johnson Drive and Downtown.			
1A	**Maintain, improve, and expand the sidewalk network throughout the city**	**High**	**1-3 years**
Improve pedestrian access along Johnson Drive and throughout Downtown Mission.			
Construct new sidewalks, as feasible, on major corridors so that these major arterials have continuous sidewalks on both sides of the street and safe crossings spaced a minimum of ¼ mile apart.			
Identify residential streets with opportunities to construct new sidewalks.			
1B	**Add and improve key crossing locations along major arterial roadways**	**High**	**3-5 years**
Partner with KDOT to improve pedestrian access to, and across, Shawnee Mission Parkway (US-56) at Lamar Avenue, Nall Avenue, Roeland Drive, and Roe Avenue and across Metcalf Avenue (US-69) at 61st Street and Johnson Drive. Construct intersections with wide sidewalks, high-quality ADA ramps, and direct routes across the major streets on all four legs of the intersections whenever feasible.			
Partner with the Unified Government of Kansas City, Kansas and Wyandotte County and KDOT to reconstruct the Lamar Avenue interchange with I-35 to include high-quality pedestrian and bicycle facilities across the Interstate.			
Consider applying for the Walk Friendly Communities program to receive recognition for ongoing improvements and for use in branding and marketing the community to future residents.			
1C	**Incorporate traffic calming features along strategic corridors to promote safe and comfortable walkability**	**Medium**	**Ongoing**
Identify suitable locations for traffic calming installations based on traffic counts/speed and areas with high pedestrian activity potential.			
Work with city engineers and the public to determine the most suitable traffic calming technique to add to each proposed area.			
Goal 2 - Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.			
2A	**Support and expand specialized transit services in Mission**	**Low**	**Ongoing**
In coordination with Johnson County and KCATA/RideKC, develop a micro transit awareness program to increase ridership.			
Engage with residents to identify potential routes.			
Include information on the City's website for micro-transit options and utilize social media to inform the public about transportation opportunities.			
2B	**Support public bike rentals and mobility hubs**	**High**	**Ongoing**
Review city codes and ordinances to implement a bike share program.			
Partner with BikeWalk KC to implement a bike share program in strategic locations throughout the city.			
Regularly evaluate the demand for alternative transportation options within Mission.			

Transportation and Mobility

	Strategy	Priority	Time Frame
Goal 2 - Plan for a multi-modal transportation/mobility system that supports future-focused transportation such as electric cars, automated vehicles, specialized transport services (including privately owned ride-share and delivery services), and public rental bicycles.			
2C	**Implement infrastructure to support electric modes of transportation on public and private properties**	**Medium**	**1-3 years**
Work with local utility companies to implement electric charging stations along key corridors and at strategic community activity centers.			
Develop design standards for how charging stations may be incorporated into the public right-of-way.			
Implement EV fleet vehicles and public charging stations.			
Adopt an ordinance to encourage multi-family developments to implement EV charging on-site.			
2D	**Strategize planning efforts to support future-focused transportation**	**Medium**	**Ongoing**
Strategize future amendments to zoning code that will facilitate future-focused transportation (ex. lower parking requirements, denser developments, etc.).			
Determine where designated space is needed to support autonomous vehicles such as drop-off zones.			
Goal 3 - Develop flexible policies that allow the City to adapt to future needs within prepared criteria regarding safety, efficiency, and access.			
3A	**Adopt a flexible Complete Streets ordinance**	**High**	**3-5 years**
Adopt a city-wide Complete Streets Plan.			
Actively implement Complete Streets policies in city-wide projects where appropriate.			
3B	**3B Implement a flexible Complete Streets ordinance**	**High**	**Ongoing**
Actively implement Complete Streets policies in city-wide projects where appropriate.			
Refer to NACTO's Blueprint for Autonomous Urbanism and Urban Street Design Guide for specific policy and planning action items related to future transportation technologies.			
Actively implement Complete Streets policies in city-wide projects where appropriate.			
3C	**Regularly review policies and enforce codes to maintain safe rights-of-way and visibility at intersections**	**Medium**	**Ongoing**
Review policies and codes regarding right-of-way and intersection design using the FHWA's Safe System approach.			
Explore creating a Vision Zero plan.			
Goal 4 - Tie current and future mobility plans to the City's economic development strategy and neighborhood stabilization.			
4A	**Utilize the Future Land Use Plan to support higher-density mixed-use developments where appropriate**	**High**	**Ongoing**
Refer to the Future Land Use Plan when considering new projects in designated higher-density, mixed-use districts.			
Codify density standards where appropriate.			
Adopt strategies that incentivize increased density and diverse uses in transit-served areas that increase walkability and bikeability.			

Transportation and Mobility

	Strategy	Priority	Time Frame
Goal 4 - Tie current and future mobility plans to the City's economic development strategy and neighborhood stabilization.			
4B	**Develop policy to support Transit-Oriented Developments**	**Medium**	**Ongoing**
Implement Transit-Oriented Development policy in strategic districts, centered around transit facilities.			
4C	**Implement infrastructure upgrades and traffic calming elements on local streets as a means of neighborhood preservation**	**Medium**	**Ongoing**
Work with neighborhood groups and residents to evaluate the need to develop a strategic plan for traffic calming elements throughout Mission.			
Once a traffic calming plan is completed, develop landscaping standards for special treatments on local streets including but not limited to chicanes and curb bump-outs.			
Implement green infrastructure where appropriate and where needed.			
Goal 5 - Recognize Johnson Drive as a major connection for local and metropolitan residents. Slow traffic at key points and provide well-marked crosswalks for pedestrians.			
5A	**Continue to improve pedestrian experience along Johnson Drive**	**High**	**3-5 years**
Evaluate opportunities to construct center median islands with landscaping and trees between Metcalf Avenue and Roe Boulevard where left turns are not necessary for business access.			
Explore feasibility of other traffic-calming techniques that do not adversely impact emergency vehicle access and traffic operations between Metcalf Avenue and Roe Boulevard.			
5B	**Explore feasibility of extension of Downtown improvements west of Lamar Avenue to Metcalf Avenue**	**High**	**1-3 years**
Conduct a feasibility study for extending corridor improvements between Lamar Avenue and Nall Avenue to the west of Lamar Avenue toward Metcalf Avenue.			
Invest in additional landscaping, amenities, widened sidewalks, and added pedestrian crossings between Metcalf Avenue and Lamar Avenue.			
5C	**Improve pedestrian access and safety**	**High**	**Ongoing**
Improve existing marked pedestrian crosswalks with high-visibility signs, rapid rectangular flashing beacons (RRFBs), and pedestrian refuge islands in appropriate locations.			
Add new, high-quality pedestrian crossings on Johnson Drive as appropriate. Crossing locations should be spaced no more than 600' apart between Metcalf Avenue and Roe Boulevard on Johnson Drive.			
Construct sidewalks, widen sidewalks, and improve sidewalk connections north and south of Johnson Drive to the Rock Creek Trail, Martway Street, and to residential areas surrounding Johnson Drive.			
Develop and implement an access management policy aimed to reduce the number, and narrow the width of, commercial driveways along Johnson Drive.			

Transportation and Mobility

	Strategy	Priority	Time Frame
Goal 6 - Coordinate with MARC, KCATA, and surrounding communities to support the SmartMoves 3.0 Regional Plan and incorporate updated transit technology for transit facilities, transit routes, micro-transit options, electric and automated vehicles, and street cars.			
6A	**Engage with KCATA and regional leaders as regional transit plans such as OneRideKC develop**	**Low**	**Ongoing**
Actively participate in planning for the OneRideKC Regional transit plan to ensure Mission retains its critical place in the overall regional transit system.			
Partner with Johnson County for future high-frequency transit in the Metcalf Avenue/Shawnee Mission Parkway Corridor, building upon previously completed Bus Rapid Transit planning.			
Explore partnerships to extend the KC Streetcar route(s) into Mission to further expand multi-modal transportation opportunities.			
6B	**Work with Johnson County and transit leaders to prepare the Mission Transit Center for future transit technologies**	**Low**	**Ongoing**
Begin planning for upgrades to the Mission Transit Center to prepare for electric bus charging and other technology improvements to the facility.			
Plan for multi-modal mobility hub inclusion at the MTC that could include bike share, scooter share, park and ride, and rideshare.			
Goal 7 - Strategize with KDOT about future improvements to the interchange at Metcalf Avenue and Johnson Drive.			
7A	**Commission a consultant to identify improvement strategies for the interchange at Metcalf Avenue and Johnson Drive covering aspects of traffic safety, traffic operations, and bicycle and pedestrian access**	**High**	**1-3 years**
Identify public and private partnership opportunities to fund this concept study, including KDOT and the City of Overland Park.			
Explore potential for TIF, CID, TDD, and/or other strategic financing initiatives to assist with implementation.			
Identify funding opportunities such as Surface Transportation Program (STP) funding or other federal discretionary grants programs.			
Goal 8 - Explore future public street alignments within the Form Based Code District as outlined in the West Gateway FBC to enhance access, connectivity, and redevelopment efforts.			
8A	**Commission a consultant to identify improvement strategies for the interchange at Metcalf Avenue and Johnson Drive covering aspects of traffic safety, traffic operations, and bicycle and pedestrian access**	**Low**	**Ongoing**
Study the feasibility and cost of new roadway alignments in the Form Based Code District.			
Develop phasing strategy for the implementation of road realignments.			

Economic Revitalization

	Strategy	Priority	Time Frame
Goal 1 - The Johnson Drive Corridor is the longstanding retail district within Mission and should be enriched by future public projects and private redevelopment.			
1A	**Continue to enhance the West Gateway District**	**Medium**	**3-5 years**
Extend streetscape improvements along Johnson Drive from Lamar Avenue to Metcalf Avenue where feasible.			
Perform a review of the West Gateway Form Based Code (FBC) to determine solutions within the code itself, or through supplementary planning processes, to address issues realized during the implementation of the FBC.			
Work with existing and potential businesses to encourage existing operations to continue and to entice new commercial and retail uses.			
1B	**Continue to invest in Downtown Mission**	**High**	**1-3 years**
Continue to provide public investment in the Downtown district through continued improvements to the streetscape and pedestrian amenities.			
Take advantage of opportunities to expand open space, parks, or gathering spaces in or near Downtown.			
Work with the private sector to prevent long-term vacancies on the ground floor.			
1C	**Create a new community-led vision for the East Gateway District**	**Low**	**Ongoing**
Create a new master plan for the East Gateway District that is based on community vision.			
Integrate sustainability measures and a strong open space/gathering space component.			
Create a walkable neighborhood that enhances the East Gateway District along Johnson Drive.			
Extend Johnson Drive streetscape enhancements into the East Gateway District.			
Support enhancement of the properties on Martway Street near the East Gateway District as part of any improvement effort for the district.			
Goal 2 - Promote a mix of office, retail, and residential uses along the Johnson Drive commercial corridor of the city.			
2A	**Promote flexible mixed-use developments along the Johnson Drive corridor**	**High**	**3-5 years**
Promote flexible mixed-use developments in accordance with the Future Land Use Plan.			
Allow for more flexible, activated first-floor uses as a way to provide additional amenities and maintain an active ground floor.			
Goal 3 - Promote a sustainable, diverse economy.			
3A	**Foster a healthy relationship between the City and existing businesses**	**High**	**1-3 years**
Regularly meet with existing business owners in Mission to identify and improve opportunities to assist with growth and development.			
Perform targeted outreach to fill existing commercial properties that have long-term vacancy.			
Consider adopting a vacant property tax to encourage new activity and reduce blight/empty store fronts on properties with long-term vacancies.			
Develop a strategy to incentivize and retain desired small business mix for business growth.			
Conduct a review of city codes and policies to identify business growth and development barriers.			

Economic Revitalization

	Strategy	Priority	Time Frame
Goal 3 - Promote a sustainable, diverse economy.			
3B	**Actively seek new business opportunities in key commercial corridors**	**High**	**1-3 years**
Create opportunities for small business growth in Mission.			
Continue to market Mission as an attractive location for business growth.			
Ensure Mission's commercial corridors remain attractive for potential new business development.			
Be a good business partner by providing consistent and fair assistance to parties interested in doing business in Mission.			
Invest in quality of life improvements within the community to remain an attractive option for residential and business growth.			
Regularly compare the cost of doing business in Mission to that of neighboring communities to ensure competitiveness.			
Encourage new developments to provide a variety of tenant space sizes for retail storefronts, providing space for startup businesses as well as larger, more established operations.			
3C	**Remain adaptable to changes in economic conditions while continuing to protect community interests**	**Medium**	**Ongoing**
Be prepared to adjust to changing economic conditions, technological advancements, and new preferences and priorities.			
Provide guidance to homeowners seeking Accessory Dwelling Units for work-from-home spaces.			
Provide WiFi access in parks and other public gathering spaces.			
3D	**Enhance transit and pedestrian/bicycle infrastructure as a means of economic development**	**Medium**	**Ongoing**
Work with regional partners and transit agencies to expand transit options in Mission over time.			
Continue to improve pedestrian and bicycle connectivity and safety in Mission.			
3E	**Support the growth and enhancement of all of Mission's commercial areas**	**Medium**	**Ongoing**
Seek multi-jurisdictional support for a corridor study along Shawnee Mission Parkway including transportation, transit, trails, and land use.			
Support growth and development of Mission's commercial areas, including potential expansion of mixed-use developments.			
3F	**Use incentives and assistance programs to expand and support community priorities and values**	**High**	**Ongoing**
Create clear and consistent economic development policies.			
Continue to fund, manage, and market existing grants and programs.			
Review development codes and policies to identify ways to streamline the development review process.			
Identify strategies that can improve local economic development prospects for minority-owned businesses to support diversity and inclusion.			

Economic Revitalization

	Strategy	Priority	Time Frame
Goal 4 - Promote consistent public identity at city gateways. This is an opportunity to incorporate creative entry-ways as part of renewed efforts for redevelopment.			
4A	Encourage development and enhancement in and around major gateways in Mission	Medium	Ongoing
Identify parcels that are undeveloped or available for redevelopment.			
Brand the gateways with iconic monuments and signage.			
Actively promote the gateways for development.			
Goal 5 - Continue to build positive redevelopment without losing the unique character of residential and commercial districts.			
5A	Seek development that enhances the unique character of Mission by building upon successful past redevelopment	High	Ongoing
Continue to encourage high-quality design and building material standards for mixed-use redevelopment or infill.			
Continue to extend streetscape enhancements and traffic calming features as feasible along the full extent of Johnson Drive.			
Incentivize high-quality signage in existing commercial, redevelopment, or infill sites.			
Encourage density and human-scaled developments along key corridors.			
Goal 6 - Build on the success of the Johnson Drive Corridor improvement project. This area with wide sidewalks, friendly neighbor interactions, and local shops creates a unique mix of charm and practicality that resonates with citizens and visitors.			
6A	Continue to expand the Johnson Drive Corridor improvement treatment to other corridors throughout Mission	Low	Ongoing
Continue to extend the Johnson Drive corridor improvements to the entire stretch of Johnson Drive as feasible.			
Strategically extend the Johnson Drive corridor improvement treatment to key corridors throughout Mission including Lamar Avenue, Martway Street, Metcalf Avenue, and Roe Blvd as feasible.			
Goal 7 - Respect the character and authenticity of Downtown when redeveloping and building new or infill projects to maintain a thriving district.			
7A	Seek new opportunities to enhance Downtown Mission through available programs and grants	Medium	Ongoing
Explore the benefits of becoming a "Designated Kansas Main Street" through the Kansas Department of Commerce.			
Actively seek other grant opportunities to improve Downtown Mission.			
Goal 8 - Use fresh and innovative signage.			
8A	Create and design signage for Mission's three Downtown districts that represent the unique character of each area	Low	3-5 years
Create three unique areas of signage and branding for the three districts along Johnson Drive or a single signage plan for the entire Johnson Drive corridor.			
Consider emphasizing colors from the new Mission logo within the new Downtown district signage.			

Economic Revitalization

	Strategy	Priority	Time Frame
Goal 9 - Encourage property owners to refresh building facades and outdated store fronts through the use of city grants or special programs.			
9A	**Support Mission businesses that want to improve building facades and enhance the property's sustainability**	**High**	**1-3 years**
Continue to fund and promote the Mission Business Improvement Grant (B.I.G. Program).			
Create a design idea or guideline book to help inspire business owners to take advantage of the facade improvement program.			
Identify a strategy to spur excitement about participating in the B.I.G. program.			
Expand the B.I.G. program or create a new program to incentivize interior/exterior improvements that support sustainability initiatives.			
Goal 10 - Incorporate new technologies for city-wide broadband access and Smart City strategies to provide easy access to information for residents, commercial properties, visitors, and stakeholders.			
10A	**Promote awareness of Mission's high-speed broadband connectivity capabilities**	**Low**	**Ongoing**
Claim and promote Mission's status as a Fiber Friendly Community.			
Continue to promote the widespread availability of very high-speed broadband internet in the community to residents and business owners.			
Add public WiFi to Mission parks and public spaces.			
10B	**Promote Smart City Initiatives in Mission and actively pursue regional partnerships**	**Low**	**Ongoing**
Evaluate Smart City initiatives for Mission to pursue.			
Seek opportunities to work with regional partners on Smart City initiatives.			
Utilize Smart City initiatives to track use of parks, trails and sidewalks to identify areas for prioritization and improvement.			

Housing and Neighborhoods

	Strategy	Priority	Time Frame
Goal 1 - Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.			
1A	**Allow for creative infill housing development**	**High**	**5+ years**
Identify vacant or dilapidated parcels for infill redevelopment.			
Establish a residential design standard to maintain the character and quality of life in neighborhoods.			
Leverage existing market demand for single-family and multi-family residential housing through redevelopment.			

Housing and Neighborhoods

	Strategy	Priority	Time Frame
Goal 1 - Promote effective development and redevelopment of sustainable single-family and affordable multi-family housing options for all ages.			
1B	**Create multi-family developments in mixed-use zones**	**Medium**	**Ongoing**
Utilize the Future Land Use Map to identify parcels for multi-family mixed-use developments.			
Consider densities and floor area ratios (FAR) that provide a variety of uses and opportunities within the redevelopment corridors.			
Incorporate and encourage multi-family residential in new mixed-use developments when possible.			
1C	**Examine the existing Form Based Code District for new developments and redevelopments**	**High**	**1-3 years**
Locate areas within the Form Based Code District that could include residential uses.			
Coordinate with developers to encourage residential uses within the district.			
Goal 2 - Encourage residential revitalization as the housing stock in Mission continues to age and market demands change.			
2A	**Encourage Universal Design features in residences**	**Low**	**3-5 years**
Provide resources to educate residents and developers about accessibility challenges in homes and how to make the appropriate modifications to improve accessibility.			
Consider the status of existing city infrastructure and overall accessibility according to Universal Design standards.			
Recommend Universal Design features in new residential developments.			
2B	**Promote grant and assistance programs available for housing revitalization at the local, county, and state levels**	**High**	**Ongoing**
Expand marketing of available programs to the public.			
Coordinate with local neighborhood groups to inform about opportunities.			
Expand existing programs to further encourage residential revitalization.			
Goal 3 - Reduce impact on residential properties through effective transitional land uses policies and development standards.			
3A	**Utilize buffers for gradual density shifts in neighborhoods**	**High**	**3-5 years**
Define transition zones and/or corridors from dense, commercial spaces to large-lot single-family neighborhoods.			
Establish standards for buffer distances and gradual density shifts.			
Create a guide that can be utilized by developers to demonstrate what variety of typologies fall under the buffer category.			
Within existing Low Density Residential areas, require that redevelopment at higher densities only occur when an entire block is assembled for redevelopment.			
3B	**Intentionally redevelop along transitional land uses**	**High**	**Ongoing**
Coordinate with developers to encourage multi-story higher-density developments within transitional zones adjacent to lower-density neighborhoods.			
Conduct an annual review to track property value impacts throughout development within transitional zones/corridors.			

Housing and Neighborhoods

	Strategy	Priority	Time Frame
Goal 3 - Reduce impact on residential properties through effective transitional land uses policies and development standards.			
3C	**Adopt site development standards for residential land uses**	**High**	**1-3 years**
Identify priority features that the City would like to regulate as baseline characteristics in all neighborhoods.			
Meet with local residents to identify goals and standards they feel would benefit the community.			
Create a guide detailing what is allowed and prohibited for developers and residents.			
3D	**Implement residential design standards related to the scale, setback, footprint, etc. for housing in Mission**	**High**	**1-3 years**
Engage with residents to define potential standards.			
Coordinate with Code Enforcement to ensure seamless application and communication with residents and developers.			
Explore tear-down and re-build standards and create a guidebook or amended zoning codes for implementation.			
Goal 4 - Add Missing Middle zones to address infill development and reduce barriers to transitional and higher-density uses.			
4A	**Promote Missing Middle Housing that complements the context and scale of surrounding properties**	**High**	**3-5 years**
Reduce barriers, such as zoning or parking minimums, for developers to maximize opportunities to increase Missing Middle Housing options.			
Update zoning code to enable Missing Middle Housing typologies in transitional zones.			
Identify infill lots for potential Missing Middle opportunities.			
Goal 5 - Continue building upon positive redevelopment trends and promote a positive city-wide image of Mission in residential and commercial areas.			
5A	**Assist resident-based groups in Mission neighborhoods**	**Medium**	**Ongoing**
Continue existing initiatives to support neighborhood groups.			
Consider the expansion of neighborhood group funding to allow for larger improvements and engagement activities.			
Establish a community calendar for neighborhood events to increase interactions and events.			
Publicize grant-funded neighborhood activities in city publications.			
Goal 6 - Continue emphasis on code enforcement to maintain the aesthetic, life, health, and safety of the community.			
6A	**Expand the Inspection Program to annually include more multi-family units**	**Medium**	**Ongoing**
Increase the goal of multi-family inspections from 5%-10%.			
Include a survey for renters regarding maintenance care provided by landlords or property management companies.			
Review the process annually to ensure efficiency and safety.			
6B	**Educate property owners and neighborhoods on code and code violations**	**High**	**1-3 years**
Invite the Neighborhood Services Team to speak to neighborhood groups on maintenance and code enforcement.			
Actively promote code enforcement and general code information with the "Be A Good Neighbor" initiative.			
Review the process annually to ensure efficiency and safety throughout the city.			
Consider creating a periodic, property-by-property windshield inspection and courtesy notice code enforcement program.			

Housing and Neighborhoods

	Strategy	Priority	Time Frame
Goal 7 - Develop an on-going strategy to protect and expand affordable housing in Mission.			
7A	**Set a term of affordability for new developments in Mission**	**Medium**	**1-3 years**
Adopt a term of affordability for all future residential developments.			
Establish a team to report and review affordability in the city to make sure the market reflects the needs of the community.			
7B	**Establish building design standards for new affordable residential developments**	**Medium**	**3-5 years**
Identify applicable standards to apply to new residential developments.			
Communicate with developers to educate them on the intent of these standards.			
Establish a checklist for all new developments to ensure that the building design standards are being applied.			
7C	**Ensure there are move-up ready homes in Mission**	**Medium**	**3-5 years**
Analyze household demographics to reflect housing needs.			
Identify areas where varied housing typologies can be expanded or redeveloped.			
Coordinate with City, County, and State groups for housing assistance and partnerships.			
Goal 8 - Create an environment that supports the application of Accessory Dwelling Units (ADUs).			
8A	**Develop criteria and standards for Accessory Dwelling Units where appropriate**	**Medium**	**3-5 years**
Amend the current zoning code to allow for Accessory Dwelling Units.			
Consider adopting an additional single-family residential category that has a smaller lot size, allowing for dense, infill development and smaller buildings.			
Update the zoning code regulations to regulate short-term rentals.			

Infrastructure Maintenance and Enhancements

	Strategy	Priority	Time Frame
Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.			
1A	**Continue to allocate funding for stormwater management, including gray and green infrastructure solutions**	**High**	**3-5 years**
Maintain and improve gray stormwater infrastructure.			
Expand funding and implementation of green infrastructure solutions for stormwater management such as green streets, permeable pavement, bioretention, and green roofs.			
Utilize publicly-owned land along the Rock Creek corridor as a location for green infrastructure that can be an amenity and mini park/ greenway.			

Infrastructure Maintenance and Enhancements

	Strategy	Priority	Time Frame
Goal 1 - Prioritize city budget allocations for continued and anticipated development needs in Mission over the next two decades and beyond.			
1B	**Continue to fund pedestrian and bicycle infrastructure enhancements along Mission roads**	**High**	**1-3 years**
Add pedestrian enhancements and traffic calming to Johnson Drive where feasible as outlined in Chapter 6.0 - Transportation and Mobility.			
Complete a bike/pedestrian plan.			
1C	**Continue to improve and maintain Mission parks and trails while expanding the system as opportunities emerge**	**High**	**1-3 years**
Routinely survey residents about parks, recreation, and trail preferences to ensure facilities and programs reflect the desires of the community.			
Maintain park and trail facilities, performing life cycle analyses to identify facilities or programs that should be phased out or replaced over time.			
Incorporate public open space or gathering space into new mixed-use areas.			
Create green infrastructure-based mini parks or greenways along the Rock Creek Trail.			
Expand the Mission trail system.			
1D	**Maintain Mission's roads and provide neighborhood specific streetscape enhancements to improve safety and placemaking**	**High**	**1-3 years**
Continue to maintain Mission's streets to balance efficiency with safety.			
Work with businesses, neighborhood groups, and residents to identify any street-specific traffic calming elements throughout Mission.			
Evaluate the road realignments recommended within the West Gateway Form Based Code District and plan/budget for streets still desired within the community.			
Look into opportunities to use pervious paving materials where possible for public and private roadways.			
Goal 2 - Focus on primary infrastructure issues first - streets, sidewalks, curb and gutter, stormwater needs, etc.			
2A	**Focus on primary infrastructure issues**	**Medium**	**Ongoing**
Proactively approach primary infrastructure maintenance and enhancement.			
Incorporate placemaking elements in infrastructure projects whenever possible.			
Goal 3 - Continue to inventory existing conditions for maintenance and replacement.			
3A	**Thoroughly analyze inventory of current infrastructure conditions**	**Medium**	**Ongoing**
Continue to perform a more thorough audit of existing infrastructure conditions.			
Explore developing an application/portal for residents to submit infrastructure condition documentation in real time to better assist with the City's ongoing tracking of sidewalk condition.			
3B	**Prioritize system resiliency in all infrastructure improvements**	**Medium**	**Ongoing**
Continue to evaluate technology to meet sustainability goals related to climate change.			
Develop a list of risk mitigation techniques and strategies to address vulnerabilities within Mission's infrastructure.			
Incorporate resiliency strategies into planned and future infrastructure improvements.			
Create a policy to require developments of a certain size to bury all utilities underground.			

Infrastructure Maintenance and Enhancements

	Strategy	Priority	Time Frame
Goal 4 - Coordinate improvements with other planned utility maintenance, repair, or replacement.			
4A	**Coordinate infrastructure upgrades for the benefit of financial efficiency and quality of life improvements**	**High**	**Ongoing**
Continue to coordinate infrastructure improvements and maintenance based on the collective vision of this plan and the community.			
Actively view infrastructure upgrades as quality of life improvements.			
Incorporate Complete Streets elements, as discussed in Chapter 6.0, whenever possible while upgrading infrastructure.			
Goal 5 - Plan and include costs for added amenities that support the City's goals: people-oriented improvements, improved signage, streetscapes, outdoor sidewalk use, crosswalks, and neighborhood needs.			
5A	**Prioritize people-oriented improvements**	**Medium**	**Ongoing**
Improve access for people-oriented transit throughout Mission.			
Include people-oriented improvements in the annual CIP plan for incremental improvements throughout the city.			
Annually review completed improvements to measure progress toward improving people-oriented infrastructure.			
5B	**Enhance amenities to support neighborhoods and residents**	**Medium**	**Ongoing**
Consider opportunities to exempt and approve non-conforming uses of outdoor sidewalk spaces for public use.			
Meet with local residents from neighborhoods to specify infrastructure needs.			
5C	**Leverage Complete Streets Policy for people-oriented improvements**	**High**	**1-3 years**
Set aside capital improvement funds to prioritize Complete Street initiatives throughout Mission's major and minor corridors.			
Goal 6 - Prioritize sustainability practices for all developments in Mission.			
6A	**Strengthen sustainability requirements and best management practices**	**High**	**Ongoing**
Explore the possibility of requiring or incentivizing developments and redevelopments to utilize sustainability best management practices.			
Utilize the City's Sustainability Scorecard to assess any changes or alterations to sites.			
Continue to coordinate efforts with the Sustainability Committee.			

11.0 Appendix

Appendix A

EXISTING CONDITIONS REPORT

Table of Contents

1.0 Community Profile 174

2.0 Physical Profile 187

3.0 Market Analysis 210

1.0 Community Profile

1.1 Regional Context and Fast Facts

Regional Context

The City of Mission is a northeast Johnson County community in the Kansas City metropolitan area. Most of the major activity centers within the Kansas City region fall within a 10-mile buffer of Mission (Figure 1.1). Mission offers easy access to Interstate 35 and Downtown Kansas City, Missouri. Interstate 35 runs near the northern section of the community. Metcalf Avenue (Highway 69) marks most of its western boundary and Shawnee Mission Parkway (Highway 169) makes up a portion of its southern boundary. Mission is a first-ring suburb and is landlocked on all sides by Overland Park, Roeland Park, Fairway, Prairie Village, and Wyandotte County, Kansas.

Figure 1.1 - Regional Context Map

Mission, Kansas Fast Facts

Population (2020): 9,618

Median Household Income: $64,703

Population Change 2010 - 2020: +3.4%

Median Home* Value: $203,600
*owner occupied

Median Age: 33.4

Median Gross Rent: $1,016

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

1.2 Base Map

Base Map

Mission is a landlocked community that is approximately 2.62 square-miles. It has two main east-west arterials, Johnson Drive and Shawnee Mission Parkway. There are several north-south major roads including Metcalf Avenue, Lamar Avenue, Nall Avenue, and Roe Avenue.

The land along Johnson Drive, Martway Drive, and Metcalf Avenue are the most intensely developed areas. Outside of these areas, the dominant land use is low-density residential.

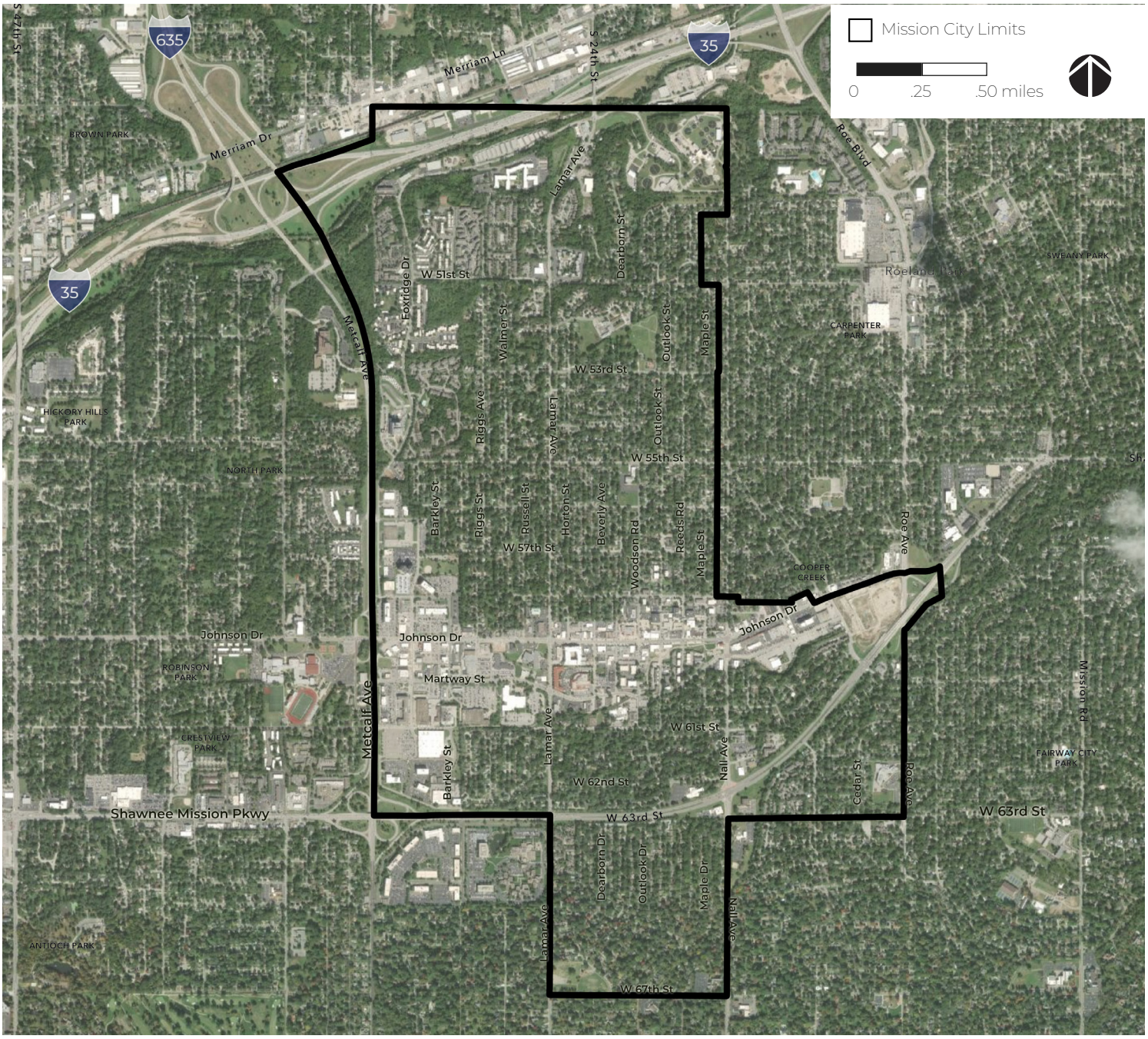


Figure 1.2 - Base Map of Mission, Kansas

1.3 Population and Growth

Short-Term Population Trends

Mission's population has hovered between an estimated 9,400 to 9,500 residents for many years, but has begun to see a slight increase in the past two years of estimates (Figure 1.3). The latest population estimate for 2020 puts the current population at approximately 9,618. Since 2010, this represents an increase of 3.4%.

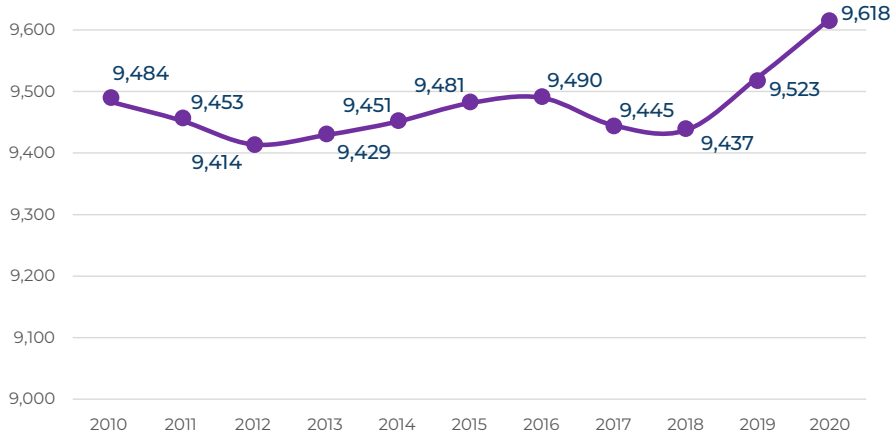


Figure 1.3 - ACS Population Estimates 2010-2020

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

Long-Term Population Trends

In 1960, Mission's population was an estimated 4,626. Over the past sixty years, the community has more than doubled in size. A substantial amount of the population growth occurred between 1960 to 1970. The population had evened out since 1990 to around 9,500 residents. Latest estimates are up closer to 9,700. Additional future growth will depend on several macro and micro-level trends and changes discussed below.

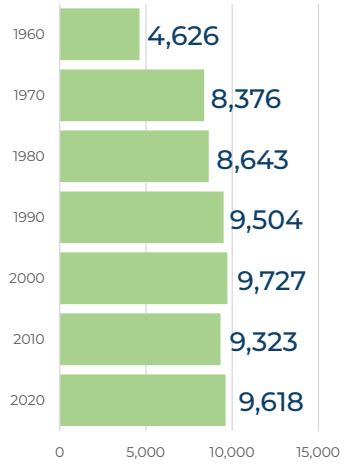


Figure 1.4 - Population 1960 - 2020

Source: U.S. Census Bureau

DESPITE BEING A LANDLOCKED COMMUNITY, MISSION'S GROWTH HAS CONTINUED TO SLOWLY INCREASE

Population Growth

Mission is a landlocked community. Therefore, its population growth will mainly stem from redevelopment, densification, or a significant change in household size. Higher density mixed-use or residential redevelopment could allow Mission's population to grow. The overall average household size in Mission in 2020 was 2.01 persons. Families in Mission have an average household size of 2.68 persons. The 2020 estimates were slightly less - 1.98 persons for total average household size and 2.63 for families.

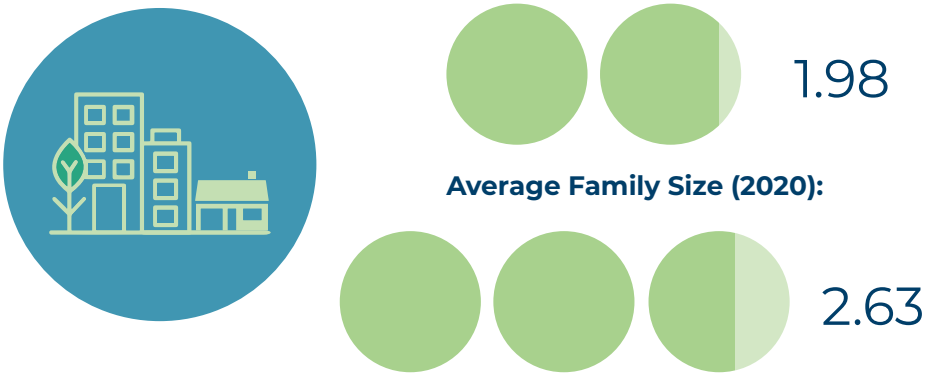


Figure 1.5 - Average Household and Family Size (2020)

1.4 Households and Families

Household Sizes

There are a nearly equal percentage of one and two-person households in Mission as of 2020 (Figure 1.6). Together, these two household sizes account for close to 80% of all households in Mission. Another nearly 15% are four-person and 8% are three-person households.

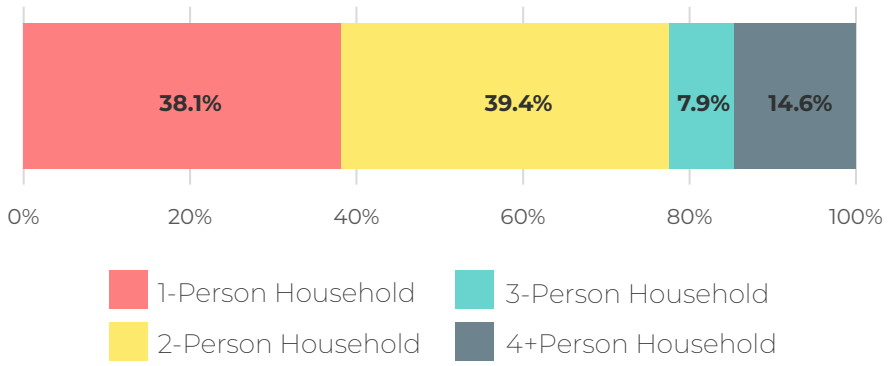


Figure 1.6 - Household Sizes (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

Average Household Sizes

The overall average total household size for Mission in 2020 was 1.98 persons, down from 2.01 persons in 2019.

Average household size is often related to housing tenure. Housing tenure is the financial arrangement and ownership status under which someone has the right to live in a house. Owner-occupied households in Mission have an average household size of 2.22 persons. Renter-occupied households are typically smaller. This remains the case with Mission where average renter households are 1.76 persons, down from 1.82 persons in the year prior.

Average household size often reflects the demographics of a community (mainly age, income, or educational attainment), but can also reflect the housing options available. Smaller homes and multi-family residential units are often better suited for smaller average household sizes. Mission's recent growth, which mostly can be attributed to multi-family units, can help explain this downward trend in household sizes.

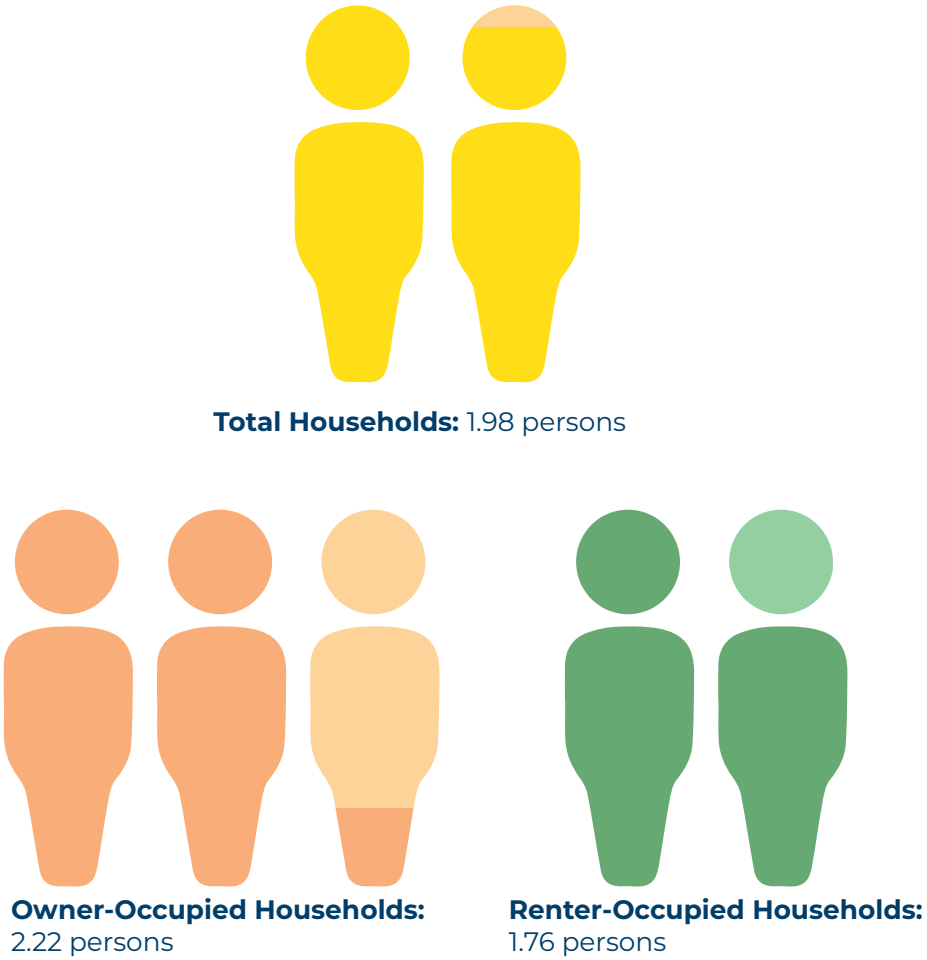


Figure 1.7 - Average Household Size by Tenure (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

1.5 Household Incomes

Median Household Income

The 2020 median household income in Mission was $64,703, up from $61,144 in 2019. While this is similar to the nearby community of Merriam, it is lower than other Johnson County communities such as Overland Park, Roeland Park, Shawnee, and Johnson County as a whole. Figure 1.8 summarizes the data.

MISSION'S MEDIAN INCOME IS LOWER THAN THAT OF JOHNSON COUNTY AND MANY OTHER NEARBY COMMUNITIES

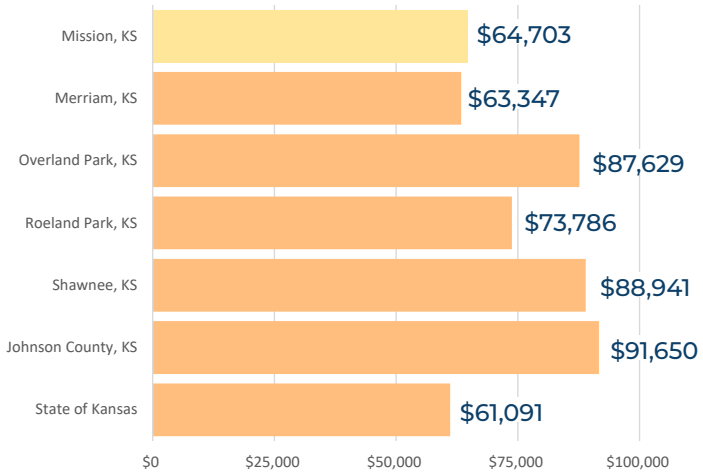


Figure 1.8 - Median Household Income Comparison (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

Household Income

The most common income bracket is $75,000 to $99,999 per year, which accounts for 19.5% of households. Over half of all households earn between $35,000 to $99,999. Approximately 24% of households earn over $100,000 per year and 13.6% of households earn below $25,000 annually.

OVER HALF OF MISSION HOUSEHOLDS EARN BETWEEN $35,000 TO $99,999

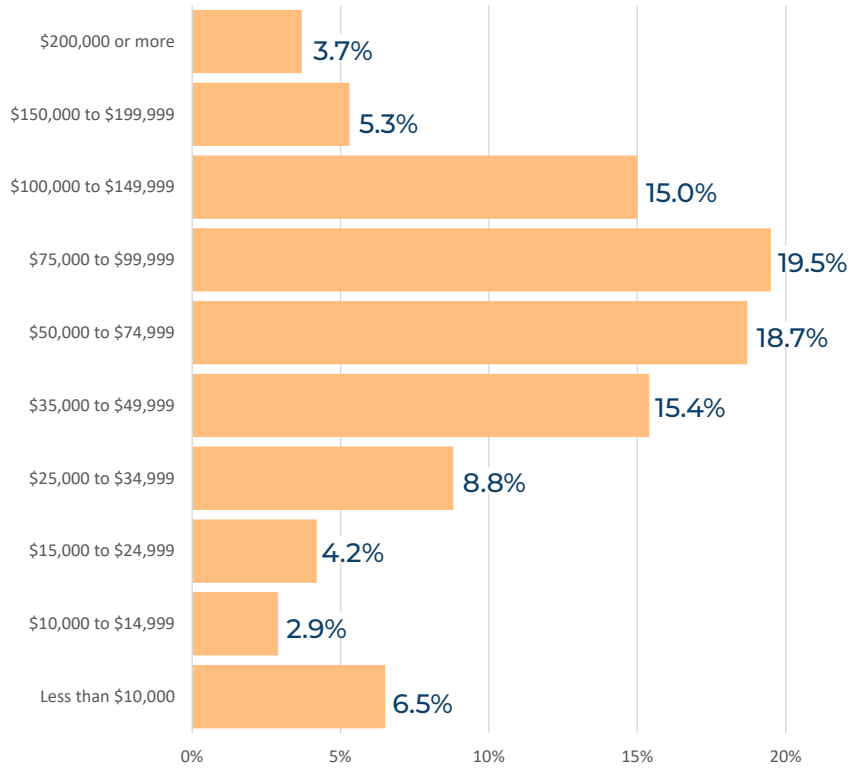


Figure 1.9 - Household Incomes by Bracket (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

1.5 Household Incomes

Household Incomes

Figure 1.10 below shows how the percentage of households by income bracket vary between Mission, the Kansas City metro area, Johnson County, the State of Kansas, and the United States.

Mission exceeds local and national trends in percentage of households in the middle incomes of between $50k to $99k. It also has a smaller percentage of households in the highest income brackets, those earning $100,000 or more per year.

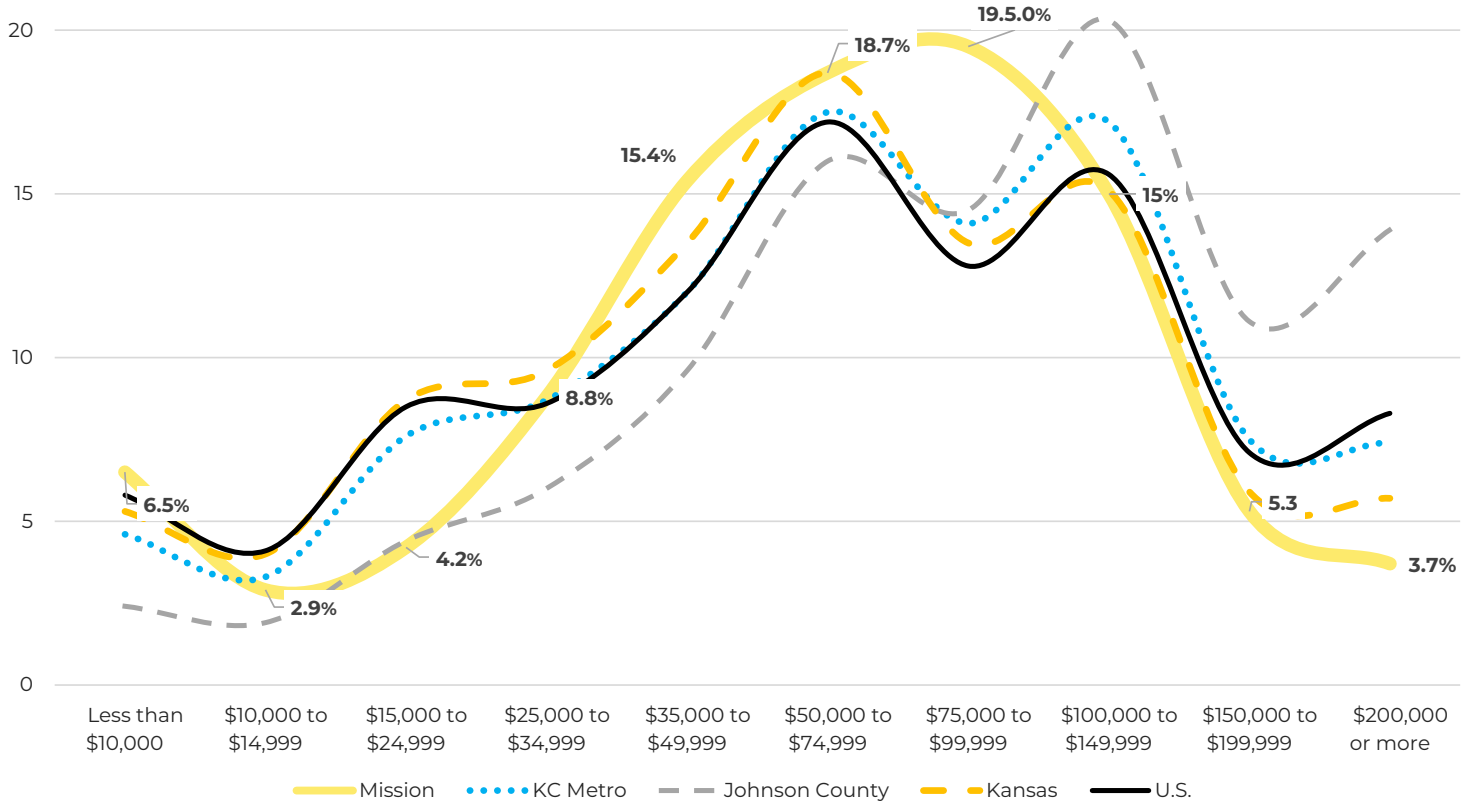


Figure 1.10 - Household Incomes by Bracket Comparison (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

MISSION EXCEEDS THE KC METRO, JOHNSON COUNTY, STATE OF KANSAS AND U.S. IN PERCENTAGE OF HOUSEHOLD EARNING BETWEEN $35-99K

1.6 Housing

Home Values

In 2020, Mission's median owner-occupied home value was $203,600. The majority of homes are valued between $100,000 to $149,999 (23%), $150,000 to $199,999 (28%) or $200,000 to $299,999 (29%). There are few homes that are below $100k or above $500k in Mission (Figure 1.11).

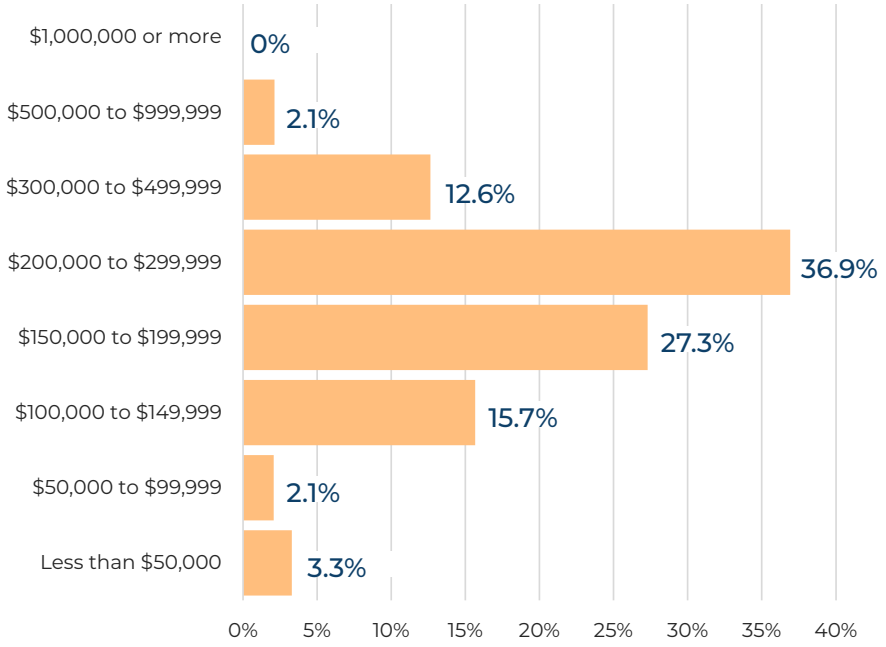


Figure 1.11 - Owner-Occupied Home Values (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

Year Built

The majority of homes in Mission were built in the years following the end of World War II. Fewer than 6% of homes were constructed in 1939 or earlier. Likewise, there are not many homes built since 2010, which is not surprising given that Mission is landlocked and mostly built-out.

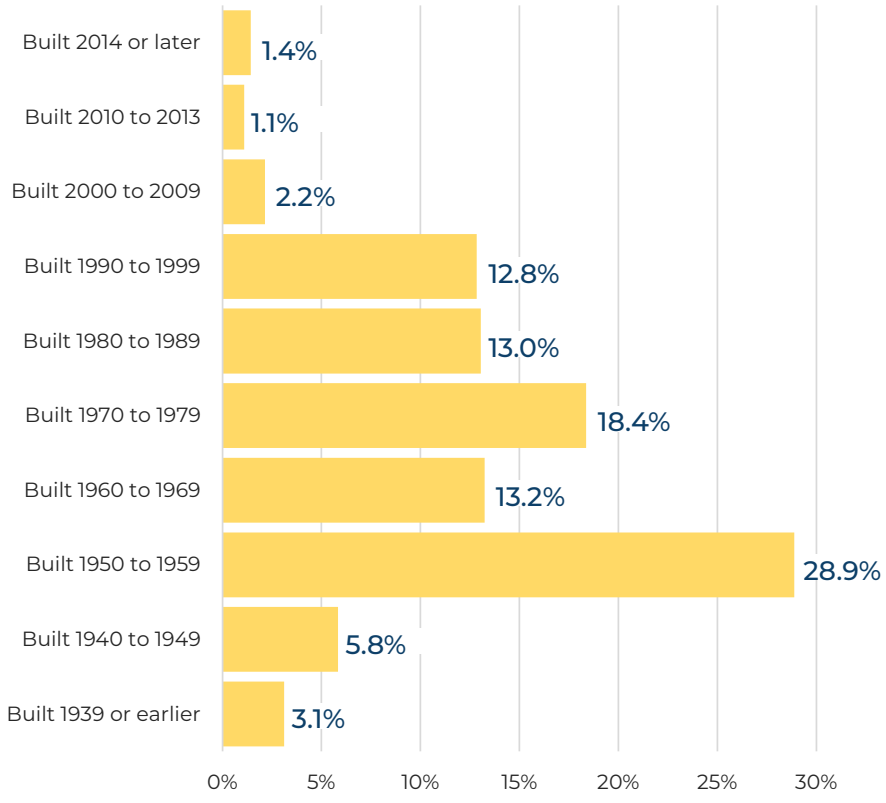


Figure 1.12 - Year Built (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

1.6 Housing

Housing Costs - Homeowners

The 2020 median monthly housing costs for homeowners with a mortgage living in Mission was $1,391. Figure 1.13 shows the breakdown of housing costs. Just over half of Mission homeowners with a mortgage pay between $1,000 and $1,499. Another 27.1% pay between $1,500 and $1,999 monthly. Approximately 10.3% pay more than $2,000 per month.

According to the Department of Housing and Urban Development (HUD), households are considered cost-burdened when monthly housing costs account for 30% or more of household income. Figure 1.14 shows the percentage of household income going towards monthly housing costs of homeowners with a mortgage. Approximately 23% of homeowners with a mortgage are cost burdened by this standard.

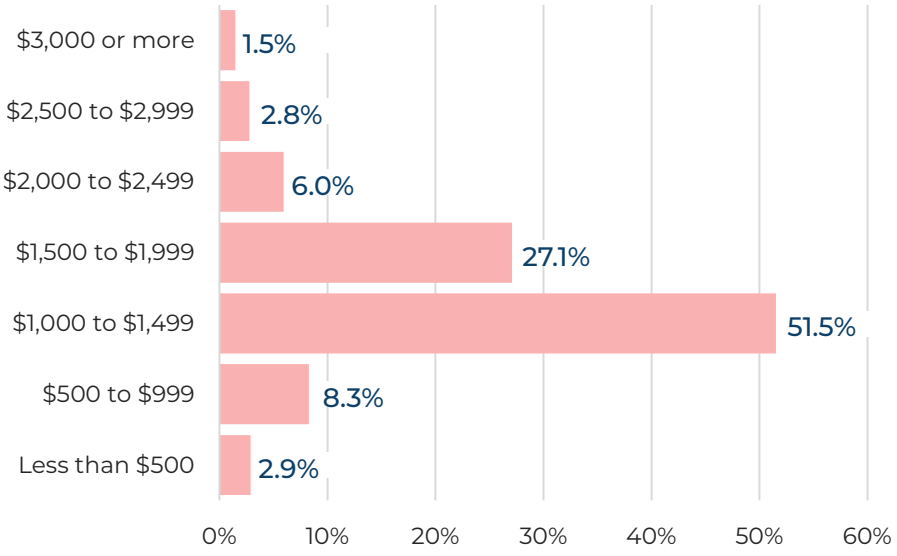


Figure 1.13 - Owner-Occupied Monthly Housing Costs, Units with a Mortgage (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

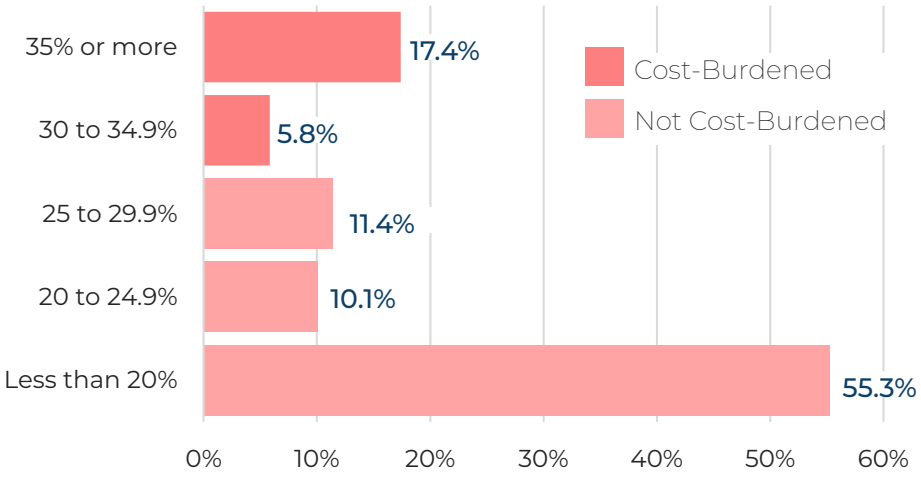


Figure 1.14 - Owner-Occupied Percent of Household Income Spent on Housing (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

AROUND 23% OF MISSION HOMEOWNERS WITH A MORTGAGE ARE CONSIDERED COST-BURDENED

1.6 Housing

Housing Costs - Renters

The median gross rent for Mission renters is $984 per month. Figure 1.15 shows the number of renting households by how much rent they pay per month. Over half of renters in Mission pay between $500 to $999 per month. Another nearly 44% pay between $1,000 to $1,999 per month. Less than 2.5% of renters in Mission pay more than $2,000 per month.

Households are considered cost-burdened when monthly housing costs account for 30% or more of household income. Figure 1.16 shows the percentage of household income going towards monthly rent payments. Approximately 38% of Mission renters are considered cost burdened by this standard.

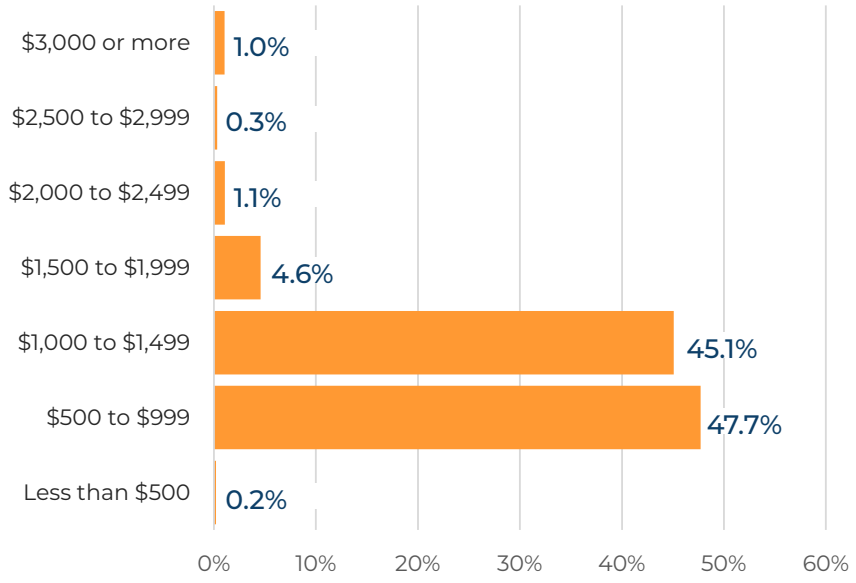


Figure 1.15 - Gross Rent (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

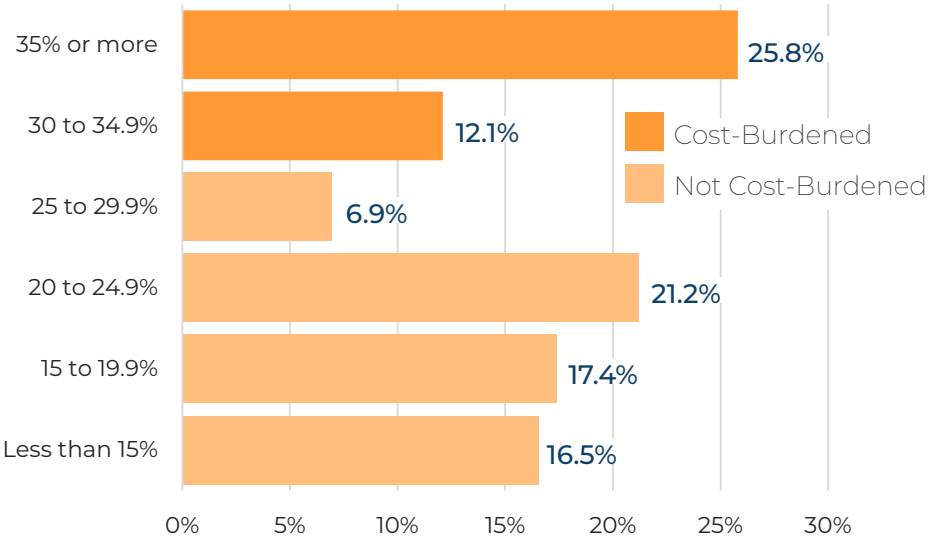


Figure 1.16 - Percentage of Household Income Spent on Rent (2020)

Source: U.S. Census Bureau ACS 5-Year Estimates 2016-2020

NEARLY 38% OF MISSION RENTERS ARE CONSIDERED COST BURDENED

1.6 Housing

Home Sales

Figure 1.17 shows the total number of home sales in Mission between January 2012 and April 2022. A clear cyclical nature of home sales over time is evident from the data, which is in line with national trends (more home sales in summer, fewer home sales in winter).

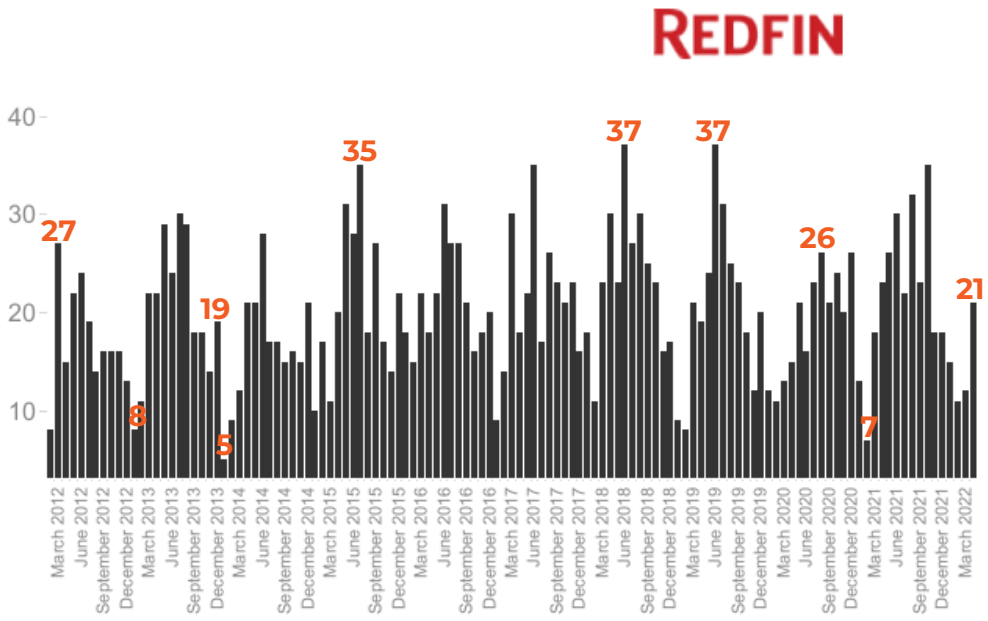


Figure 1.17 - Home Sales in Misison (January 2012 - April 2022)

Source: Redfin (2022)

Active Listings

Figure 1.18 shows the total number of active listings for homes in Mission between January 2012 and April 2022. There has been a steady decline in the number of active listings in Mission, which would indicate a lower inventory than 5 to 10 years ago. Again, this is on par with national trends in the housing market.

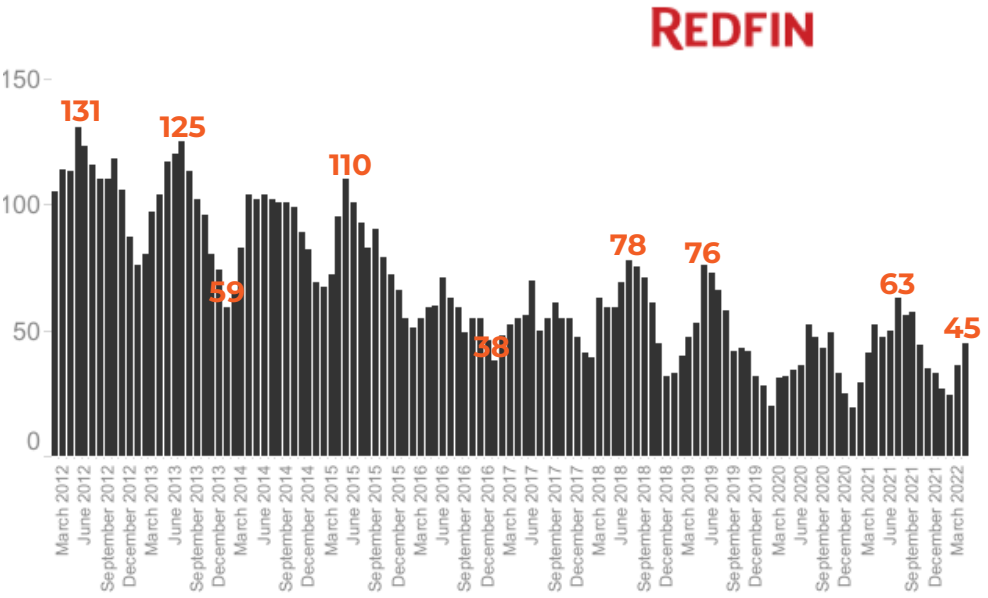


Figure 1.18 - Active Listings in Mission (January 2012 - April 2022)

Source: Redfin (2022)

1.6 Housing

Median Sale Price

Between January 2012 and April 2022, there was a steady increase in median sale price in Mission. Median sale price went from $116k in 2012 up to $313k in 2022. This represents over a nearly 170% increase in median sale price in less than ten years.

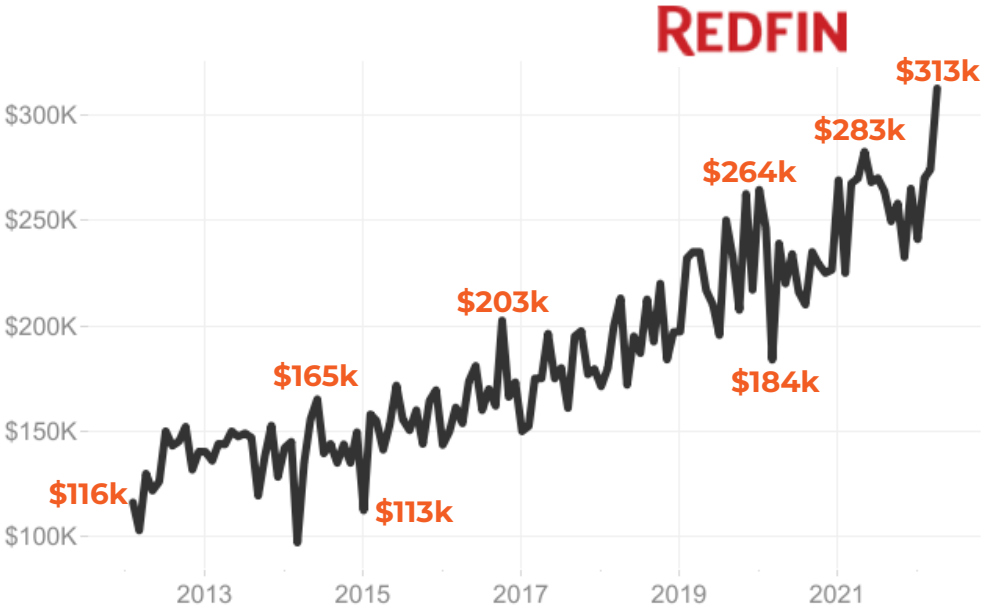


Figure 1.19 - Median Sale Price in Mission (January 2012 - April 2022)

Source: Redfin (2022)

Median Sale Price - Comparison

Figure 1.20 shows the median sale price for homes in Mission, Johnson County, the Kansas City metro area, the State of Kansas between January 2012 and April 2022. While Mission is still below the median sale price for the other geographies, it has followed the overall trend. Johnson County as a whole has a recent median sale price of close to $400k, highlighting Mission's relative affordability within the affluent Johnson County area despite sale price increases.

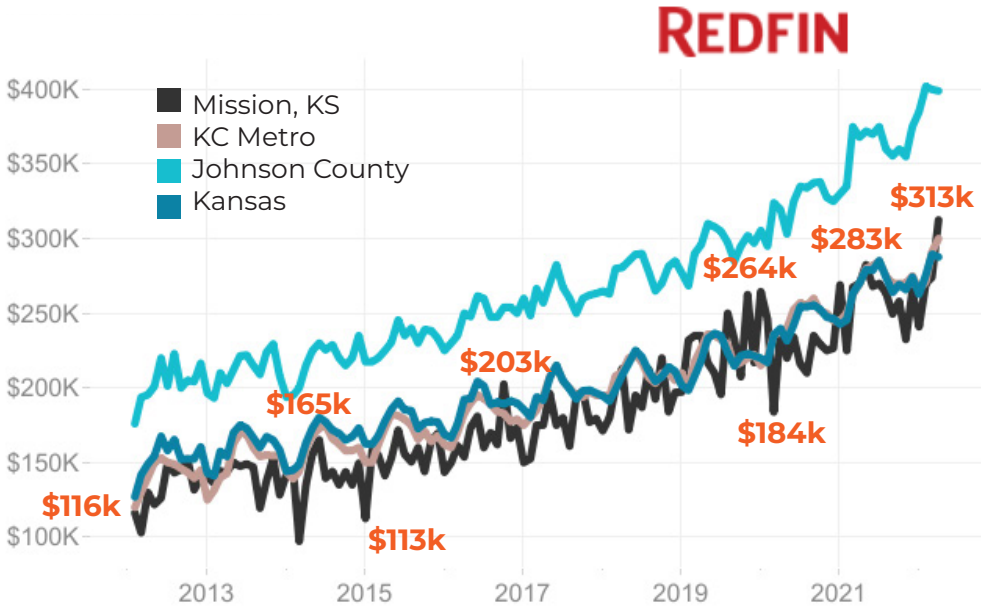


Figure 1.20 - Median Sale Price Comparison (January 2012 - April 2022)

Source: Redfin (2022)

1.6 Housing

Median Days on Market

For data collected between January 2012 and April 2022, Mission had a peak high of 193 days on the market in late 2013. Since this time, the trend has been for the median days on market to drop dramatically. As of April 2022, the median sale price was only 9 days.

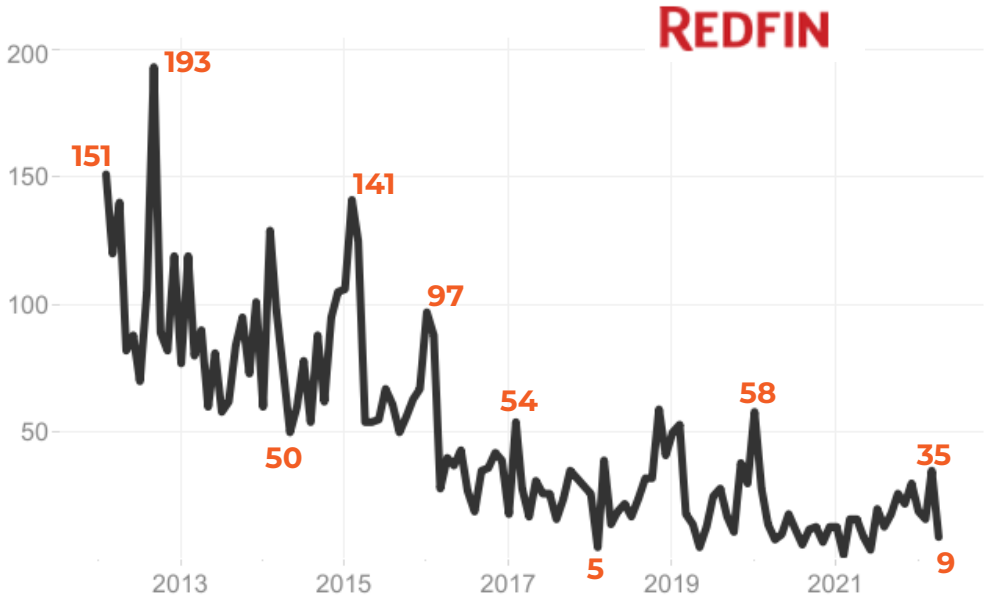


Figure 1.21 - Median Days on Market - Mission (January 2012 - April 2022)

Source: Redfin (2022)

Median Days on Market - Comparison

Figure 1.22 shows the median days on market for homes in Mission, Johnson County, the Kansas City metro area, and the State of Kansas. Once again, Mission has followed regional and state trends of significantly faster sale times than in previous years. In the past few years, Mission has had a lower median number of days on market than the other areas. These results can be attributed to many factors, some of which being the price points of available homes, COVID-19 housing-related trends, and general housing stock competition.

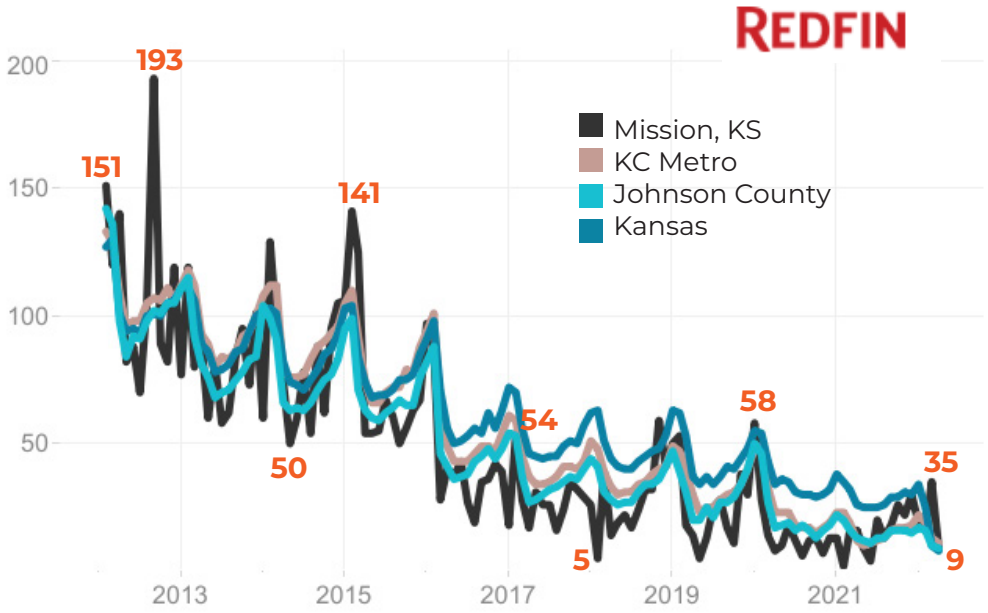


Figure 1.22 - Median Days on Market - Comparison (January 2012 - April 2022)

Source: Redfin (2022)

2.0 Physical Profile

2.1 Housing

Mission Housing

Figure 2.1 shows housing by density and type for Mission. Yellow shows low-density housing such as single-family detached homes. Orange shows residential options such as townhomes, rowhouses, or duplexes. High-Density Residential is shown in brown and includes any apartment buildings or other vertically aligned housing.

The housing analysis on the following pages is taken from Johnson County parcel data. Throughout the existing conditions report there is housing data pulled from both the county tax assessor and the U.S. Census Bureau. These estimates will have some variation in totals but are meant more so to identify trends, issues, and opportunities within the housing stock in Mission.

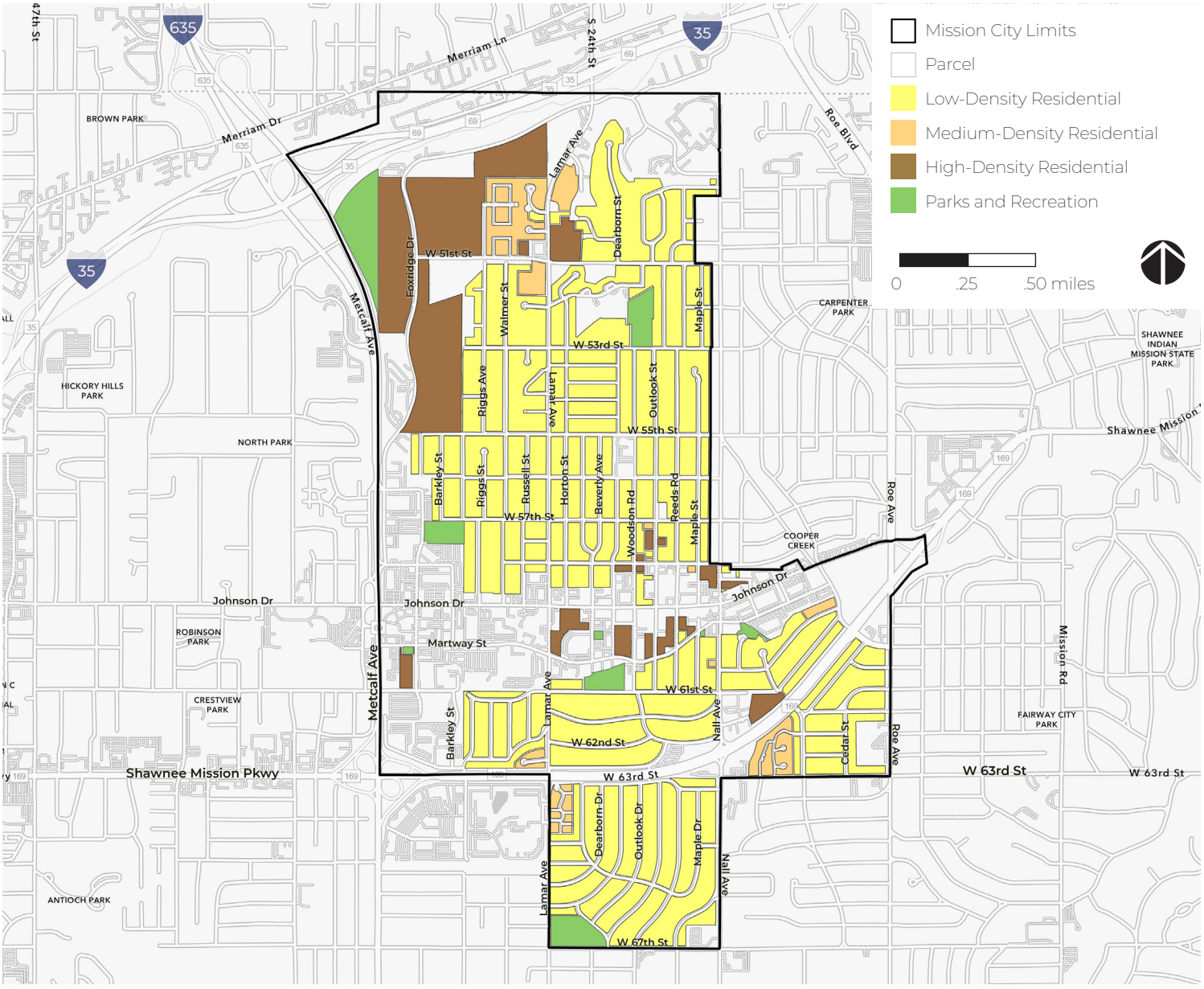


Figure 2.1 - Residential Land

2.1 Housing

Mission Housing Style

The dominant home styles in Mission are ranch and conventional. styles (Figure 2.2). Ranch style homes are typically a long, thin home with wide open layouts. Conventional style homes are those that follow more historical appearances with formally defined spaces. These differ from contemporary homes that have open floor plans and non-traditional characteristics.

Mission Housing Year Built

Most of Mission's homes were built in between 1950 and 1959 (Figure 2.3).

Mission Housing Total Valuation

Homes south of Martway Street are typically higher value than the homes found in north and central Mission (Figure 2.4).

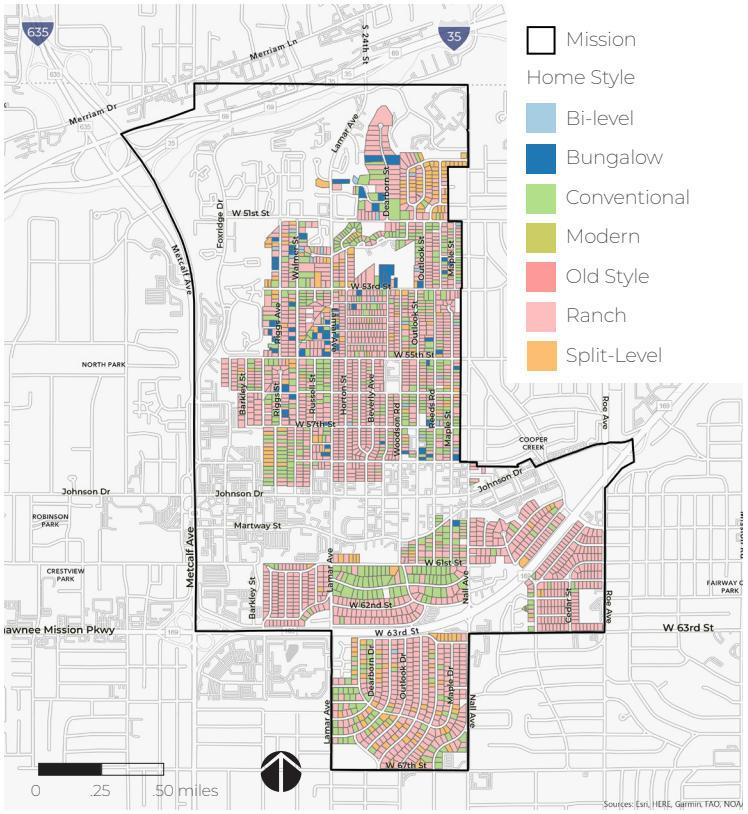


Figure 2.2 - Home Styles (2019)

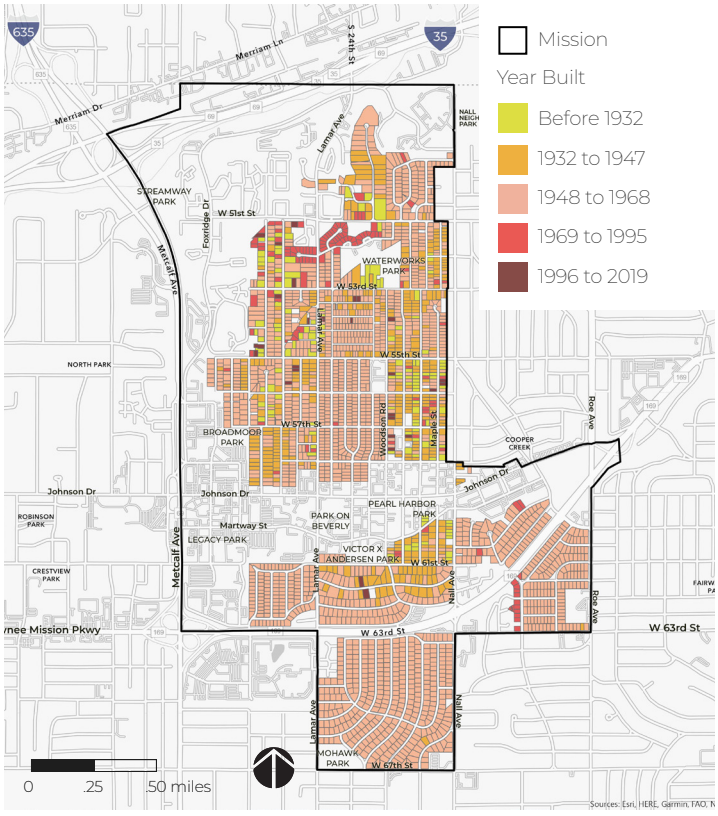


Figure 2.3 - Single-Family Homes Year Built

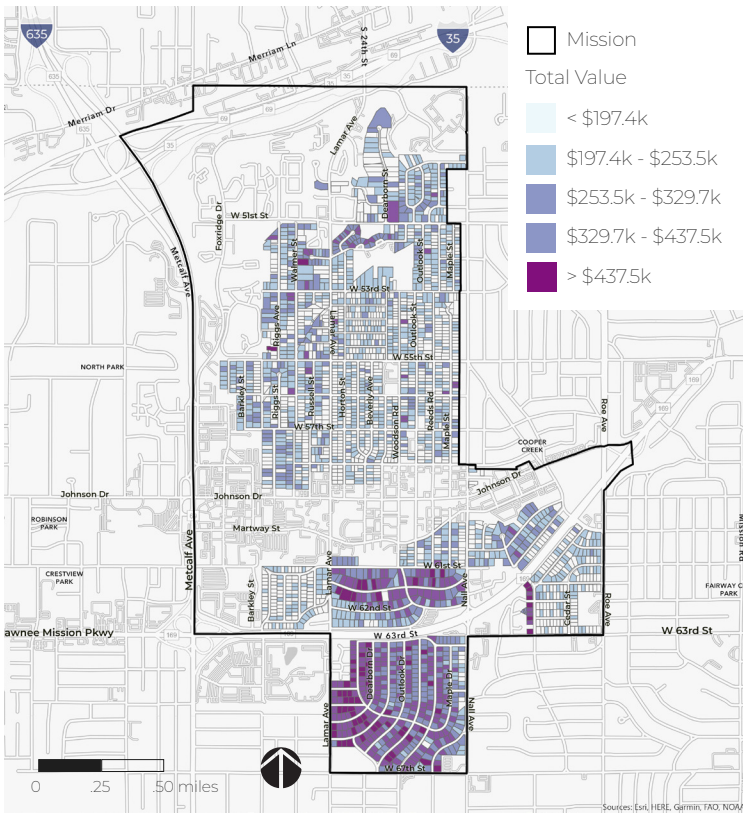


Figure 2.4 - Residential Parcels - Total Valuation

2.1 Housing

Dwelling Units

Table 2.1 shows the number of dwelling units in Mission by housing type according to Johnson County parcel data. There are approximately 3,164 residential parcels in Mission, which include approximately 5,985 dwelling units. While around 80% of the residential parcels in Mission are detached single-family homes, when the number of total dwelling units is considered the distribution of dwelling units is roughly evenly split between detached single-family homes (42.5%, 2,544 dwelling units) and garden style apartments (40.0%, 2,392 dwelling units).

Mission has one 101-unit senior housing development. There is also a nursing home with an adult care facility that has 147 dwelling units.

There are 33 garden style apartment buildings, which mean they are buildings with three stories or less. Combined, these 33 apartment buildings have 2,392 units. This equates to approximately 72 units per building. There is one high-rise apartment building, known as The Locale, with approximately 200 dwelling units.

MOST DWELLING UNITS IN MISSION ARE EITHER DETACHED SINGLE-FAMILY RESIDENTIAL HOMES (42.5%) OR GARDEN APARTMENT UNITS (40.0%)

Housing Type	Parcels	Percent (%)	Dwelling Units	Percent (%)
Duplex/Triplex/Quadraplex	206	6.5%	218	3.6%
Condominium/Apartment Unit	374	11.8%	374	6.2%
Detached Single-Family Residential	2,544	80.4%	2,544	42.5%
Dwelling Converted to Apartment	2	0.1%	8	0.1%
Garden Apartment (3 stories or less)	33	1.0%	2,392	40.0%
High-Rise Apartment	1	0.0%	200	3.3%
Mixed Residential/Commercial	1	0.0%	1	0.0%
Nursing Home with Adult Care Facility	2	0.1%	147	2.5%
Senior Housing	1	0.0%	101	1.7%
TOTAL	*3,164*	*100%*	*5,985*	*100%*

Table 2.1 - Residential Parcels and Dwelling Units Breakdown

Source: Johnson County Tax Assessor Data, AIMS

2.1 Housing

Low-Density Residential

Low-density residential housing includes all single-family detached homes (Figure 2.5). The lower-density residential areas are divided into three main groupings: those areas north of Johnson Drive but south of Foxridge Dr, those south of Johnson Drive and north of Shawnee Mission Parkway, and those south of Shawnee Mission Parkway.

Much of Mission's single-family housing stock was built after World War II (1945-1959). The homes north of Johnson Drive were constructed on more of a traditional gridded street system. The homes south of Johnson Drive were constructed along more curvilinear roads.

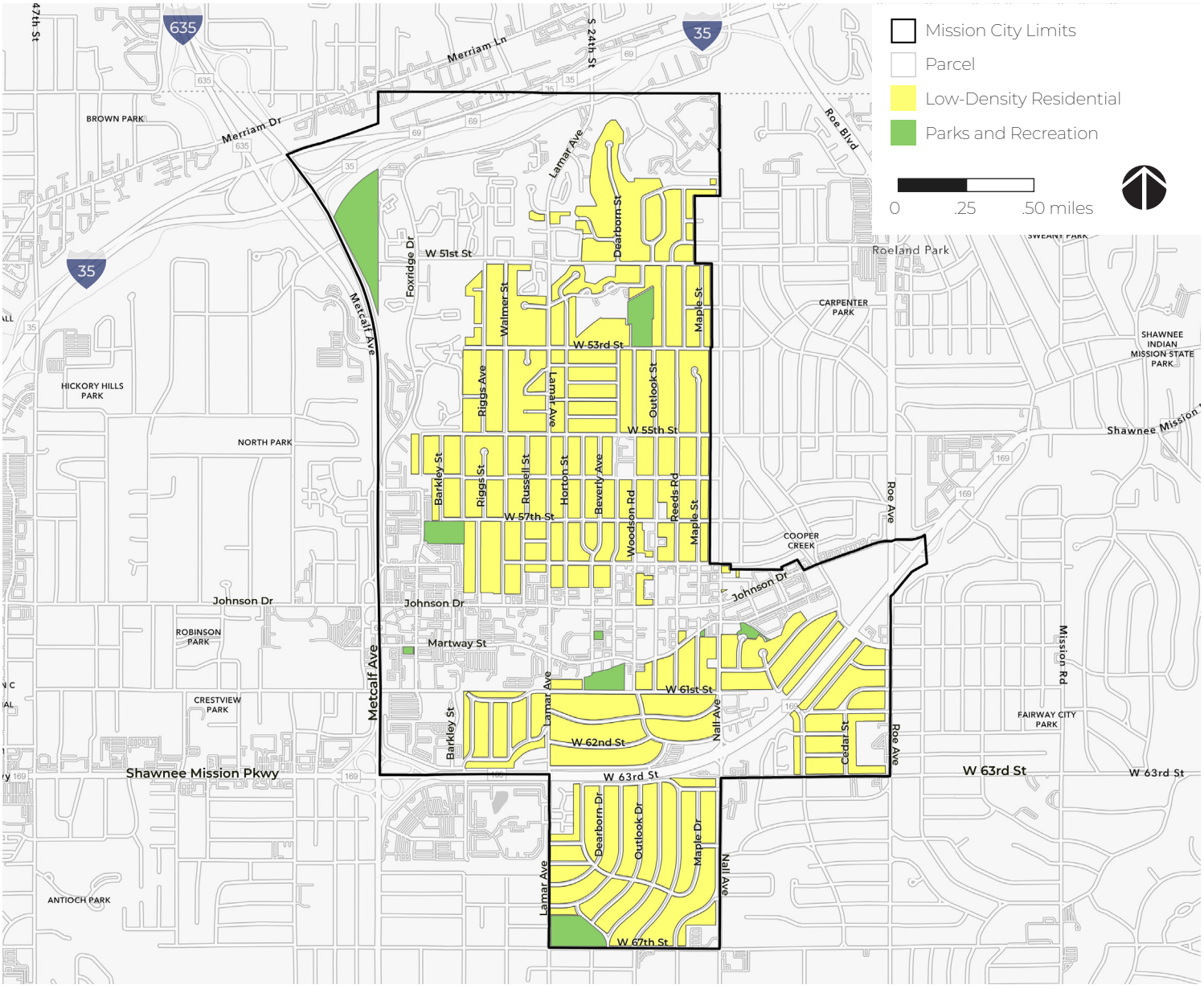


Figure 2.5 - Single-Family Residential Land

2.1 Housing

Overview - Detached Single-Family

According to Johnson County parcel data, there are 2,544 detached single-family residential homes in Mission. The roughly 2,500 homes are spread across 652 acres with an average lot size of 0.26 acres. The smallest lot in Mission for a single-family home is 0.04 acres and the largest is 2.74 acres.

Home Styles

The majority of Mission's single-family homes are ranch style, which represents around 65% of the homes. The second most popular home style is conventional with 20% of homes. The remaining homes are mostly split-level (7.8%), raised ranch (3.5%) or bungalow (2.6%). Of those style types, the one with the highest median home value is conventional with $283,406. Bungalows are the lowest with $185,589.

Year Built

Most of Mission's detached single-family homes were built in the years following World War II. Approximately 58% of homes were constructed between 1950 and 1959. Another 11% between 1960 to 1969. Nearly 14% were built in the 1940s. Since 1970, there have been approximately 156 homes constructed within Mission. Table 2.2 shows the year built breakdown along with the median value of the age categories. The newest (2010-2019) homes have the highest median value ($410,968).

Home Values

The average value of a Mission detached single-family home is $236,490. The lowest value home is $88,200 and the highest value home is valued at $843,900. The two value ranges with the most homes in Mission are between $150,000 to $199,999 (36.2%) and between $200,000 and $249,999 (29.8%). Less than 5% of homes are valued more than $400,000. Likewise, less than 5% are valued below $150,000.

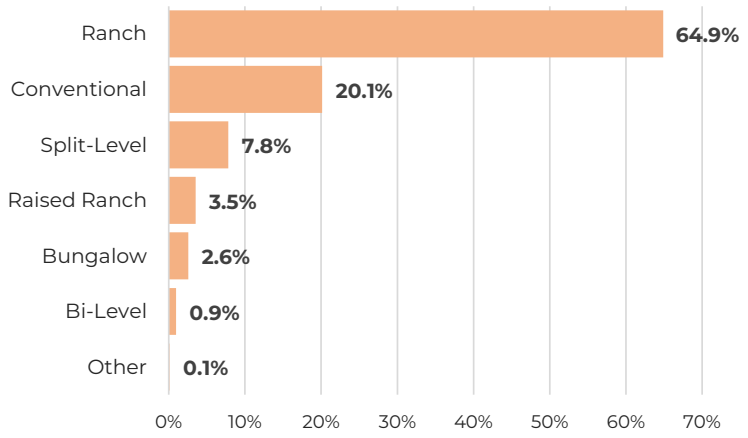


Figure 2.6 - Single-Family Home Styles

Year Built	Count	Percent (%)	Median Value
Pre-1900	4	0.2%	$265,500
1900 - 1929	84	3.3%	$187,724
1930 - 1939	183	7.2%	$212,790
1940 - 1949	354	13.9%	$226,460
1950 - 1959	1,483	58.3%	$245,664
1960 - 1969	280	11.0%	$330,719
1970 - 1979	41	1.6%	$270,961
1980 - 1989	64	2.5%	$295,945
1990 - 1999	27	1.1%	$291,022
2000 - 2009	10	0.4%	$319,920
2010-2019	14	0.6%	$410,968
TOTAL	*2,544*	*100%*	*$236,490*

Table 2.2 - Home Built Year and Median Value

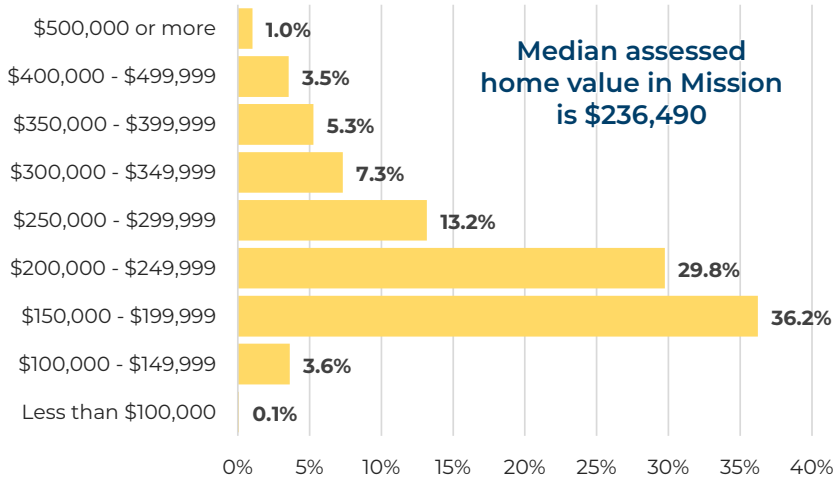


Figure 2.7 - Assessor Valuations for Single-Family Homes

2.1 Housing

Multi-Family Housing in Mission

Multi-family residential land includes everything from duplexes to high-rise apartments (Figure 2.8). In total, there are approximately 620 parcels with 3,441 dwelling units (Table 2.3). Most of the multi-family housing is either in northwest Mission or along the Johnson Drive corridor, which is a growing spot for multi-family housing in the community.

Housing Type	Parcels	Percent (%)	Dwelling Units	Percent (%)
Duplex/Triplex/Quadraplex	206	6.5%	218	6.3%
Condominium/Apartment Unit	374	11.8%	374	0.1%
Dwelling Converted to Apartment	2	0.1%	8	10.9%
Garden Apartment (3 stories or less)	33	1.0%	2,392	40.0%
High-Rise Apartment	1	0.0%	200	3.3%
Mixed Residential/Commercial	1	0.0%	1	0.0%
Nursing Home with Adult Care Facility	2	0.1%	147	2.5%
Senior Housing	1	0.0%	101	1.7%
TOTAL	*620*	*100%*	*3,441*	*100%*

Table 2.3 - Residential Parcels and Dwelling Units Breakdown

Source: Johnson County Tax Assessor Data, AIMS

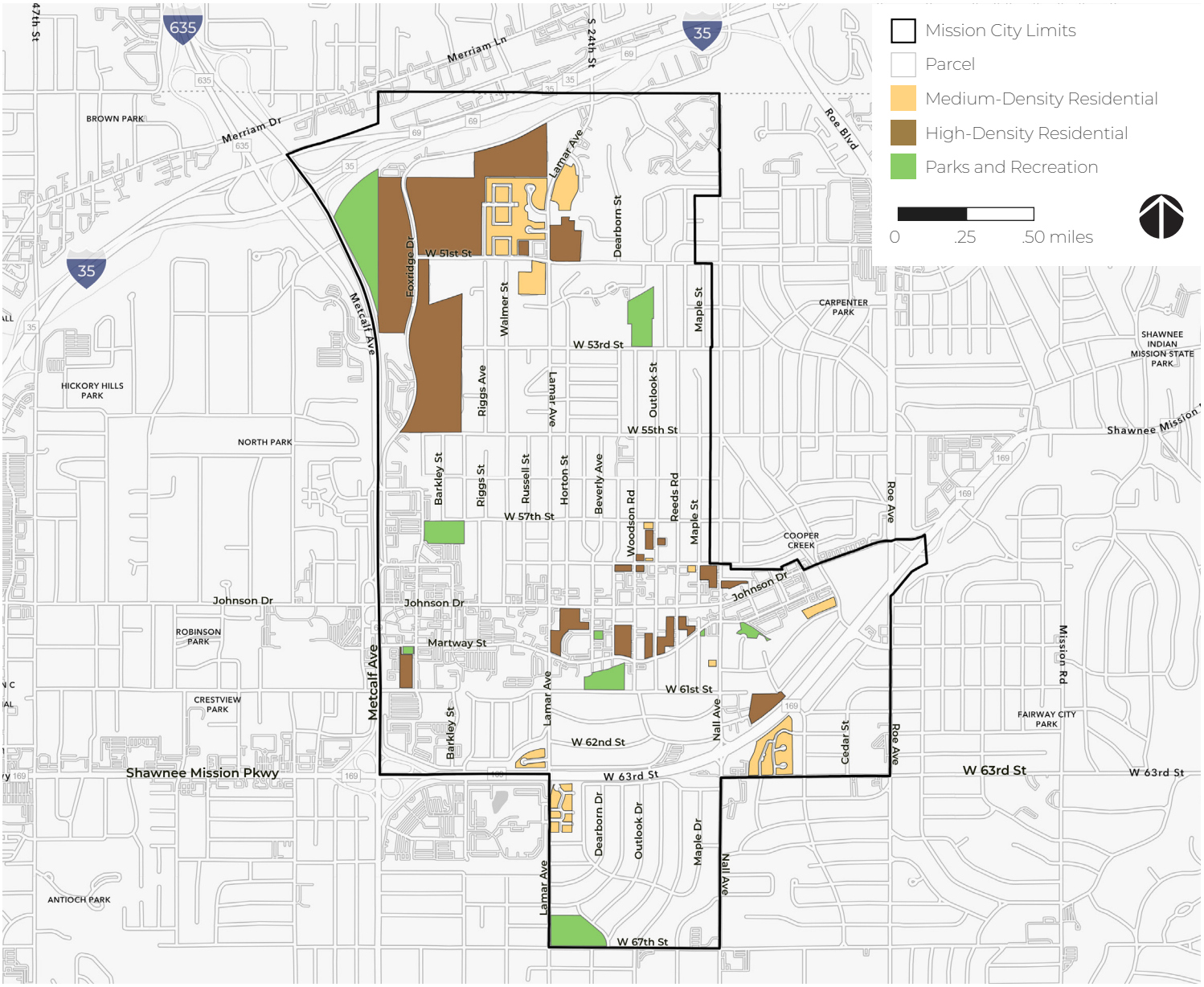


Figure 2.8 - Multi-Family Residential Land

2.2 Existing Land Use

Existing Land Use in Mission

Mission's existing land uses were divided into the following categories based on use or occupancy by parcel (Figure 2.9).

Low-Density Residential
Includes single-family detached homes.

Medium-Density Residential
Includes duplexes or townhomes.

High-Density Residential
Includes apartments or condos.

City/Public/Semi-Public
Includes city or other government-owned land, schools, and churches.

Parks and Recreation
Includes parks and pathway areas.

Open Space/Undeveloped
Includes all undeveloped or vacant land that is not a park.

Commercial
Includes retail, restaurants, and other service/commercial uses.

Office
Includes office and medical uses.

Light Industrial/Warehouse
Includes all industrial, light industrial, and warehouse uses.

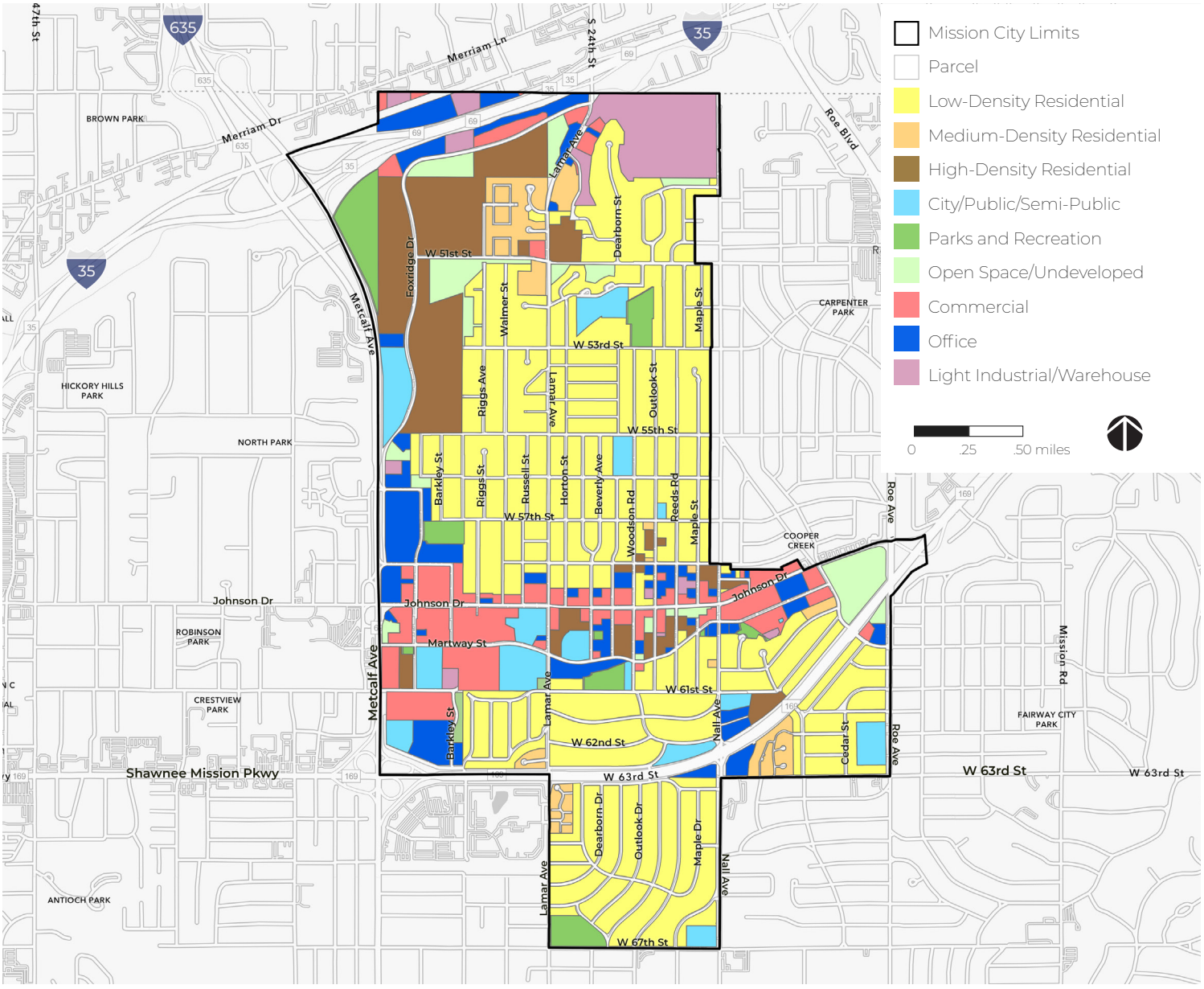


Figure 2.9 - Existing Land Use

2.2 Existing Land Use

Existing Land Use in Mission

The most dominant existing land use in Mission is low-density residential, which accounts for just over half of the community. This is not surprising for a suburban community. Collectively, close to 15% of the land use is multi-family (medium or high density). There is a mix of commercial (8.8%), office (7.8%), and light industrial (5.0%) of land uses, which is typically viewed as employment land. Just over 4% of land remains open space or undeveloped, which includes the vacant West Gateway site.

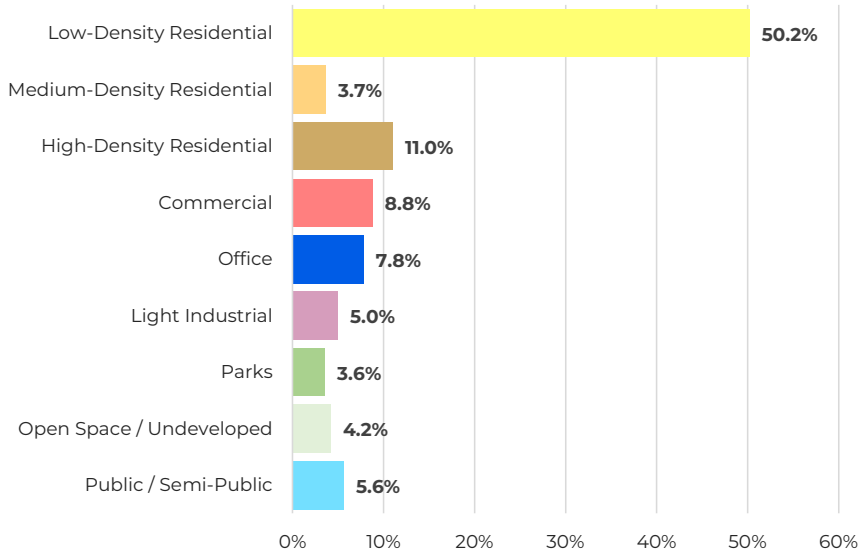


Figure 2.10 - Existing Land Use Percentage

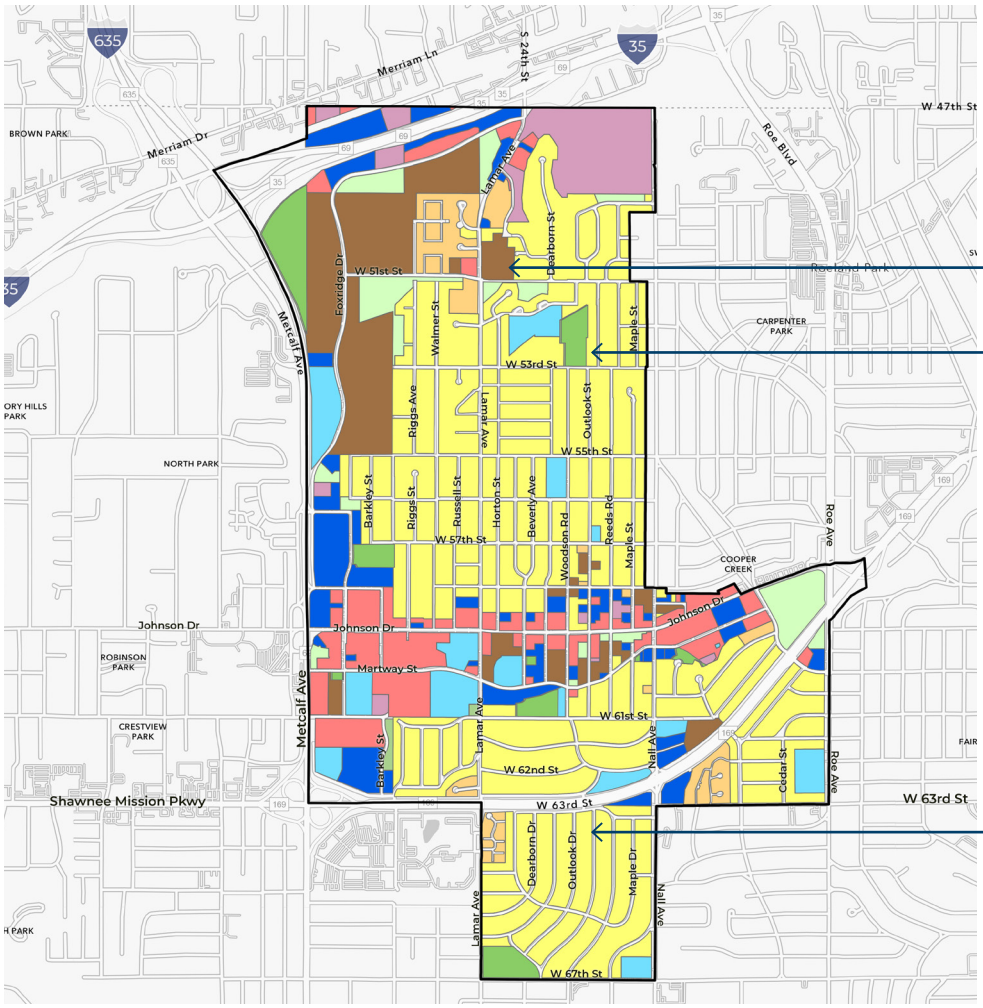


Figure 2.11 - Existing Land Use

2.2 Existing Land Use

Office, Commercial, and Industrial Land Overview

Office, commercial, and industrial lands are typically viewed as tax positives that help fund community needs and improvements. Most of the office, commercial, and industrial land in Mission is either along the Johnson Drive corridor or in the north end of the community along Lamar and Foxridge Drive. These two locations will likely continue to serve as Mission's main office, commercial, and industrial areas because of a lack of undeveloped land and the overall character of other areas in the community. Mixed-use redevelopment of sites along either location could help expand the number of businesses presence in Mission.

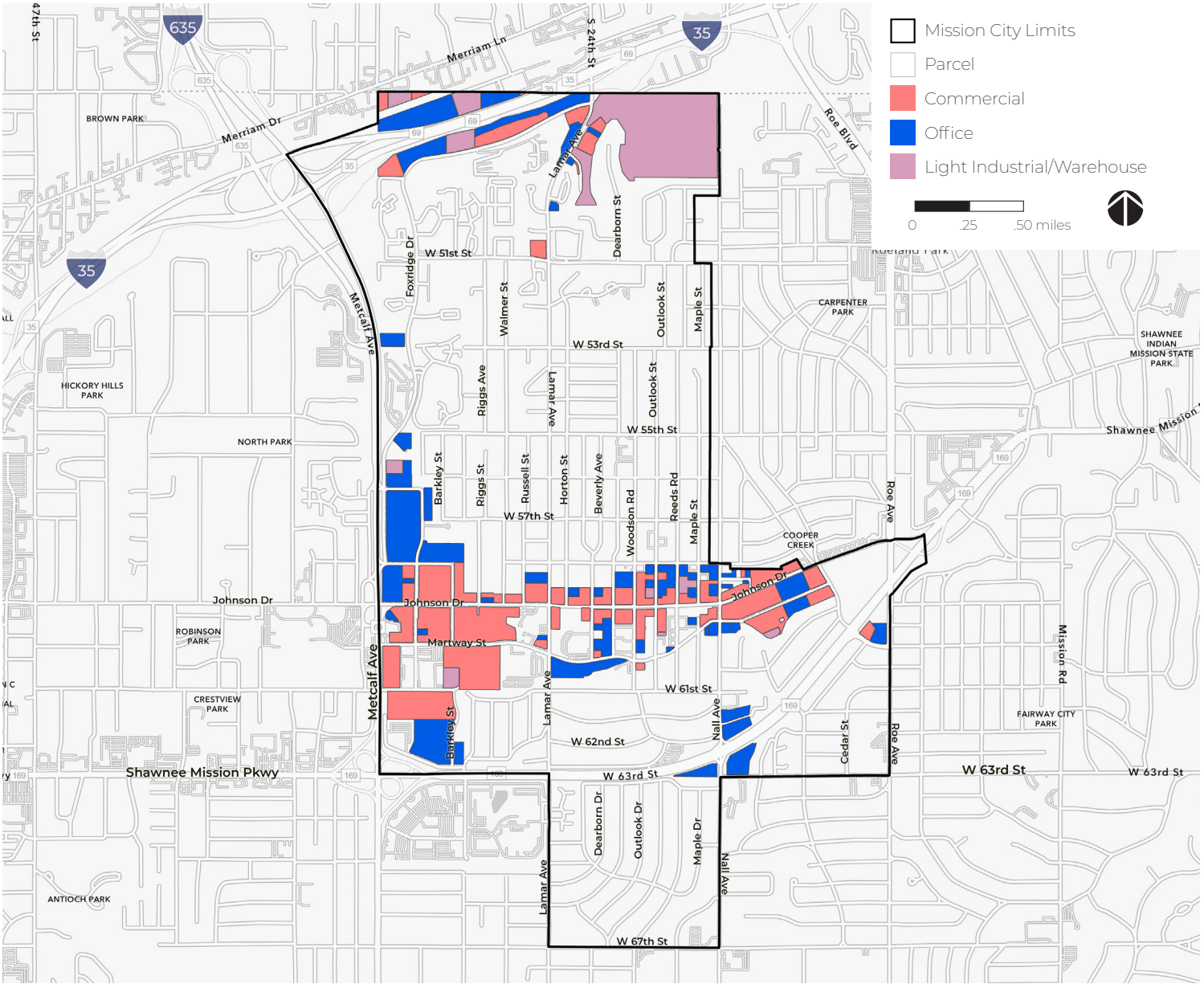


Figure 2.12 - Office, Commercial, and Industrial Land

2.2 Existing Land Use

Parks, Public, Open, and Undeveloped Land Overview

Parks and recreation, open space, undeveloped, and public/semi-public land is spread throughout the entire community. However, there is a cluster of city and public/semi-public land near the civic campus in the Johnson Drive corridor.

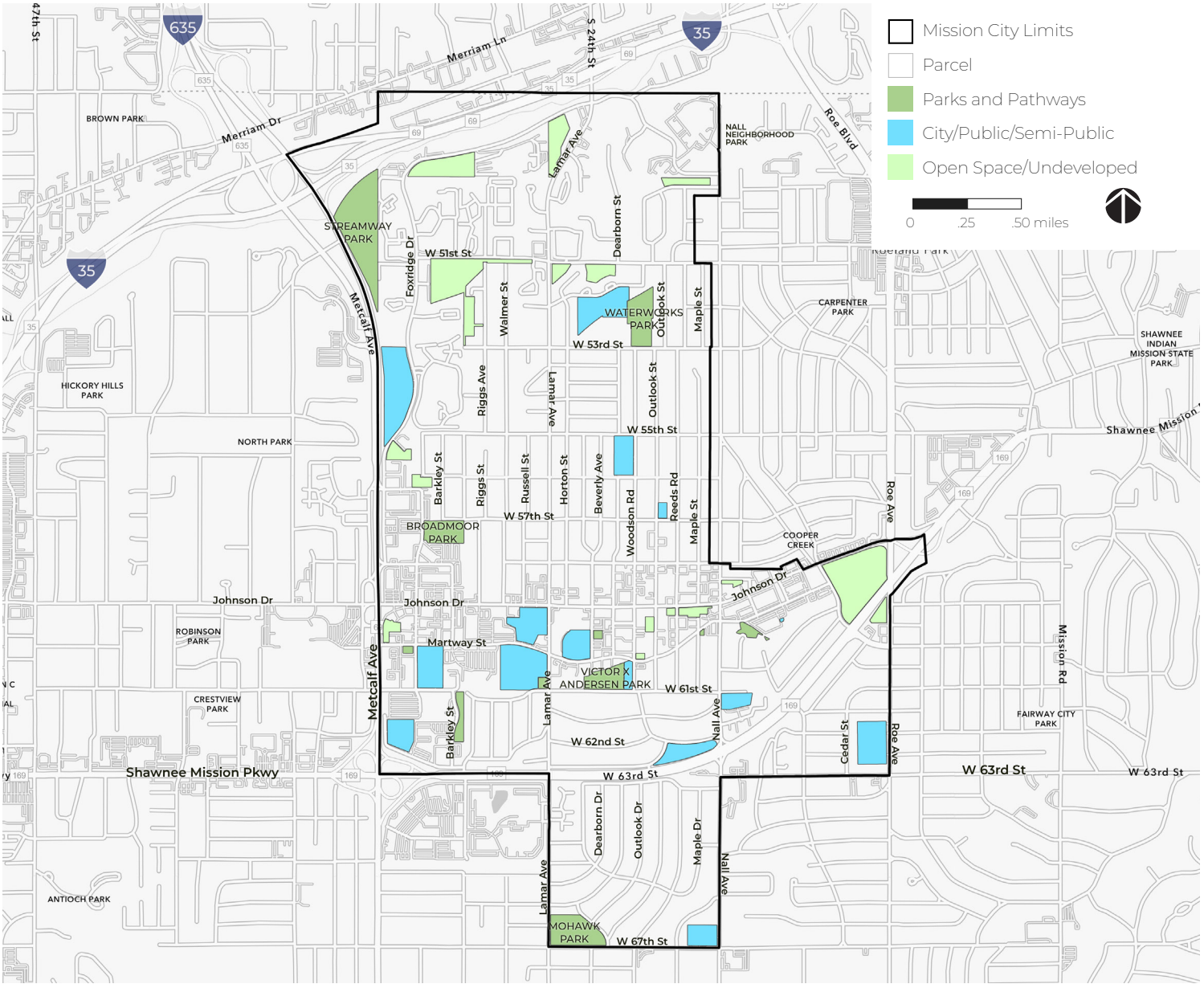


Figure 2.13 - Parks, Public/Semi-Public, Open Space, and Undeveloped Land

2.3 Parks and Recreation

Parks and Recreation Overview

Mission has eight main parks:
- Andersen Park
- Broadmoor Park
- Mohawk Park
- Legacy Park
- Park on Beverly
- Pearl Harbor Park
- Streamway Park
- Waterworks Park

Each park's address and amenities are discussed in greater detail on the following page.

In addition to the outdoor parks, Mission has several other parks and recreation amenities and programs including:
- Powell Community Center
- Mission Market
- Youth/Adult/50 Yrs+ Programs
- Mission Family Aquatic Center

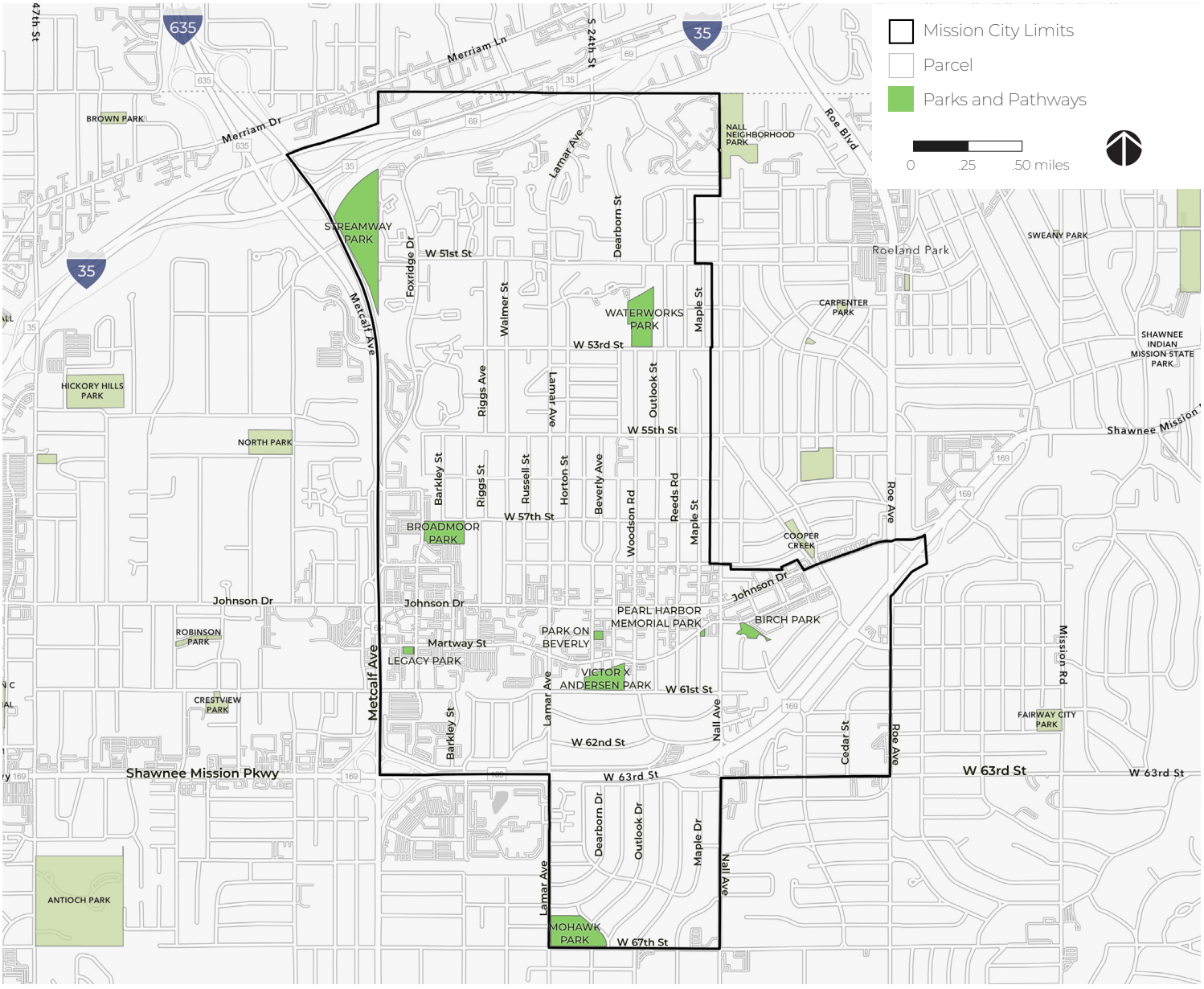


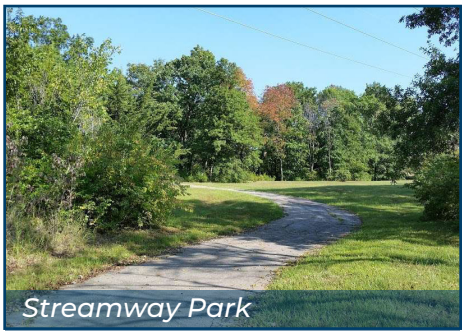
Figure 2.14 - Existing Parks

2.3 Parks and Recreation

Park Amenities

5901 W. 61st Street
· Restrooms (summer only)
· Picnic shelters (2)
· Playground
· Tennis courts (2)
· Water fountains
· Picnic tables
· Barbeque grill

67th and Lamar
· Playground
· 4-miles of walking trails
· Soccer fields (2)
· Picnic tables



51st and Foxridge
· Picnic shelter
· 4-miles of walking trails
· Picnic tables

5701 Broadmoor
· Restrooms (summer only)
· Picnic shelter
· Playground
· Baseball diamond
· Soccer field
· 3-miles of walking trails
· Open-use green space
· Picnic tables
· Barbeque grills

53rd and Woodson
· Picnic shelter
· Playground
· 3-miles of walking trails
· Open-use green space
· Picnic tables
· Barbeque grill

5935 Beverly
· Pergola/shade structure

6000 Broadmoor
· Pergola/shade structure
· Picnic tables

Martway and Maple
· Pergola/shade structure

2.3 Parks and Recreation

Level of Service Analysis

In total, there are approximately 24.25 acres of parkland in Mission. Table 2.4 shows the acre totals by park.

The National Recreation and Park Association (NRPA) level of service standards suggest a community should aim to provide around 9.9 acres of park for every 1,000 residents. Based on Mission's 2020 population, the community currently falls below this level of service recommendation (Table 2.5). However, Mission has over 80 acres of parks in nearby communities (Table 2.6) that help to provide additional park services. When these additional acres are accounted for in the level of service analysis Mission residents exceed the recommendation.

Park	Acres
Andersen Park	2
Broadmoor Park	5
Mohawk Park	8
Legacy Park	0.5
Park on Beverly	0.5
Pearl Harbor Park	0.25
Streamway Park	5
Waterworks Park	3
TOTAL	*24.25 acres*

Table 2.4 - Existing Park Acres

Level of Service Analysis	Total
Existing Park Acres	24.25
Existing Population (2020)	9,961
Level of Service Total Park Acres/1,000 residents	2.45
TOTAL	*24.25 acres*

Table 2.5 - Existing Park Level of Service (LOS) Analysis

Nearby Parks	Acres
North Park	5.9
Hickory Hills Park	10.5
Robinson Park	1.1
Crestview Park	1.9
Antioch Park	43.6
Fairway City Park	3.0
R Park	5.4
Cooper Creek	1.6
Nall Neighborhood Park	10.5
TOTAL	*83.5 acres*

Table 2.6 - Nearby Park Acres

MISSION ALONE DOES NOT MEET THE LEVEL OF SERVICE RECOMMENDED FOR TOTAL PARK ACRES BASED ON ITS 2020 POPULATION

HOWEVER, THERE ARE OVER 80 ACRES OF ADDITIONAL PARK SPACE NEARBY IN NEIGHBORING COMMUNITIES TO HELP FILL THE LEVEL OF SERVICE GAPS

2.3 Parks and Recreation

Park Walk Time Analysis

A walk time analysis was completed for Mission parks. The darker blue shows those areas of Mission that are within a 5-minute walk time of a park. The lighter blue shows the 10-minute service area and the yellow a 15-minute service area (Figure 2.15). All three are considered reasonable walk times for parkland.

As shown below, there are only a few isolated spots within Mission that are not served by city-owned parks. However, there are other community's parks that are very close to the Mission city limits. The areas of Mission not within the walk time service areas are very near to other community parks which are completing the overall level of service.

Emphasis should be placed on creating a safe and welcoming trail or sidewalk to get to each park from neighborhoods in Mission.

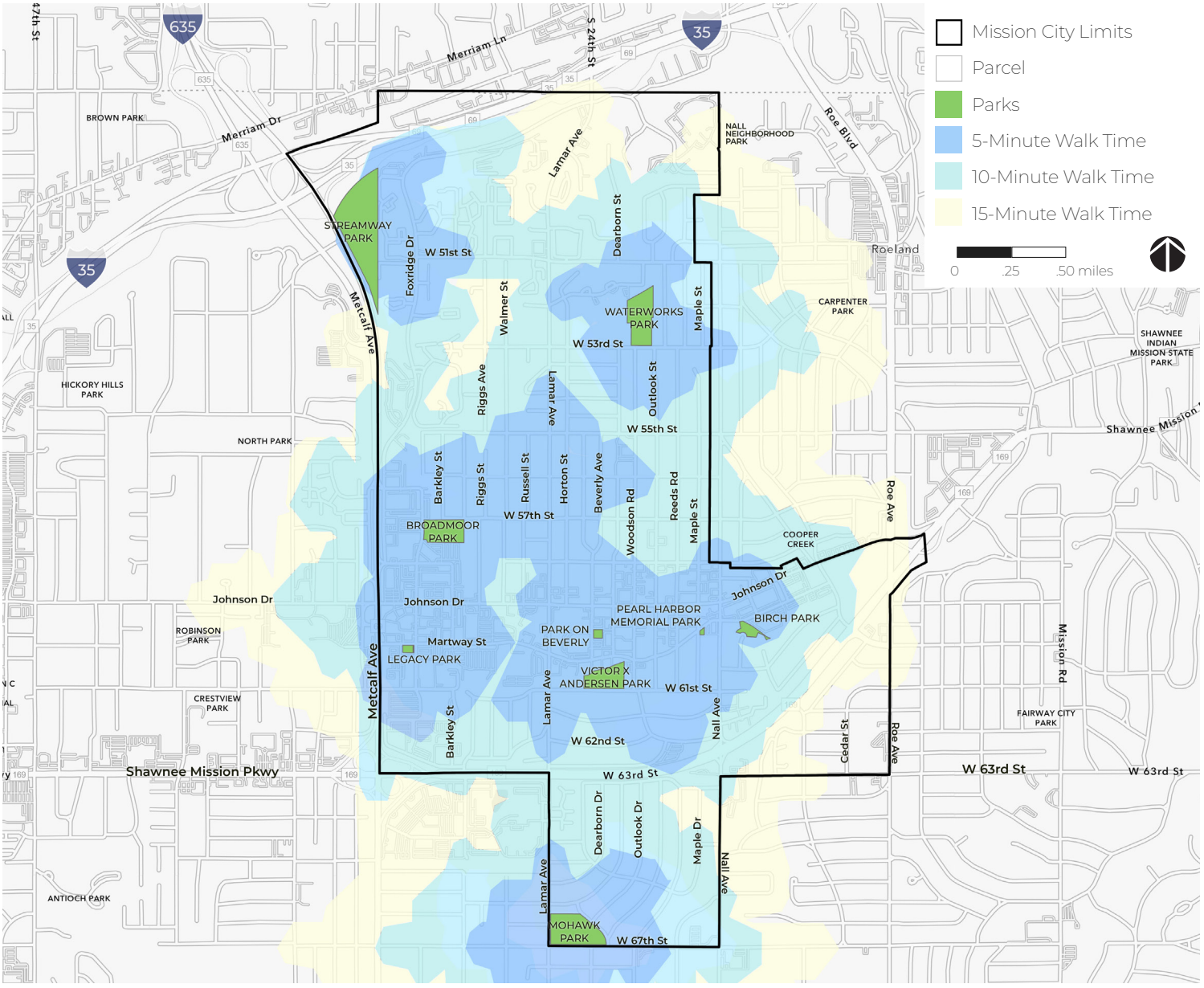


Figure 2.15 - Park Walk Time Analysis

2.3 Parks and Recreation

Trails and Bike Facilities Overview

The five main trail and bikeway types found in the Mission area include:

- Bike Lane
- Marked Shared Road
- Pedestrian Hike Trail
- Shared Use Path
- Marked Bike Route

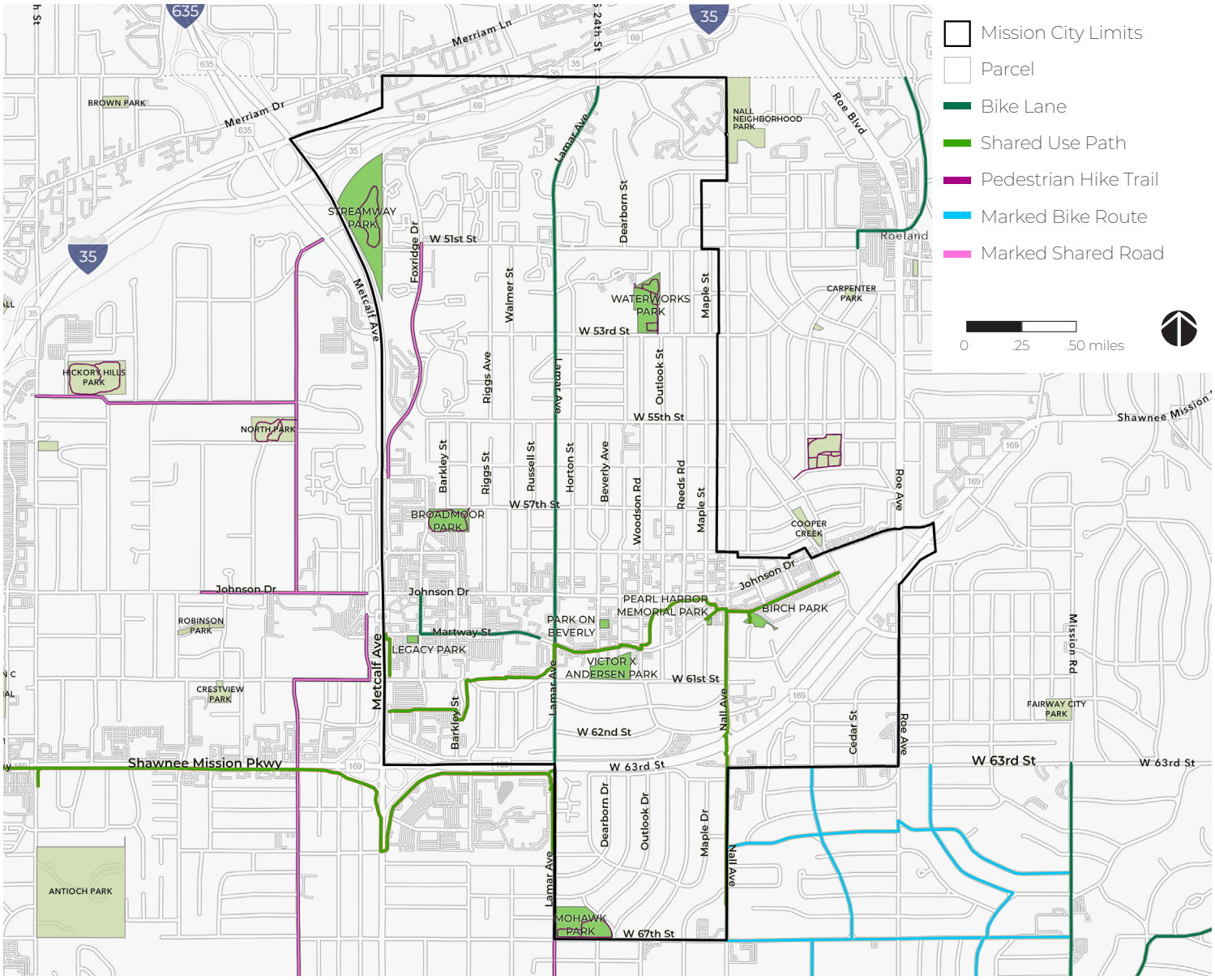


Figure 2.16 - Existing Trails and Bike Facilities

2.4 Street System

Street System Overview

Mission's street system is made up of local, collector, and arterial roadways.

Local Street

Local streets (shown in blue in Figure 2.17) are primarily used to gain access to properties often in residential areas. Local roads provide limited mobility and are typically low speed with limits between 20 and 30 miles/hour.

Collector Street

Collector streets (shown in yellow) are major and minor roads that connect local roads with arterials. Collectors have lower speeds and shorter distances than arterials with speed limits between 35 and 55 miles/hour.

Arterial Streets

Arterial streets (shown in orange) are high-capacity urban roads whose function is to deliver traffic from collector roads to major arterials (interstates or freeways).

Major Arterial Streets

Major Arterials (shown in red) are the highest classification of roadways. They provide the highest mobility and speeds (55 to 75 miles/hour) with limited access points.

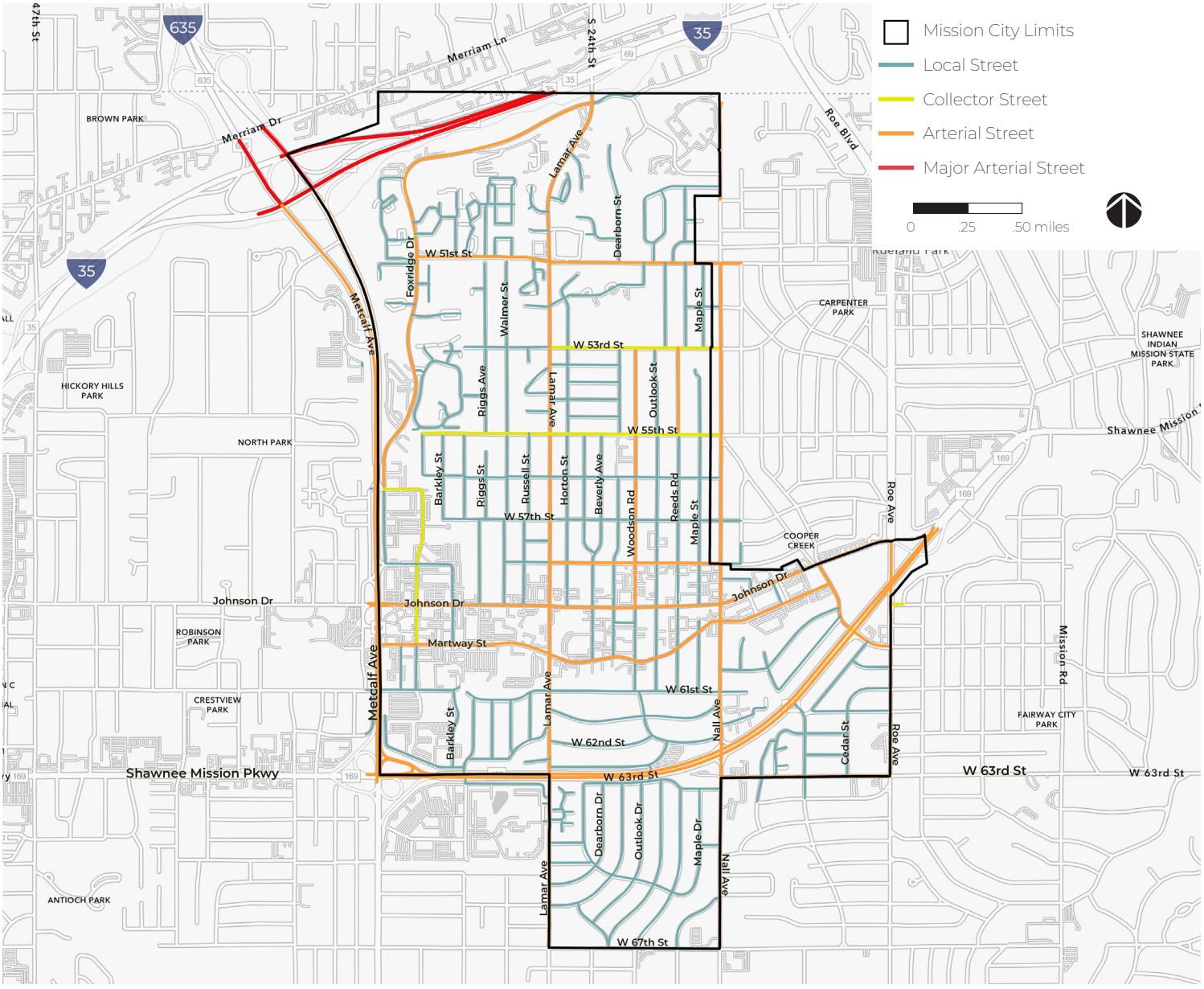


Figure 2.17 - Street System

2.4 Street System

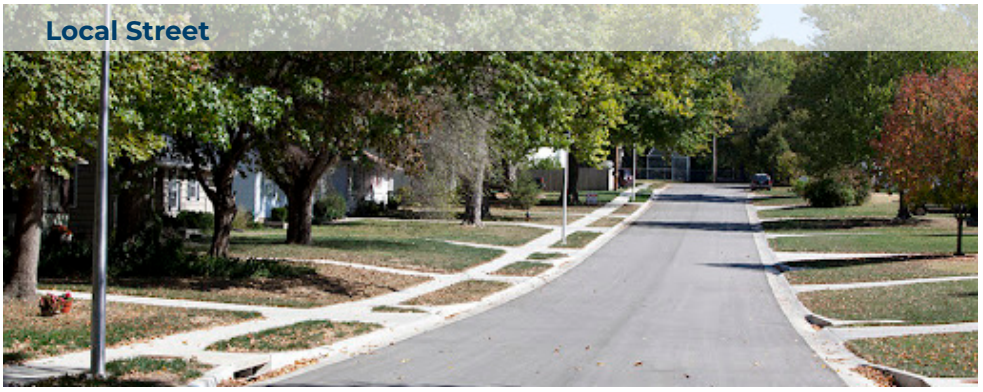
Street Typologies in Mission

Local Streets
Mission is mostly composed of local streets. Local streets connect residents and visitors to collector roads such as Lamar Avenue. Examples of local streets include most low-density residential facing streets such as W 57th Street, Maple Street, or Dearborn Street.

Collector Streets
The main collector roads in Mission include W 51st Street, Lamar Avenue, Martway Street, Metcalf Avenue, Woodson Road, and Foxridge Drive. These collector streets connect neighborhoods to the main arterials in the community including Johnson Drive or Shawnee Mission Parkway.

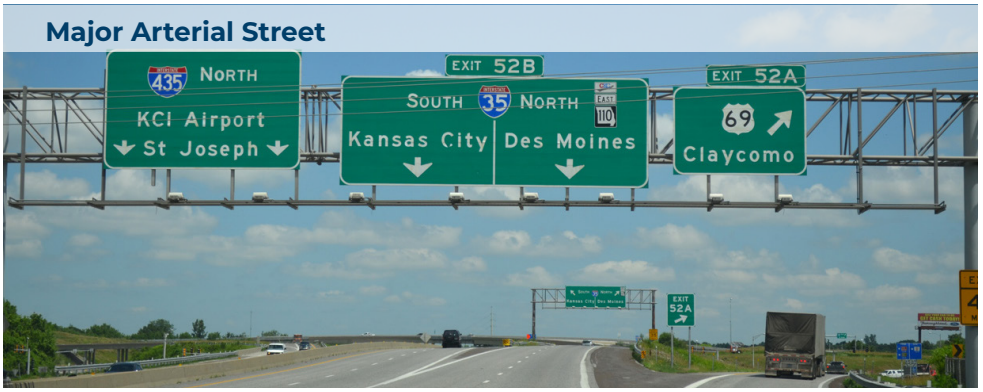
Arterial Streets
The arterial streets in Mission include Shawnee Mission Parkway, Johnson Drive, W 55th Street, Nall Avenue, and Metcalf Avenue. These are the main thoroughfares through the community and serve both local traffic as well as through traffic.

Major Arterial Streets
The only major arterial street in Mission includes the portions of Interstate 35 that run through the northern border of the community.


Local Street

Collector Street

Arterial Street



Major Arterial Street

2.4 Street System

Posted Speed Limits

A majority of Mission's roads are 20 or 25 miles per hour (Figure 2.18). These speed limits mostly correspond to the location of local roads. Collector roads in Mission typically have speed limits of 30 to 35 miles per hour including Foxridge Drive, Martway Street, and portions of Johnson Drive.

Streets with higher speeds of 45 miles per hour or faster include Metcalf Avenue and Shawnee Mission Parkway. The street with the highest posted speed is the short stretch of Interstate 35 near the northern city limits of Mission.

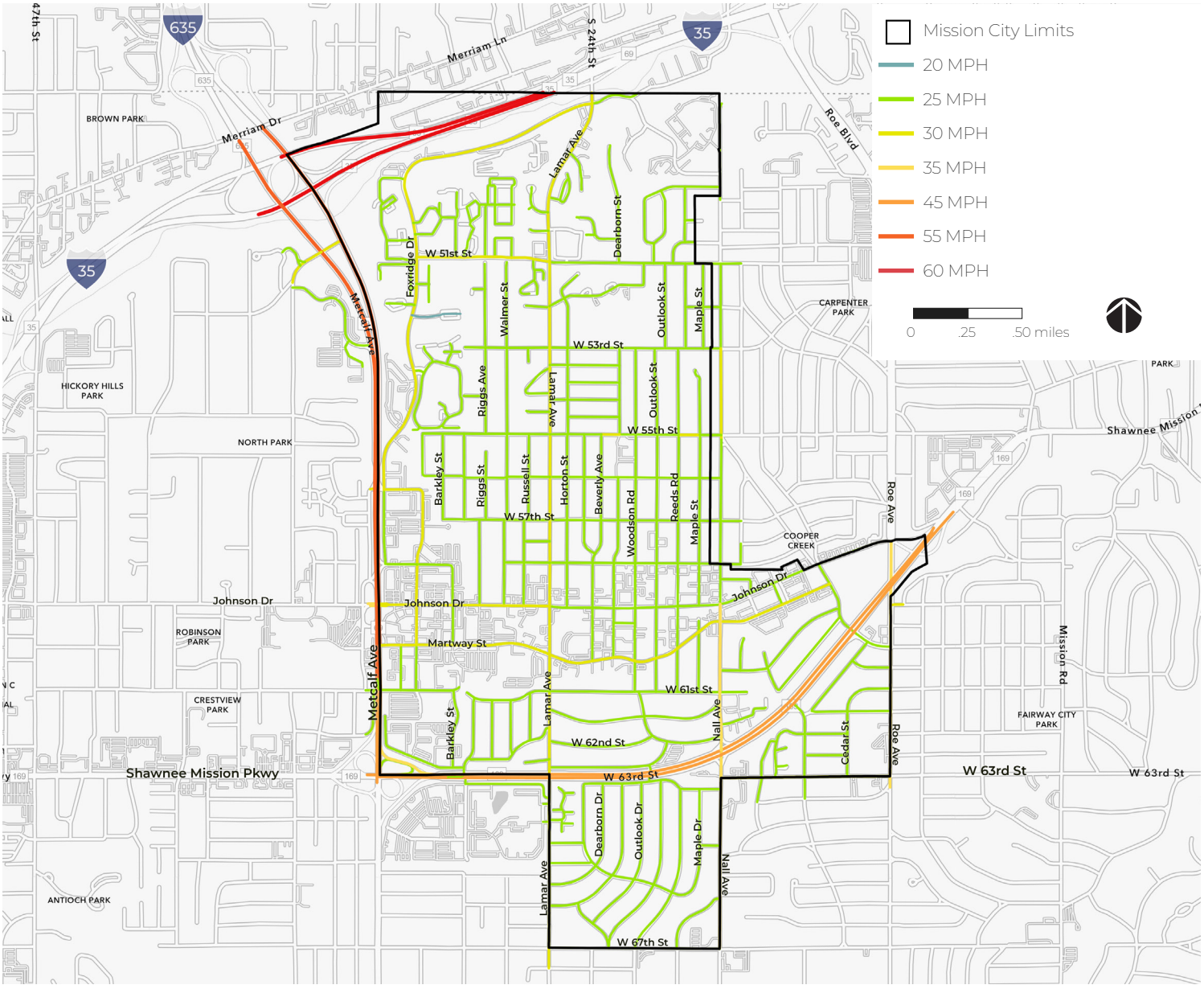


Figure 2.18 - Posted Speed Limits

2.4 Street System

Vehicles Per Day

Data is available that shows the average number of vehicles per day for roads in Mission (Figure 2.19). Roads shown in orange have the lowest number of vehicles per day of less than 5,000. This mostly is local neighborhood streets. Roads shown in green have between 5,001 and 10,000 vehicles per day and include Lamar Avenue and portions of Martway Street, Broadmoor Street, and Nall Avenue.

Johnson Drive has an average number of between 10,001 and 25,000 vehicles per day. Metcalf Avenue and Shawnee Mission Parkway both are higher volume streets with between 25,001 and 45,000 vehicles per day. Interstate 35 has the most vehicles per day with more than 45,000.

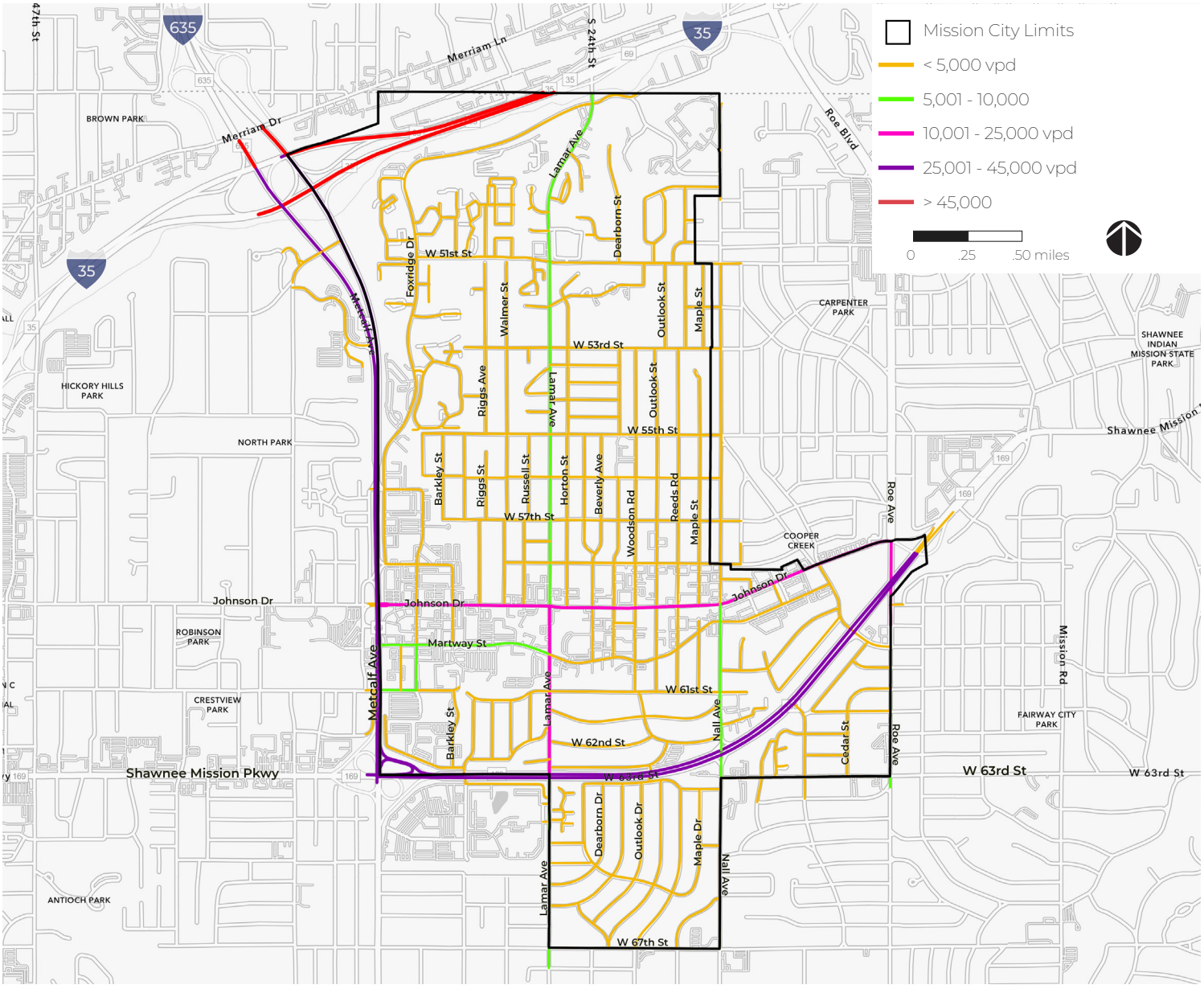


Figure 2.19 - Estimated Volumes

2.5 Transit System

Transit System Overview
Mission is fortunate to have a transit center that enables Mission to be significantly more transit served than other suburban communities.

The main routes through Mission include 401 Metcalf-Plaza, 402 Johnson-Quivira, 403 Antioch-Olathe, and 435 JoCo to Downtown. Most of these routes run near or along the Johnson Drive and Martway Street corridors. Mission's bus stop locations are shown below in maroon asterisk.

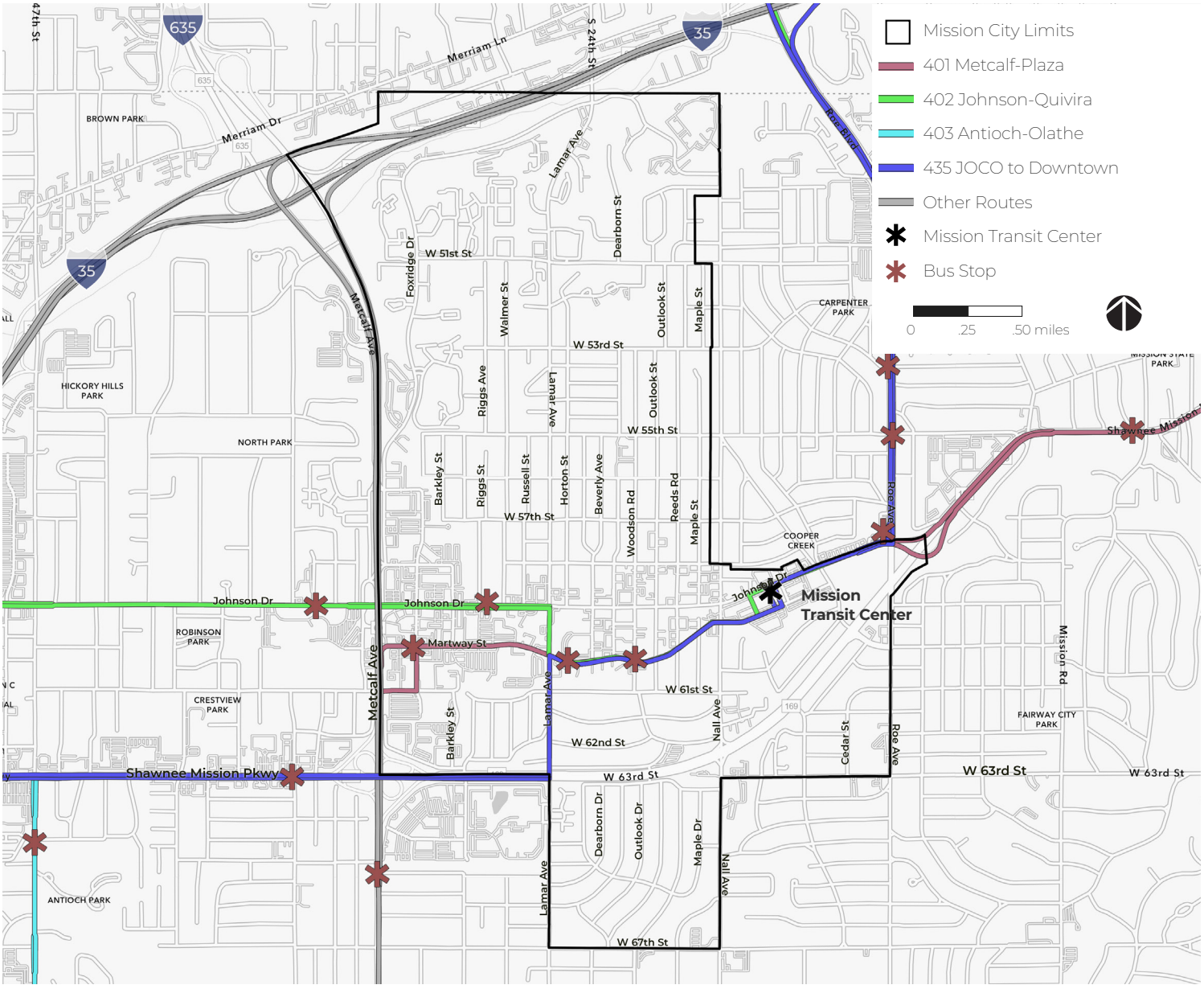


Figure 2.20 - Transit System

2.6 Natural Features

Floodplain

Floodplains are land that is inundated with water during and after heavy rainfall or snowmelt. Typically, floodplain is found in the low-lying land adjacent to streams and other water bodies. Development should typically not occur within the floodplain because of the negative environmental side effects of having permeable land in the floodplain.

100- and 500-Year Floodplain

Floodplain land can be divided into many categories, but the two most common ones are the 100-year and the 500-year floodplain. The 100-year floodplain includes land that has a 0.1% chance of flooding in any given year and the 500-year floodplain is land that has a 0.2% chance of flooding in any given year.

Floodplain in Mission

Mission's two areas with floodplain are along Turkey Creek (near the northern boundary) and along Rock Creek south of Johnson Drive (Figure 2.21).

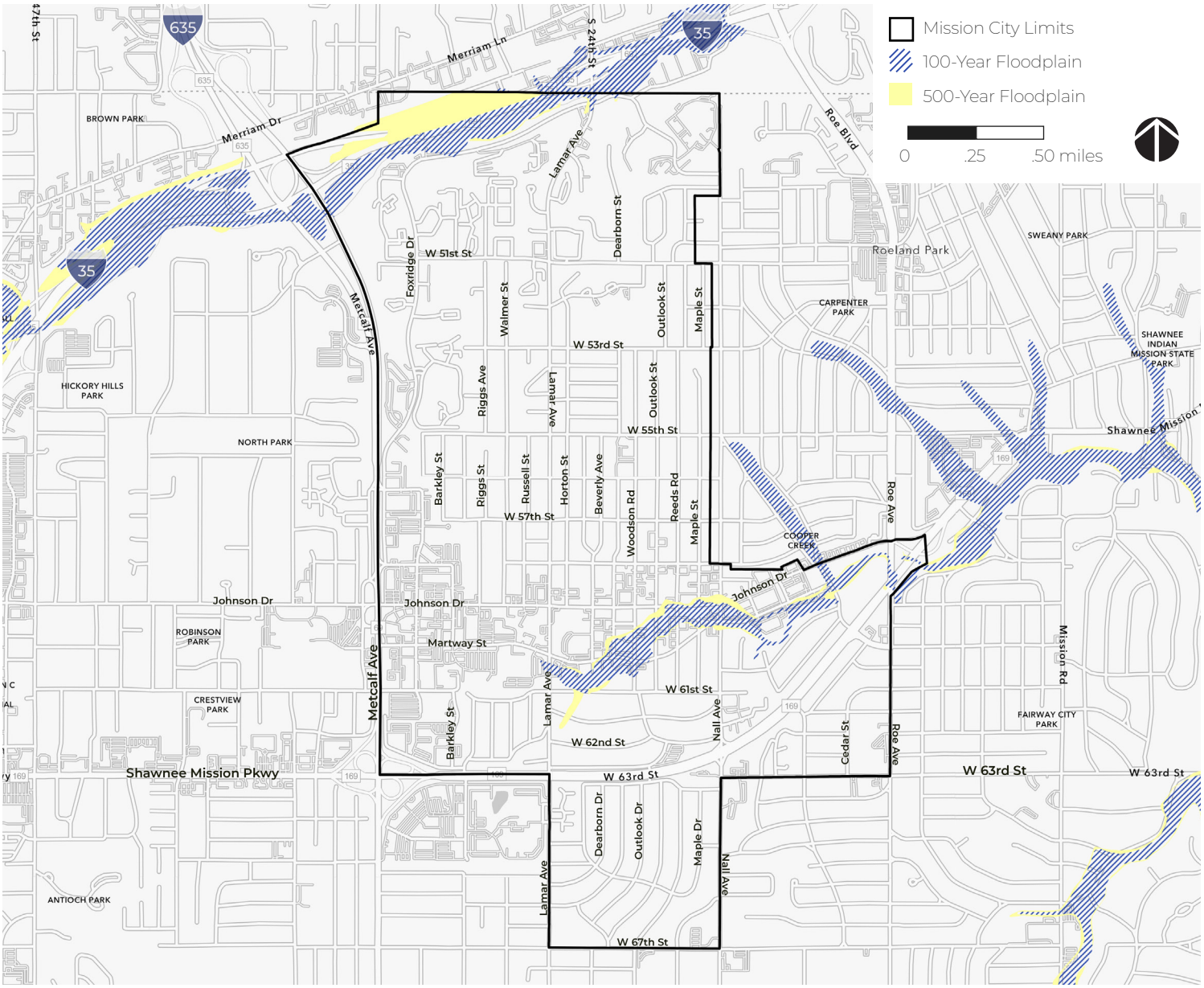


Figure 2.21 - Floodplain

2.6 Natural Features

Tree and Grass Cover

Tree cover estimates were gathered using i-tree canopy. I-Tree Canopy is a program that estimates tree cover and tree benefits for a given area with a random image sampling process that classifies ground cover types. I-Tree Canopy is supported by the U.S. Forest Service, the Arbor Day Foundation, and the Woodland Trust among other partners.

According to the i-Tree Canopy analysis completed for Mission, there are approximately 515 acres of tree cover with a margin of error of around +/- 42 acres. This translates to a percentage tree cover of around 30.64% with a margin of error of around +/- 2.48%.

According to the analysis, an additional 403.8 acres of Mission's land cover is grass or other herbaceous cover (typically permeable) with a margin of error of +/0 38.6 acres.

	Acres	%
Tree Cover	515.0	30.6%
margin of error	+/- 42	+/- 2.5%

Table 2.7 - Tree Cover Percentage Estimates

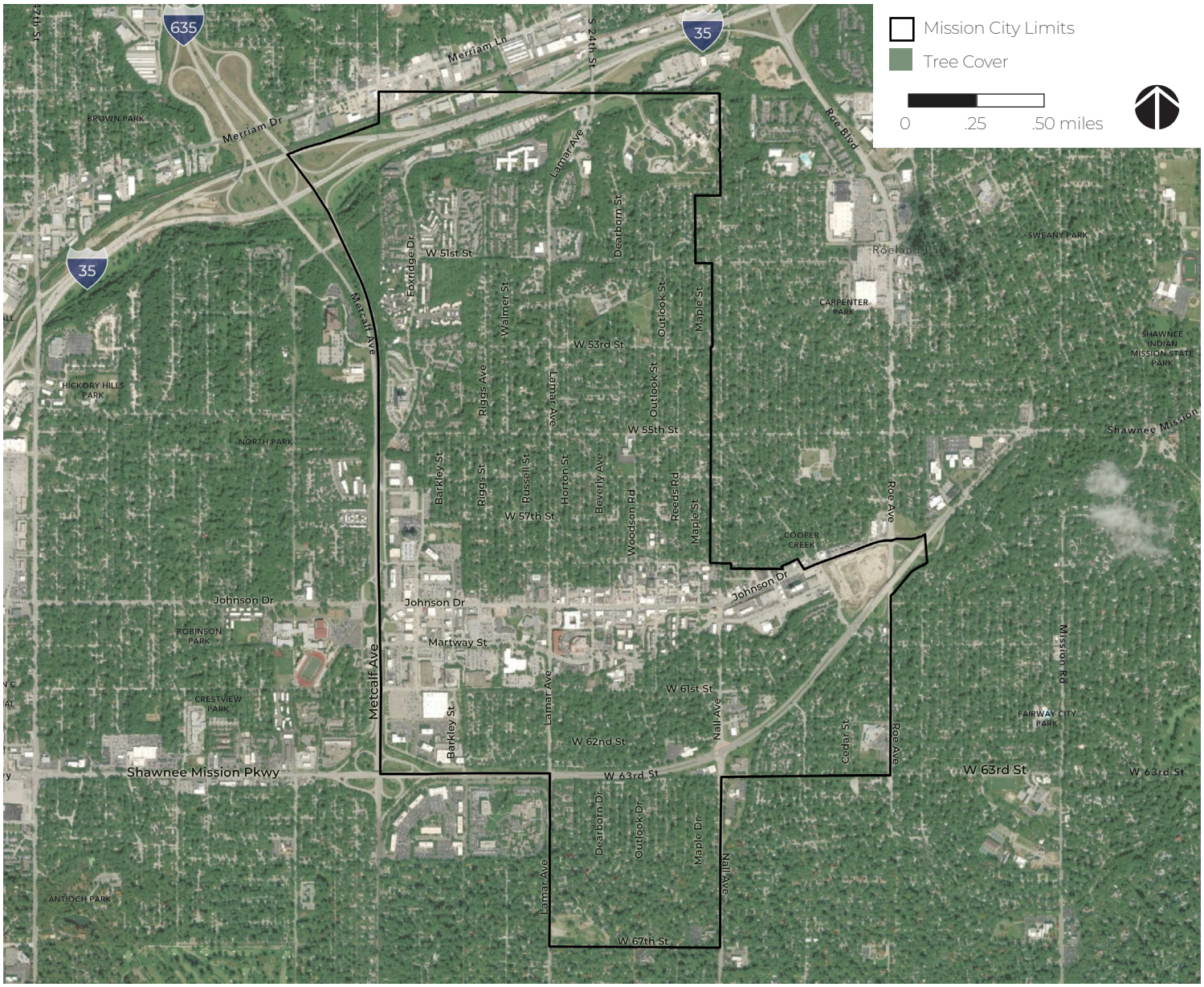


Figure 2.21 - Tree Cover

3.0 Market Analysis

3.1 Regional Context

Mission in the Kansas City Region

The City of Mission is centrally located within the Kansas City metro area, on the northern edge of Johnson County. Its nearest neighbors are Kansas City (KS) to the north, Roeland Park, Fairway, and Prairie Village to the east, and Overland Park to the south and west.

Figure 3.1 shows areas accessible within a 15- and 30-minute drive of Mission. Transportation to and from Mission is facilitated by the interstate network, particularly Interstates 35 and 635, which are immediately adjacent to the city. Downtown Kansas City is located within a 15-minute drive, as are portions of Kansas City, Kansas, Kansas City, Missouri, Overland Park, Lenexa, and Shawnee. A large portion of the metropolitan area is accessible within a 30-minute drive, including the airport, and most of the municipalities within Johnson, Wyandotte, Platte, and Clay counties. This proximity to jobs, services, and other Kansas City metro area amenities makes Mission a great residential location.

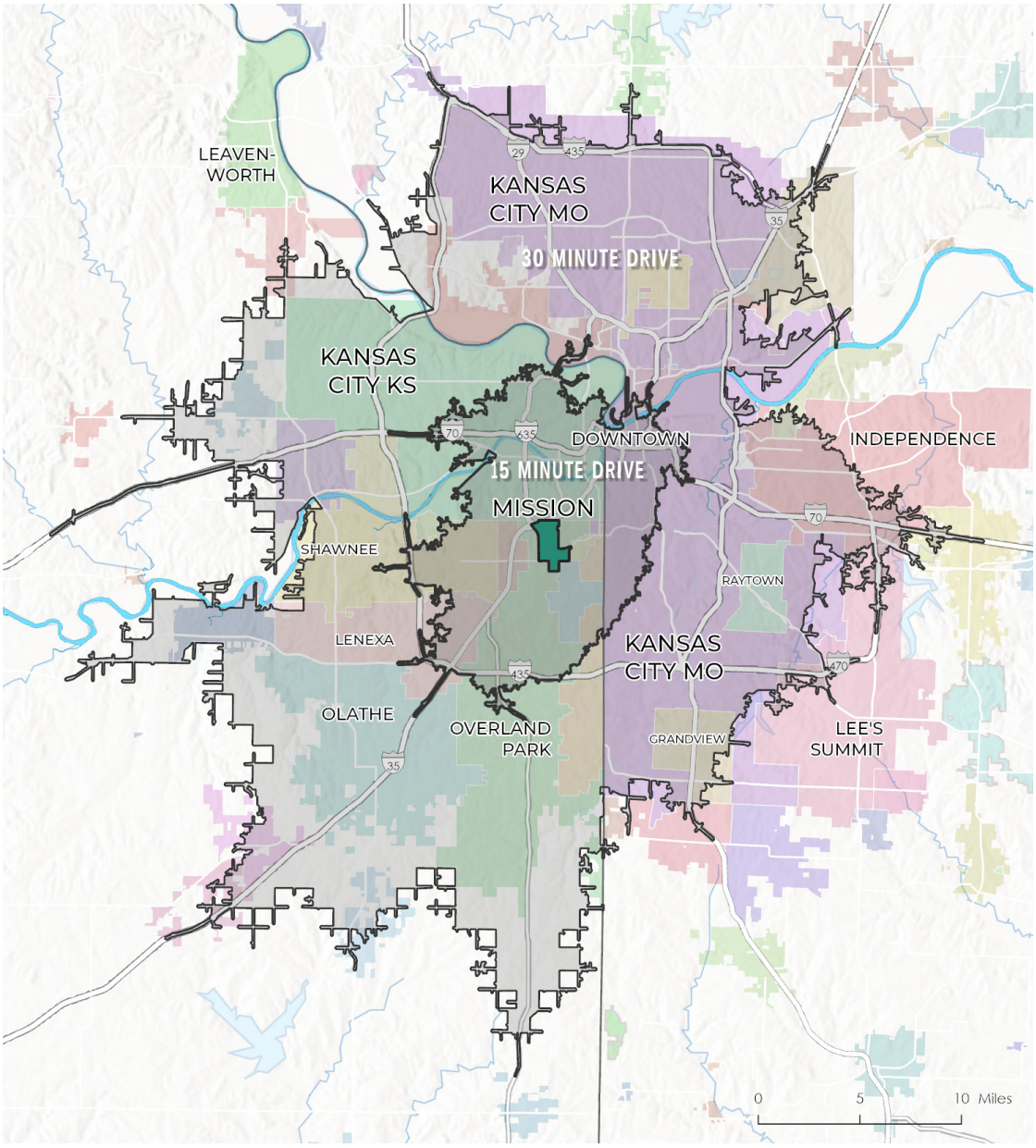


Figure 3.1 - Drive Time Analysis

3.2 Market Area

Mission in the Kansas City Region Cont'd

Figure 3.2 shows the Mission market area, a geographic area used to analyze the supply and demand of different types of real estate, including single family housing, multifamily housing, retail, hospitality, office, and industrial uses.

In the case of Mission, its central and convenient location gives it a wide market area that includes northeast Johnson County and parts of Kansas City, Missouri, and Kansas City, Kansas. Looking at supply and demand indicators within Mission and the surrounding communities can show what types of development are most desirable within this portion of the Kansas City metropolitan area and give insight into the types of development that would have the highest degree of success in Mission.

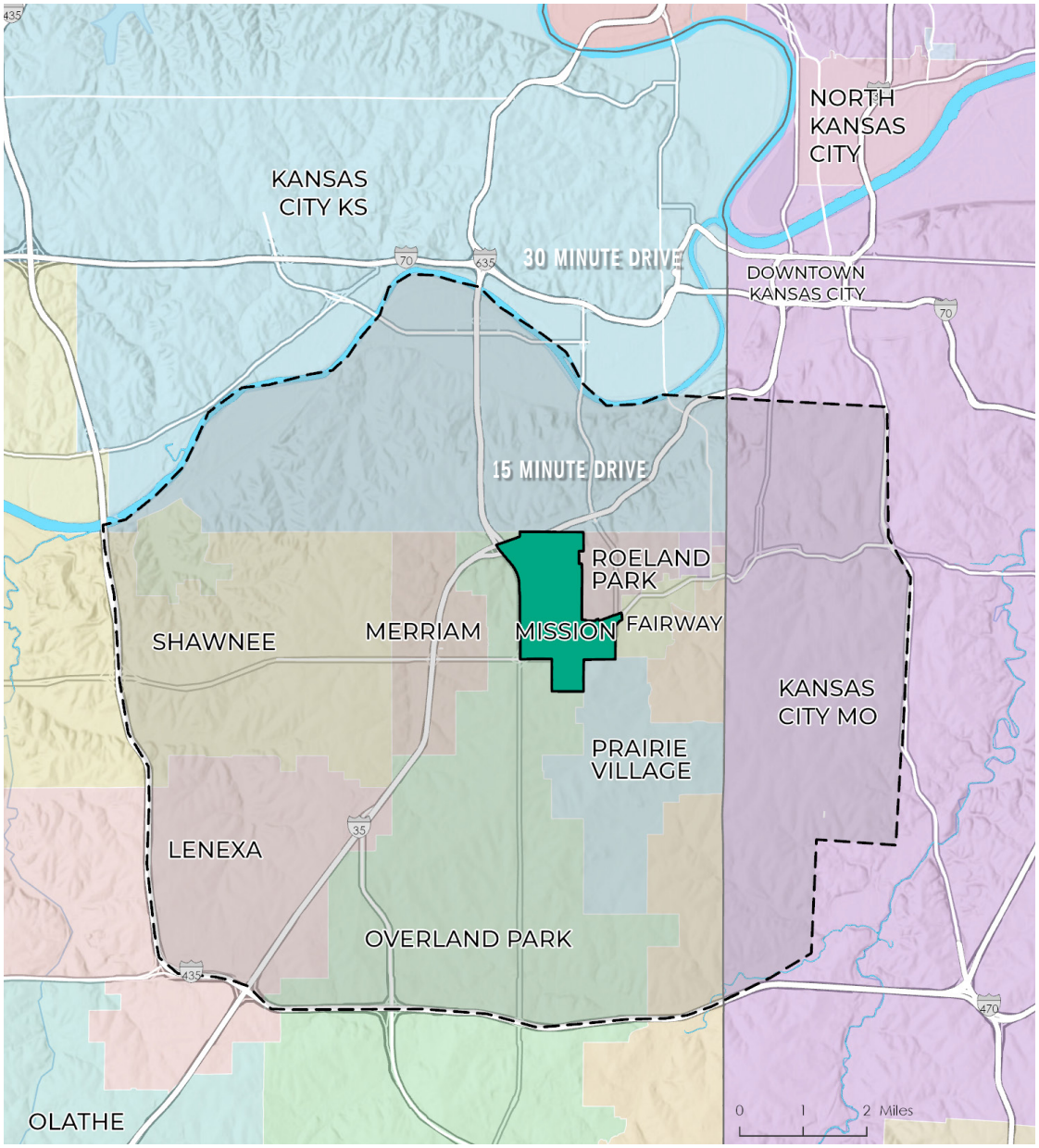


Figure 3.2 - Market Area

3.3 Population Overview

Population and Population Density

Mission was home to nearly 10,000 residents in 2020. The population of Mission and surrounding geographies is shown in Table 3.1

Mission is located in an area of the Kansas City Metro Area that has relatively medium to high population density. Figure 3.3 designates lower densities with lighter shades of blues and greens while high density areas are designated with darker blues. Denser concentrations of population are located to the northeast, within the central core of Kansas City, Missouri, as well as to the north in Kansas City, Kansas. Areas of medium to high population density continue along Johnson County municipalities along I-35, including Merriam, Lenexa, Overland Park, and Leawood.

Approximately 17% of the metro area's population lives within the boundaries of the market area shown to the right. The population of Mission makes up 2.7% of the market area population and one half percent of the metro area's population.

Geography	Population
Mission	9,523
Market Area	370,600
KC Metro Area	2,179,100

Table 3.1 - Residential Parcels and Dwelling Units Breakdown

Source: Esri (2020)

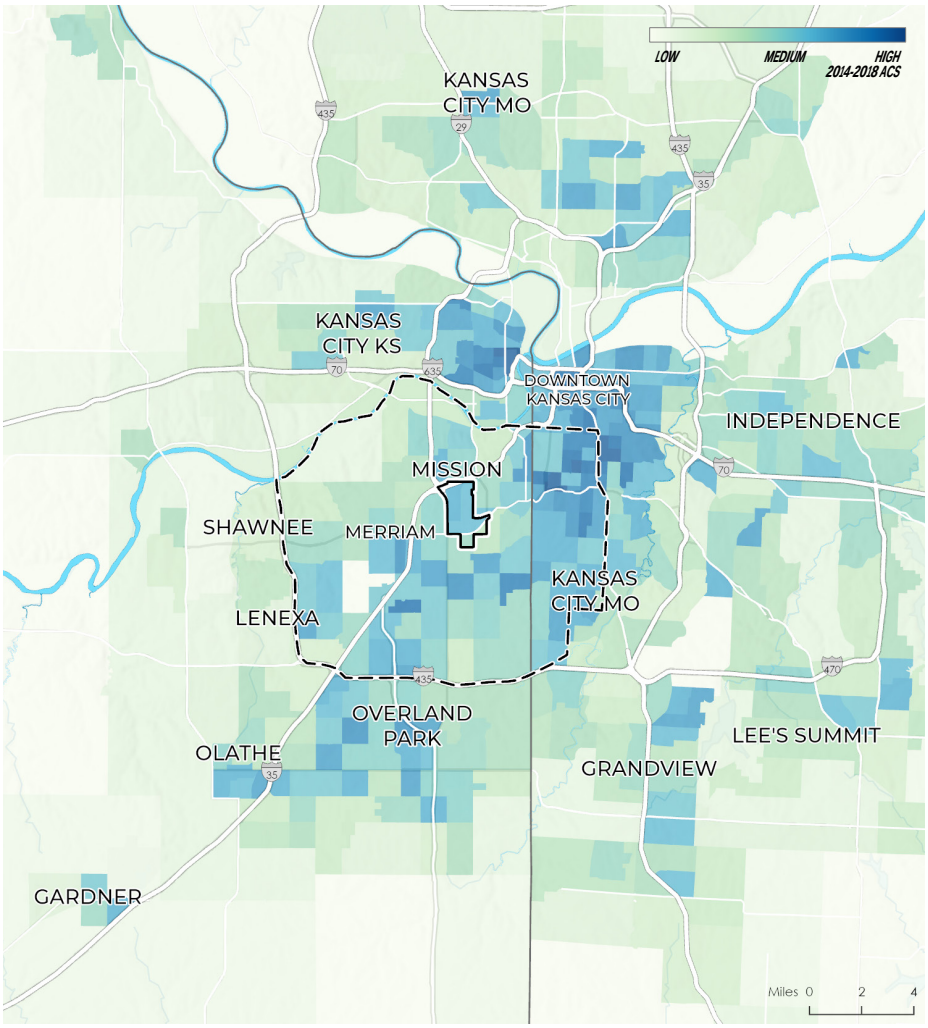


Figure 3.3 - Market Area - Densities

3.3 Population Overview

Population Change

Growth in the Kansas City region is taking place along and immediately outside of the I-435 and I-470 corridors, where sites for new homes are available and transportation facilitates access to employment opportunities. Though Johnson County has traditionally been the center of growth within the region, areas north of the river have added population in recent years.

The peak of Mission's population was in 2000, when the city was home to nearly 10,000 residents. The city lost about 600 residents between 2000 and 2010, but has since added most back, and today has an estimated population of about 9,960 residents.

The market area followed a similar trajectory, losing residents between 2000 and 2010, but gaining back lost population since 2010. The entire metro area has steadily added residents since 2000, and has added almost 182,000 new residents over the past decade.

All three areas – Mission, the market area, and the region – are projected to add new residents over the next five years.

Geography	Population Change 2000 - 2010	Population Change 2010 - 2020	Projected Pop. Change 2020 - 2025
Mission	-0.7%	0.7%	1.6%
Market Area	-0.4%	0.5%	0.8%
KC Metro Area	1.0%	0.9%	0.8%

Table 3.2 - Residential Parcels and Dwelling Units Breakdown

Source: Esri (2020)

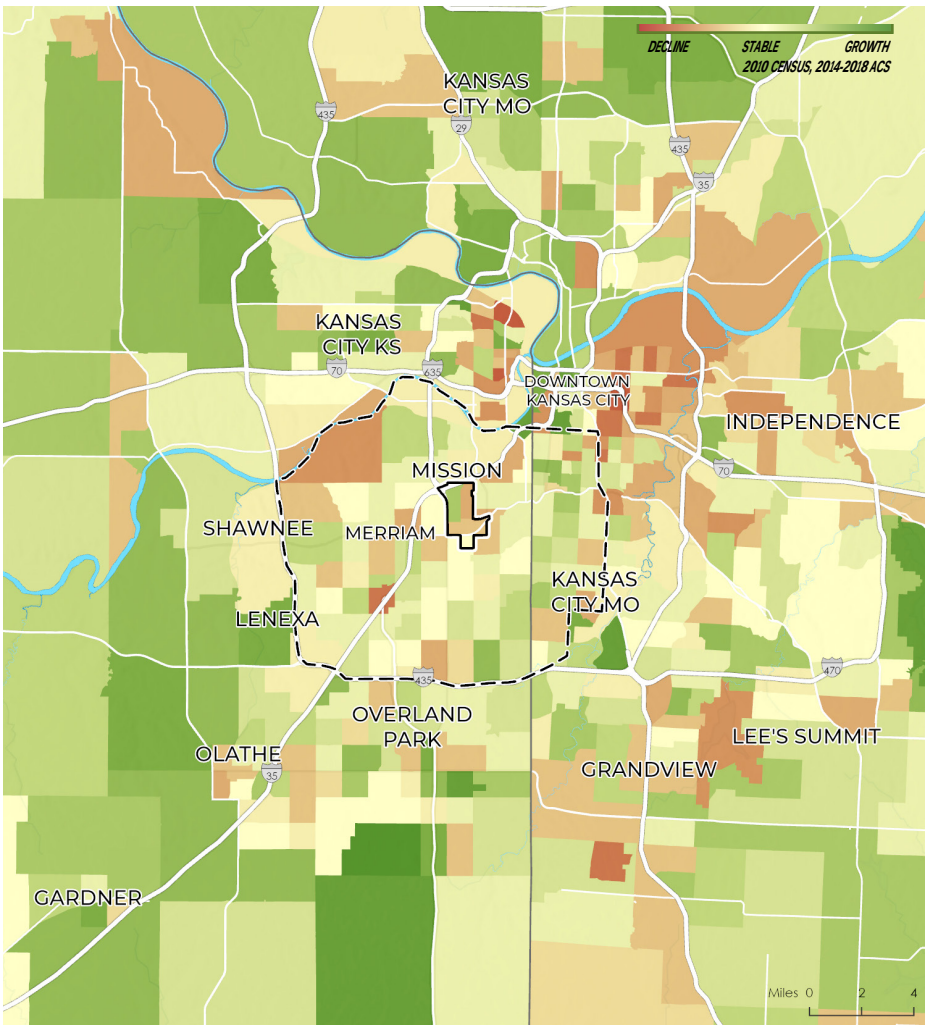


Figure 3.4 - Market Area - Population Decline/Growth

3.3 Population Overview

Migration to the Kansas City Area

Part of the Kansas City metro area's growth is due to immigration from other communities. Migration data is collected each year by the U.S. Census Bureau and provides a snapshot of the communities of origin for new Kansas City residents. The table at the right shows the top ten communities of origin for households that moved to Kansas City between 2013 and 2017. The Asian continent is the greatest source of new residents, followed by a number of Midwestern cities in Kansas and Missouri. There is a mix of larger metro areas, smaller cities, and college towns.

It is also interesting to note that a large number of Kansas City residents move each year, with an average of over 240,000 residents reporting a move in the previous year from one home in the metro area to another.

As Mission grows, it will likely attract a mixture of these two groups. Residents from elsewhere in the Kansas City metro area will make up a large percentage of those looking for housing in Mission, while transplants from other communities will make up a smaller proportion.

Geography	Population
Asian Continent	3,600
Lawrence, Kansas	3,300
St. Louis, Missouri	2,900
Springfield, Missouri	2,500
Topeka, Kansas	2,400
Wichita, Kansas	2,100
Omaha, Nebraska	1,900
St. Joseph	1,900
Columbia, Missouri	1,400
Phoenix, Arizona	1,400
Moved within KC Metro Area	**241,700**

Table 3.3 - Top Place of Origin for Households Moving to Kansas City

Source: 2013 - 2017 American Community Survey Metro Area to Metro Area Migration Flows

3.4 Households

Households by Type

Different communities attract different kinds of households based on a number of factors, including location, types of housing available, school district, safety, and public amenities.

Mission has a higher proportion of single-member households and nonfamily households (unmarried partners or roommates) than the market area and the metro area.

Nearly half (47%) of households are made up of one person, compared to 28% in the Kansas City Metro Area. Data from the 2019 American Community Survey (5 Year) estimate that, of these roughly 1,900 households, about 500 are made up of residents age 65 and older.

Family households with children at home make up 18% of households and family households without children at home make up 25% of households, which is a lower proportion than the market area or metro area.

Looking at households by number of members shows that Mission is home to more smaller households than the market area or metro area. Households with one or two people make up 81% of all households, compared to 70% in the market area and 61% in the metro area.

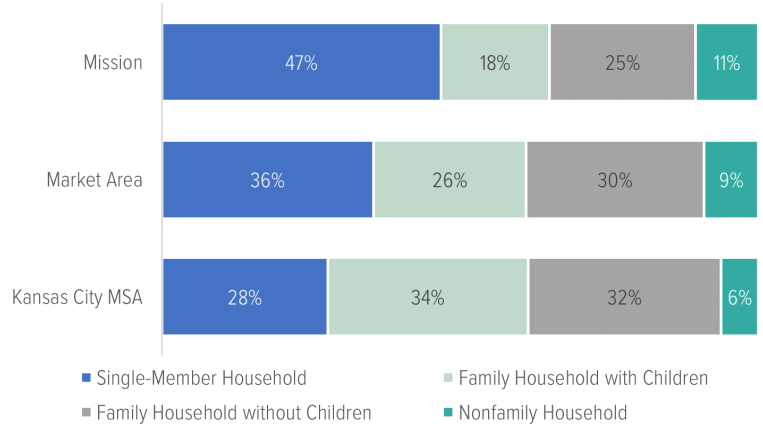


Figure 3.5 - Households by Composition

Source: Esri (2020)

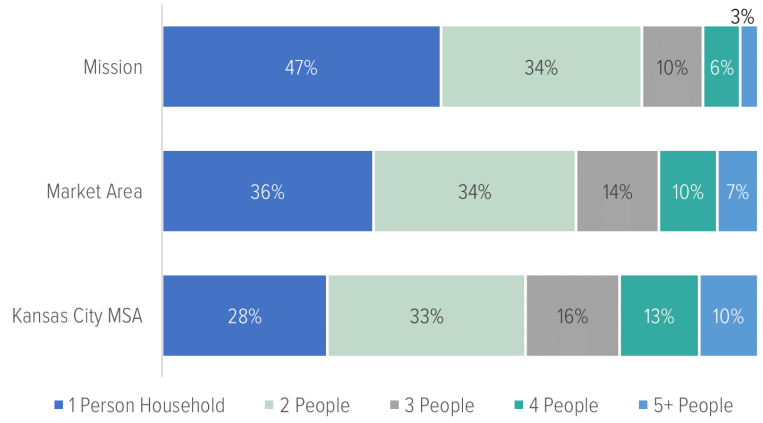


Figure 3.6 - Households by Number of Residents

Source: Esri (2020)

3.5 Employment

Employment Location and Industries

Residents of Mission work throughout the Kansas City region, but the majority work either in or around Downtown and Midtown Kansas City, along I-35, or along I-435, all of which are major regional employment destinations. The map at right shows employment density by census tract. The lines indicate the top 25 census tracts where residents of Mission work. The majority of commuters travel to the northeast to work in and around Downtown Kansas City or travel south to work in and around Overland Park. Mission is well-located for households working in the region's major employment nodes, particularly two-earner households where members may work in two different communities.

Figure 3.8 shows the share of employees by occupational category. Mission residents are more likely to be employed in white collar occupations (76%) than residents of the market area (72%) or metro area (65%).

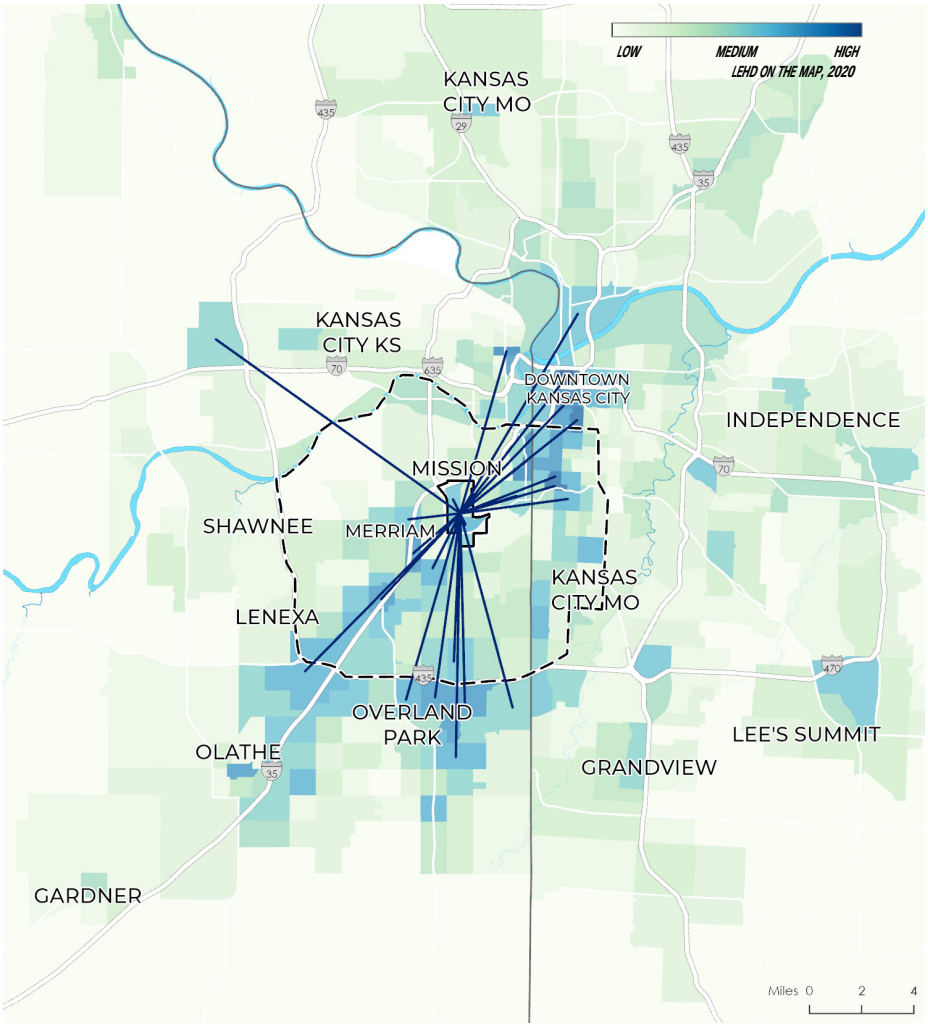


Figure 3.7 - Employment Density and Top Commuting Locations for Mission Residents *Source: U.S. Census LEHD OnTheMap (2020)*

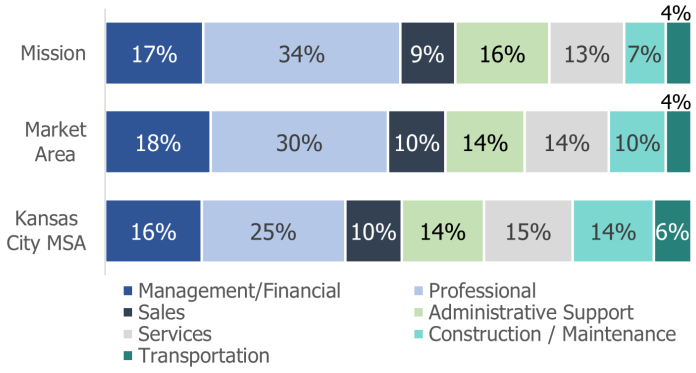


Figure 3.8 - Share of Population by Occupation

Source: Esri (2020)

3.5 Employment

Workers Commuting to Mission

Similar to residents of Mission, who commute to other communities in the region to work, workers also come to Mission from all over the region. There are nearly 8,900 jobs in Mission, in a mix of sectors that includes professional services, administration, manufacturing, retail, accommodation, and food service.

Top origin cities include Overland Park and Kansas City, Missouri, each of which sends about 1,200 workers (about 14% of all workers) to Mission daily. This is followed by Kansas City, Kansas, that sends nearly 1,000 workers to Mission daily (about 11%). About 280 Mission residents also work within the city (3% of workers). Many of the other top origin communities are located in Johnson County.

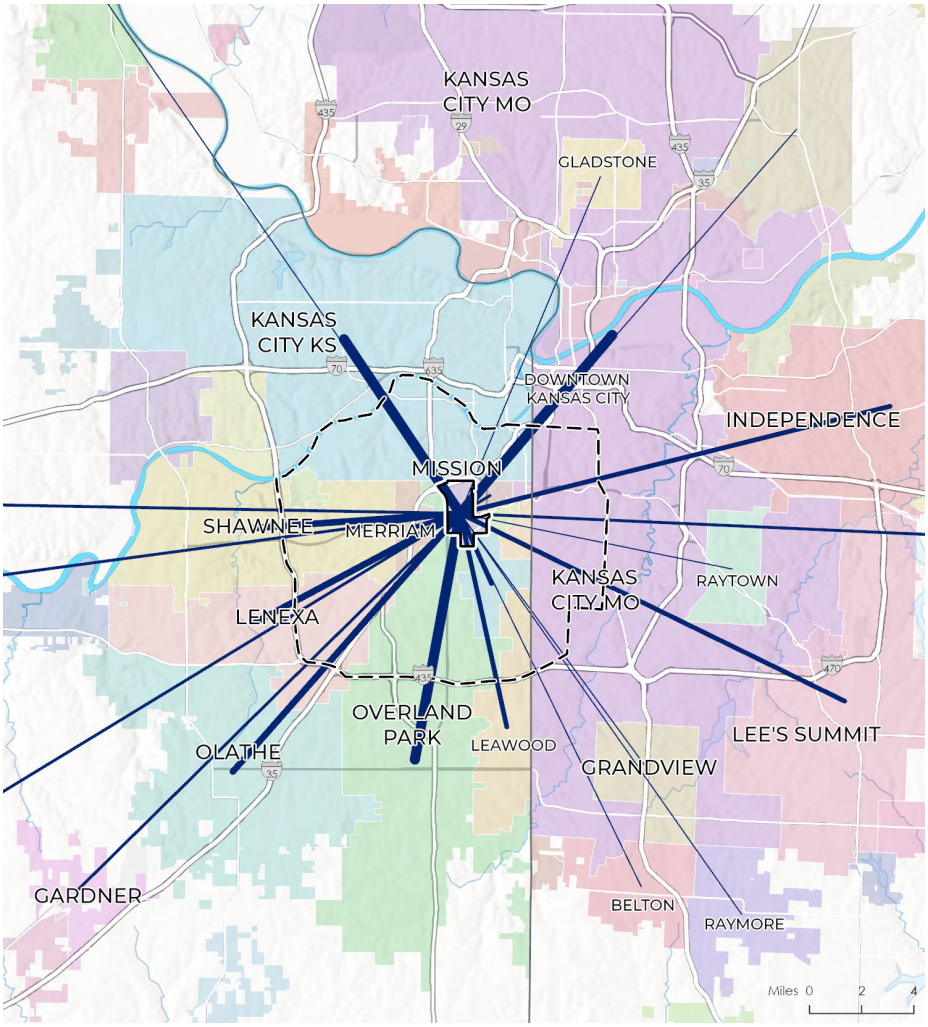


Figure 3.9 - Top Cities of Origin for People Who Work in Mission

Source: U.S. Census LEHD OnTheMap (2021)

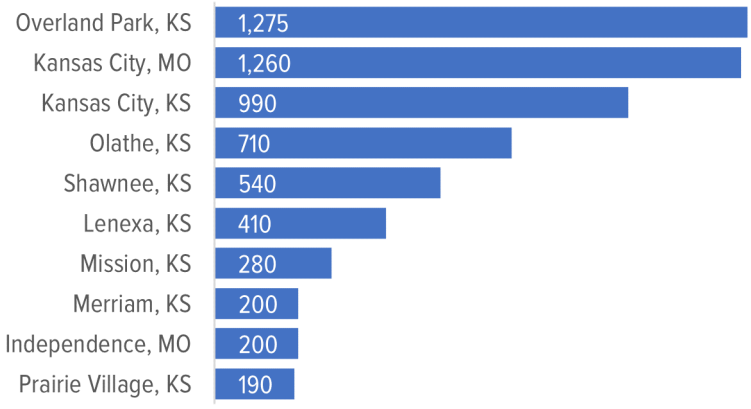


Figure 3.10 - Top 10 Cities of Origin for People Who Work in Mission

Source: U.S. Census LEHD OnTheMap (2021)

3.6 Incomes

Median Household Income

Median household income throughout the region is shown in Figure 3.11. Mission is largely a middle-income community, with a median household income of $59,400, compared to $64,800 in the market area, and $66,400 in the metro area. Higher income areas are found to the southeast along the state line in Mission hills, Prairie Village, and Leawood. Lower income areas are found to the north in Kansas City, Kansas.

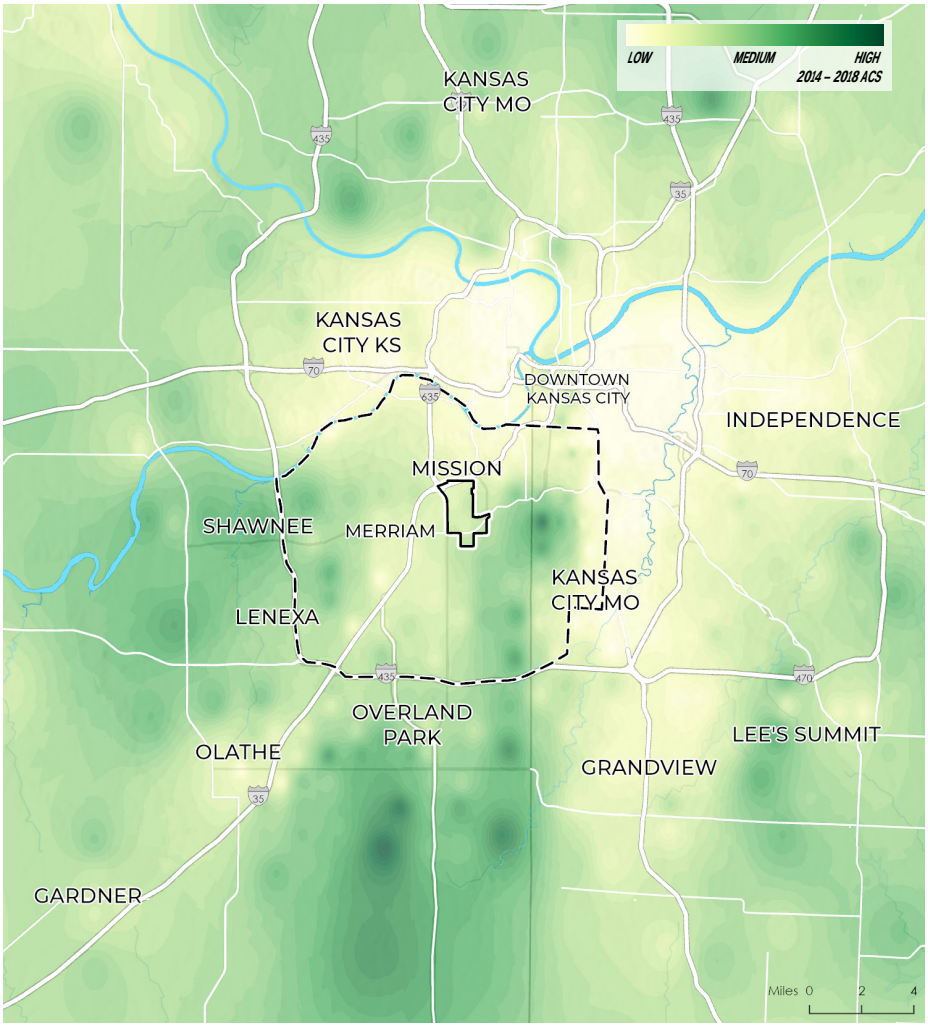


Figure 3.11 - Median Household Income

Source: Esri (2020)

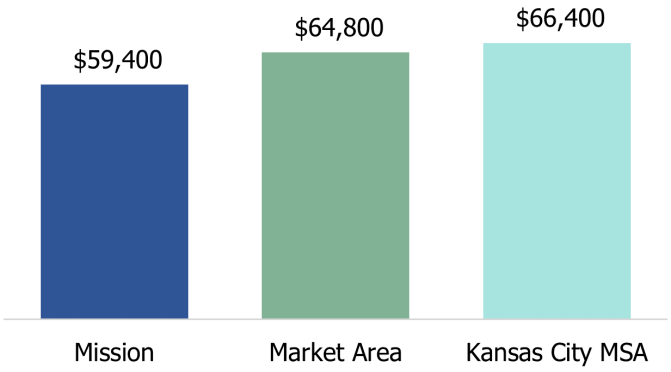


Figure 3.12 - Median Household Income

Source: Esri (2020)

3.6 Incomes

Income Density

Income density multiplies the number of households by average household income in order to understand which parts of the metro area have the most spending power. These areas will be the most likely to attract retail and entertainment tenants due to the amount of disposable income within the community. The areas of the Kansas City metro area with the highest income density are largely located in western and southern Johnson County, while Kansas City, Kansas, and Kansas City, Missouri, have comparatively lower income densities. Mission falls in the middle of these two areas, with a medium amount of income density.

Average consumer spending is lower in Mission ($42,900) than in the market area ($48,800) and the metro area ($51,000).

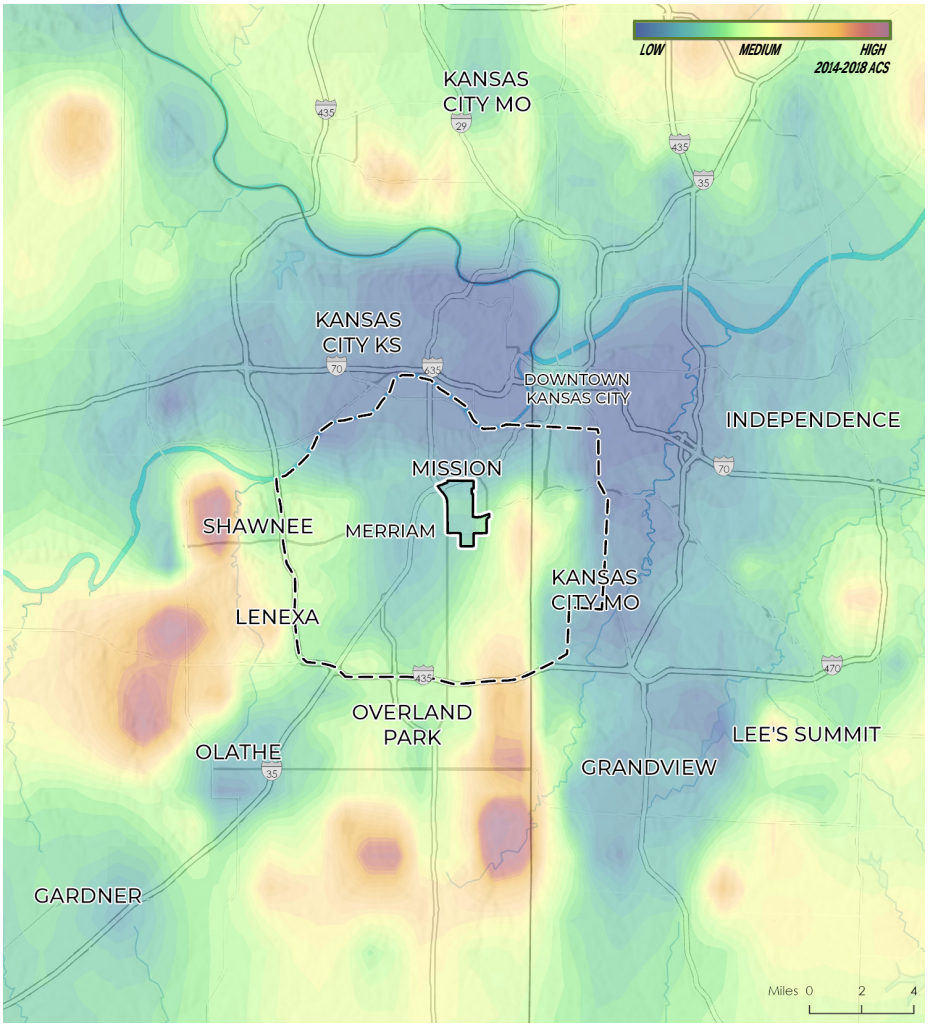


Figure 3.13 - Income Density

Source: 2014 - 2018 American Community Survey

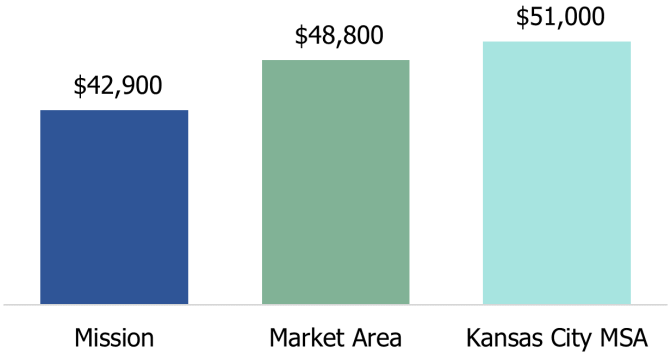


Figure 3.14 - Average Annual Household Spending

Source: Esri 2020

3.7 Housing

Median Housing Values

Figure 3.15 shows median housing value by census tract throughout the Kansas City metro area. The highest housing values in the market area are found along the state line in Johnson County, while lower housing values are found to the north in Kansas City, Kansas.

Median housing values in Mission ($192,200) are very similar to those of the region ($196,200), and slightly lower than those in the market area ($212,000).

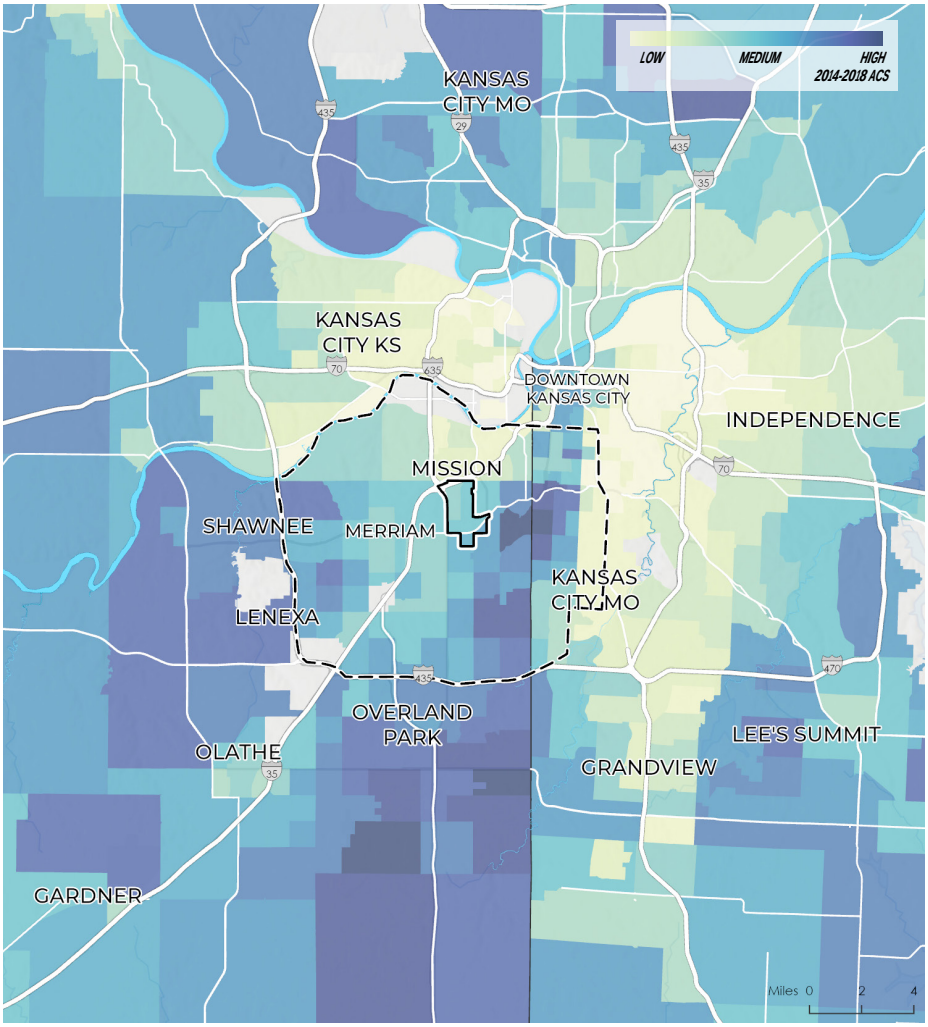


Figure 3.15 - Median Housing Value

Source: 2014 - 2018 American Community Survey

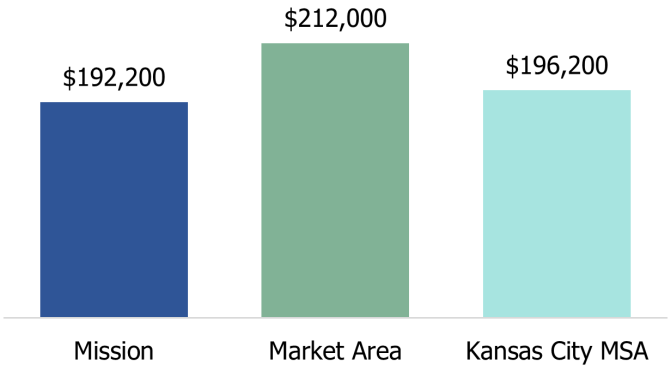


Figure 3.16 - Median Housing Value

Source: 2014 - 2018 American Community Survey

3.7 Housing

Housing Age

Figure 3.17 gives the decade of construction for single family residential buildings in Mission (townhomes, condos, and detached single family). Overall, the busiest era of housing construction in Mission was during the 1950s with a later, smaller peak in the 1980s. There has been relatively little construction since 1990, likely a result of a lack of available sites. The newest construction is found south of Shawnee Mission Parkway and near Lamar Avenue in the southern part of the city.

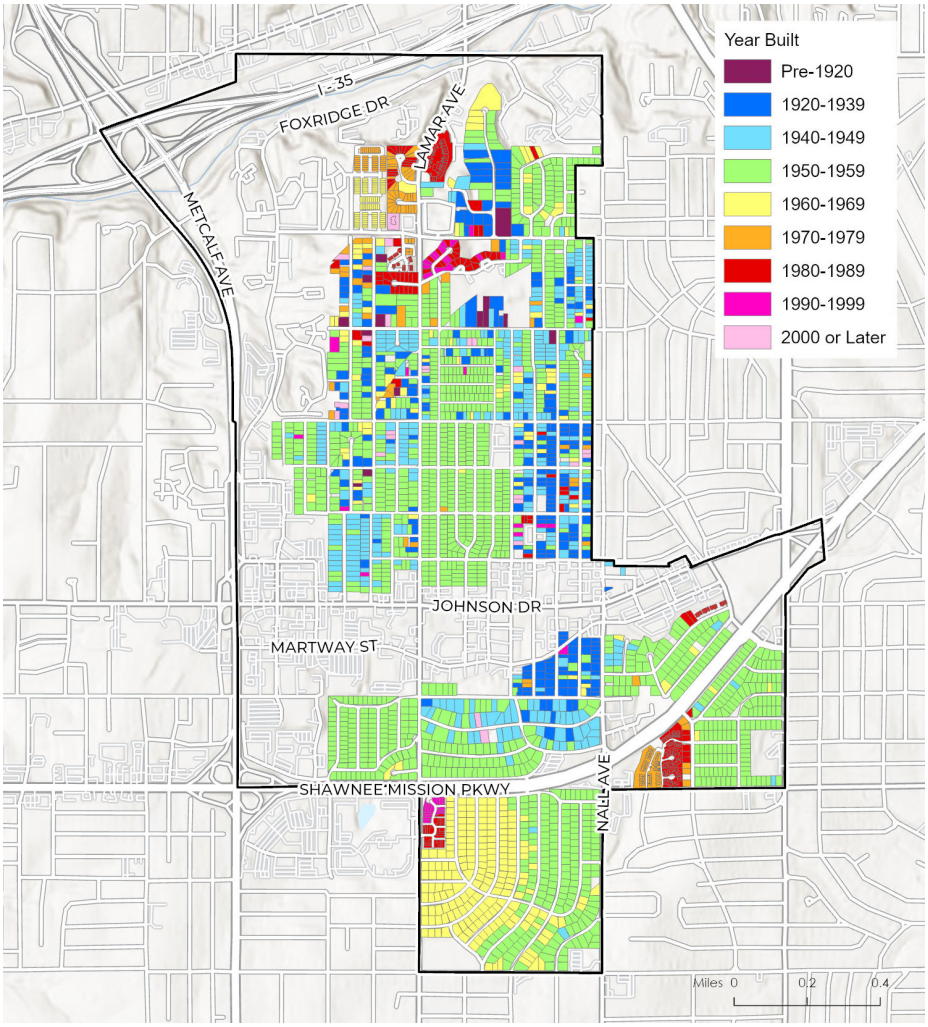


Figure 3.17 - Year of Housing Construction

Source: City of Mission (2020)

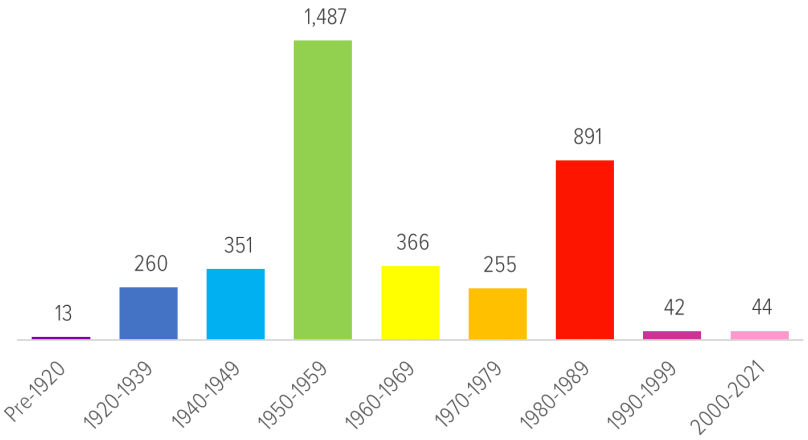


Figure 3.18 - Year of Housing Construction

Source: City of Mission (2020)

3.7 Housing

Housing by Size

Figure 3.19 shows the size of single family homes (condos, townhomes, and detached single family homes) that were sold in the five years leading up to April 2021. The majority of homes (81%) were between 650 and 2,000 square feet, with the greatest share (31%) in the 1,001 to 1,500 square feet range.

Looking at homes that changed ownership over the past five years, the majority (61%) had three bedrooms. Two-bedroom homes were the second most common, at 19%, followed by four-bedroom homes, which made up 15% of sold homes. Homes with five bedrooms or more made up 5% of sold homes, and one-bedroom homes were the least common, at less than 1%.

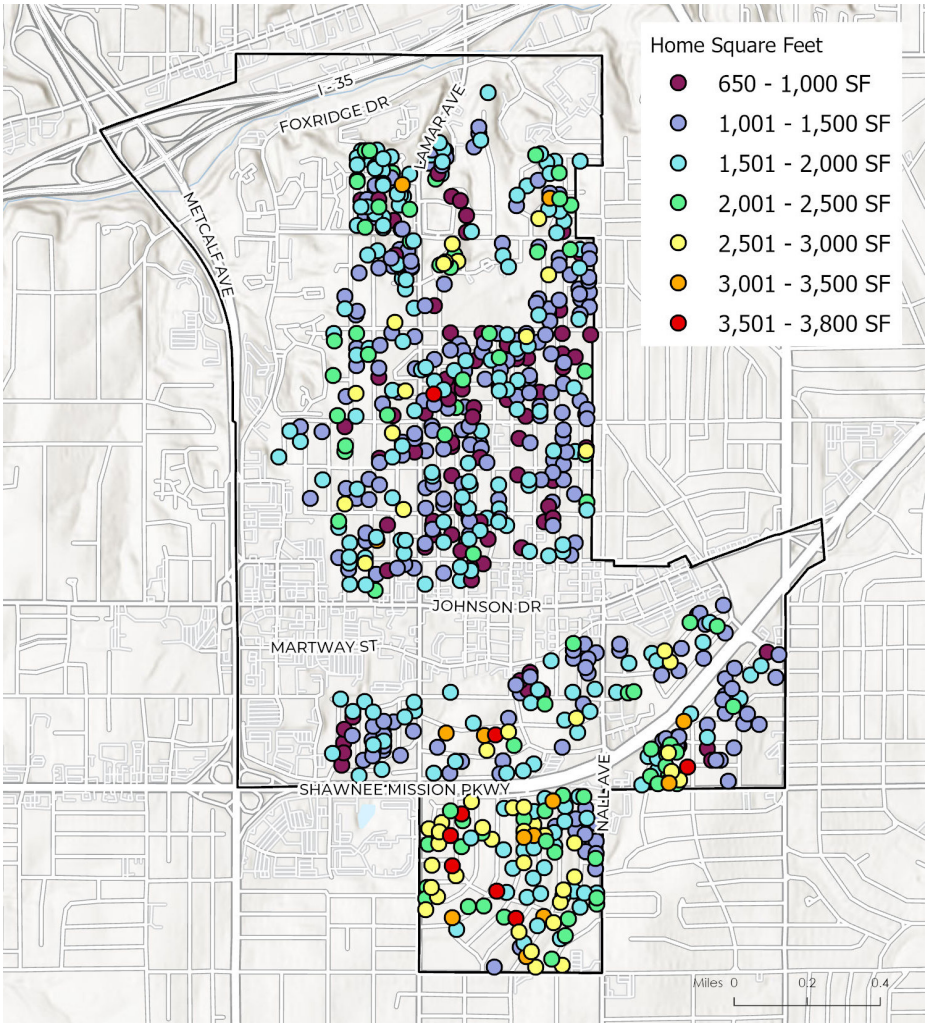


Figure 3.19 - Homes Sold Between 2016 and 2021 by Size (Sq. Ft.)

Source: Redfin (2021)

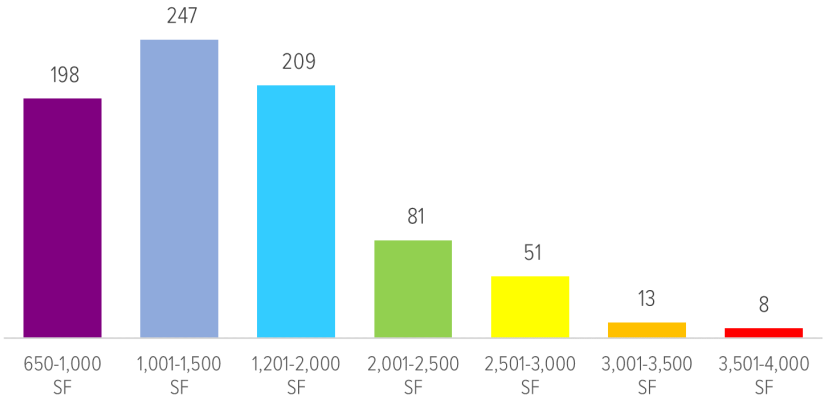


Figure 3.20 - Homes Sold Between 2016 and 2021 by Size (Sq. Ft.)

Source: Redfin (2021)

3.7 Housing

Regional Single-Family Home Trends

Figure 3.21 shows single family homebuilding activity in and around the market area over the past 20 years. Unsurprisingly, the greatest number of housing units have been developed at the metro area's periphery, where land is available for new construction.

Within the market area, which is largely built out, the majority of new housing over the past twenty years has been infill housing. This trend has been particularly pronounced within Prairie Village, adjacent to Mission, where teardown/rebuild construction has grown more common in recent years. This type of infill construction indicates demand for housing within a particular community and is a positive indicator of a community's attractiveness. In the outer portions of Shawnee, Lenexa, and Olathe, housing construction has occurred in larger, multi-home developments due to the availability of large tracts of buildable land.

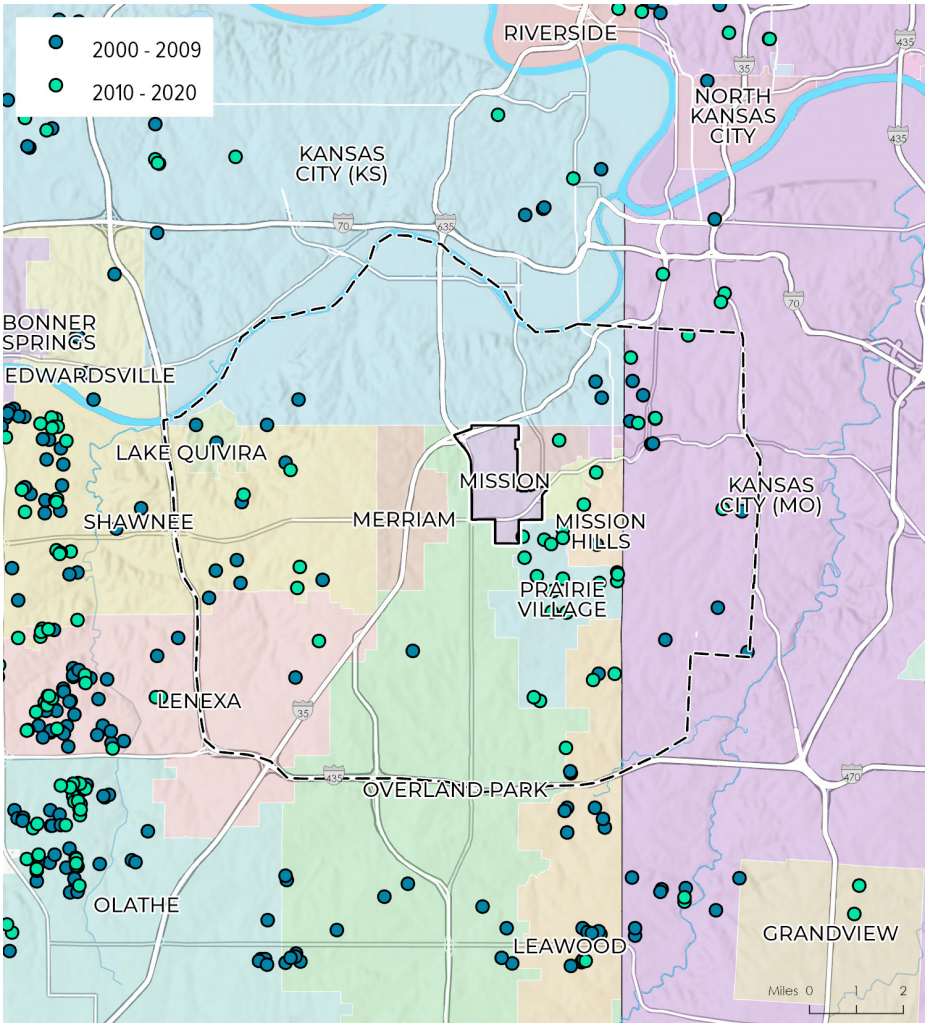


Figure 3.21 - Single-Family Homebuilding Activity In and Around the Market Area

Source: Redfin (2021)

3.7 Housing

Local Single-Family Housing Values

Figure 3.22 gives a closer look at sales prices for single family homes (detached single family homes, townhomes, and condos) for properties sold in the five year period between April 2016 and April 2021. Over the past five years, there were a total of 807 home sales, representing 22% of all housing units in Mission. Homes in the $150,000 to $200,000 range made up the greatest number of sales (308 sales, or 38%), followed closely by homes in the $200,000 to $300,000 range (300 sales, or 37%). A smaller number of homes sold for $300,000 or more. The majority of these homes were located in the Countryside and Milhaven subdivisions south of Shawnee Mission Parkway.

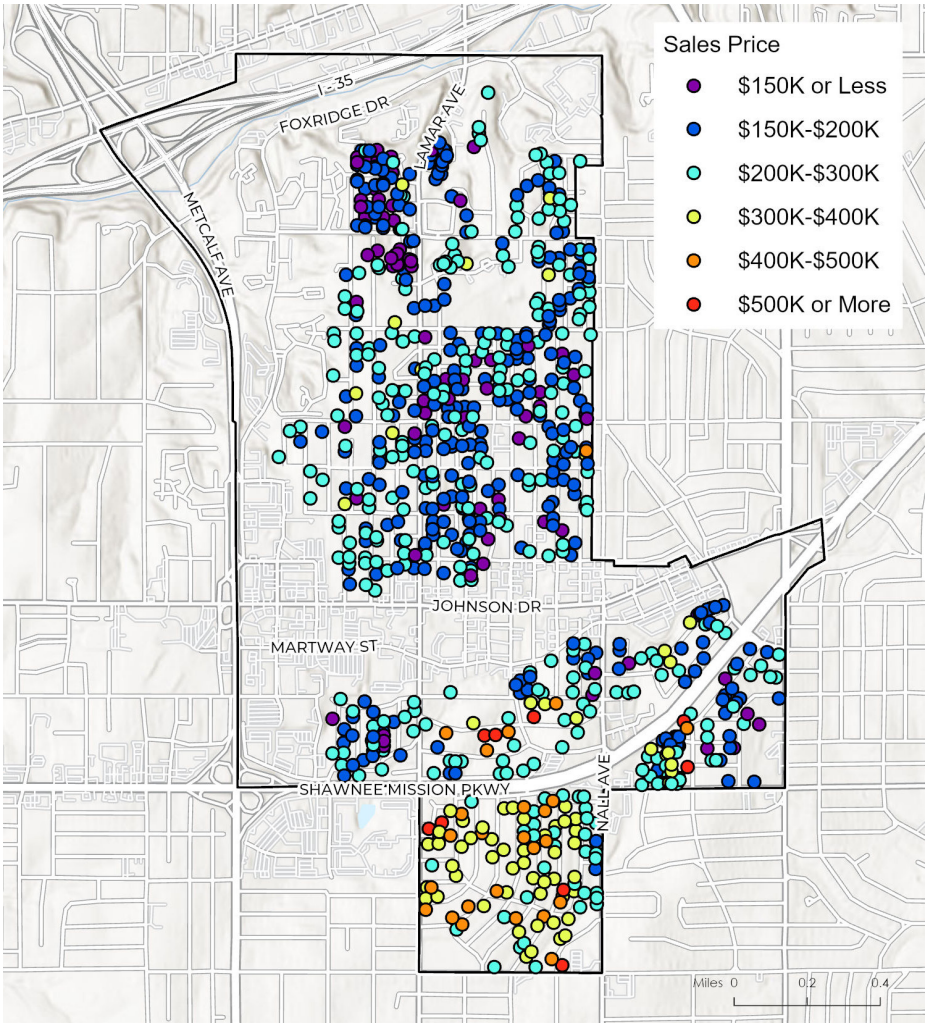


Figure 3.22 - Single-Family Home Sales by Price (April 2016 - April 2021)

Source: Redfin (2021)

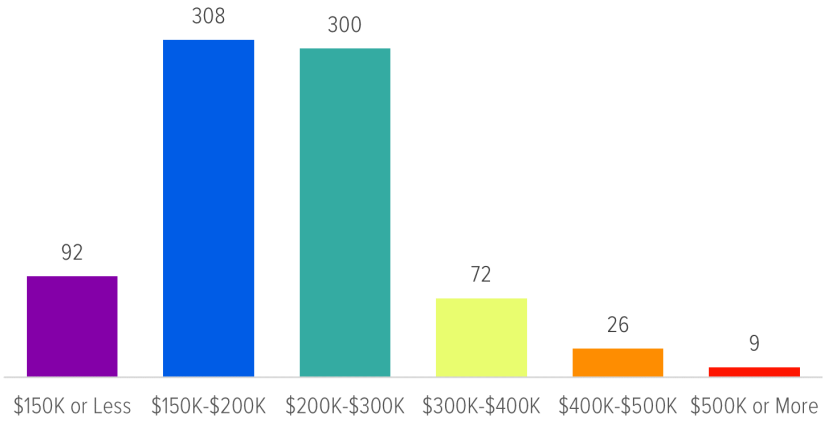


Figure 3.23 - Single-Family Home Sales by Price (April 2016 - April 2021)

Source: Redfin (2021)

3.7 Housing

Local Single-Family Sales Trends

Home sales data provides an insight into the market value of homes with different characteristics. Figure 3.24 shows the sales price per square foot by decade of construction. There is an interesting correlation between housing age and market value, which forms a V-shape in which the newest homes (built in 2000 or later) and historic/midcentury homes (from the 1960s or earlier) have the highest market value per square foot, while homes built between 1961 and 1990 have lower values per square foot. This pattern has been common throughout the U.S. over the course of the 20th century, where housing tends to be least valued as it approaches the 50 year mark, as these homes are perceived as outdated but not yet unique and worthy of preservation.

Figure 3.25 shows the change in average price per square foot for all single family housing units between 2016 and 2021. Similar to nationwide trends, the price of housing has increased over the past five years. This trend has been particularly pronounced in attractive communities such as Mission, which saw housing prices per square foot increase from $124 in 2016 to $188 in 2021. Likewise, the number of home sales has increased. From 2016-2018, there were fewer than 120 sales per year, while in 2019 and 2020, there were more than 160 sales.

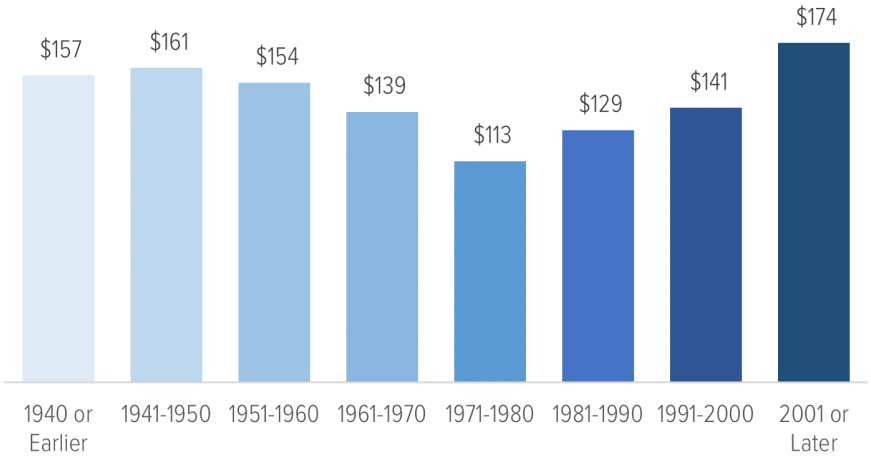


Figure 3.24 - Sales Price per Square Foot by Decade of Construction Single-Family Home Sales Between April 2016 - April 2021

Source: Redfin (2021)

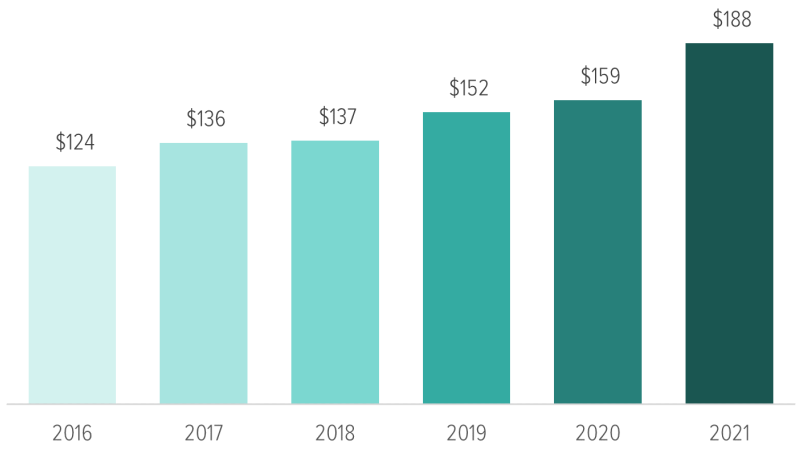


Figure 3.25 - Sales Price per Square Foot by Decade of Construction Single-Family Home Sales Between April 2016 - April 2021

Source: Redfin (2021)

3.7 Housing

National Single-Family Residential Trends

Home size is slowly trending downward.

The average size of single family housing has decreased after a long period of increase beginning in the 1980s. In 2020, new single-family homes had a median floor area of about 2,260 sq. ft., down from a peak of about 2,470 sq. ft. in 2015. Median lot size has also shown a downward trend in recent years. The median single family lot measured about 7,820 sq. ft. in 2019, down from a high of 10,000 sq. ft. in 1990 and 10,125 sq. ft. in 1976. Particularly in suburban areas, preferences are shifting from a large house on a large lot to a large (but slightly smaller) home with less outdoor space.

Home preferences are shifting due to the COVID-19 pandemic.

Due to the effects of the COVID-19 pandemic, Americans are spending more time at home than usual. While many people worked and entertained themselves outside of the home pre-pandemic, the suspension of public gatherings and activities mean that work and entertainment are now taking place at home to a greater degree.

If these trends toward spending more time at home persist, due to increased remote work, for example, it is possible that housing preference may shift as a result. First, there could be greater demand for home office space, as well as demand for more indoor and outdoor recreational space, particularly for households with children. This could cause families to seek out larger homes. Second, for households that no longer need to commute, there could be greater demand for housing at longer distances from the workplace, including suburban, exurban, and rural housing, internet connectivity permitting. For people who moved during COVID-19, lower cost of living, greater quality of life, and proximity to family or recreational opportunities played an important role in choosing where to move.

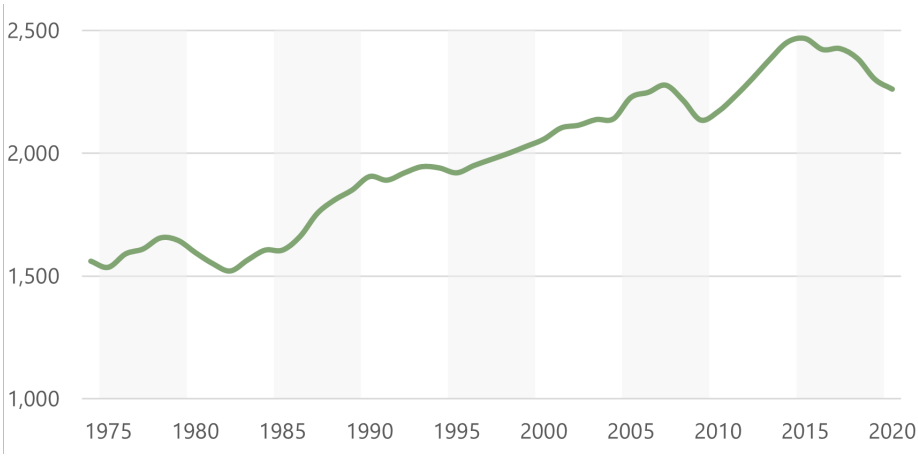


Figure 3.26 - Median Square Feet of New Single-Family Housing Units

Source: U.S. Census (2021)

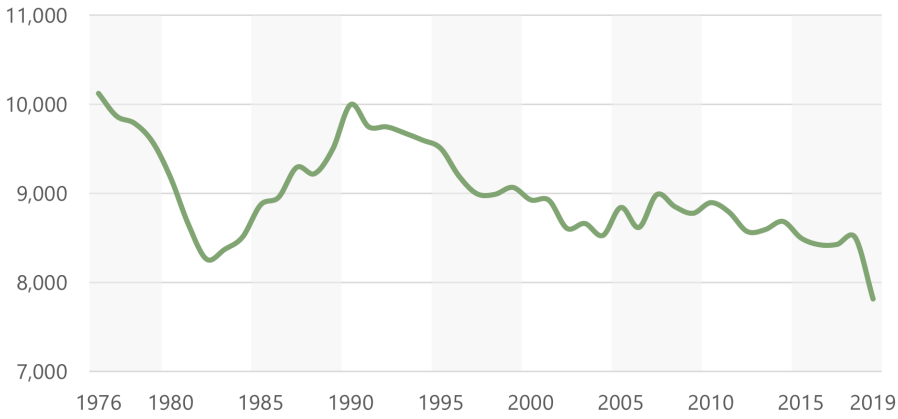


Figure 3.27 - Median Square Feet of New Single-Family Housing Units

Source: U.S. Census (2021)

3.7 Housing

National Single-Family Residential Trends

Home prices are increasing due to supply constraints.

Another major trend in single-family residential housing is a national housing shortage. As shown in Figure 3.28, this trend originated beginning with the Great Recession of 2007-2009, when building activity slowed down dramatically. It continued to decrease until 2011, before slowly increasing, but has not yet reached pre-recession levels. In 2020, the number of completed housing units was 65% of that in 2006.

At the same time, population growth continued in the U.S. in a largely linear fashion, meaning that demand for housing grew during the same period. Other factors leading to an increase in housing prices include increases in construction labor cost due to worker scarcity (another effect of the Great Recession), increases in the cost of materials, particularly lumber, as well as low mortgage interest rates. As a result, housing prices have grown more quickly than per capita personal income and the consumer price index, one measure of inflation. These values, indexed to 2000, are shown in Figure 3.29.

What Mission can do.

Because of this convergence of factors, housing affordability is becoming more of an issue, particularly for lower-income households with fewer resources. Cities can address this housing shortage in various ways, including permitting a greater number of units, a greater density of units, or expediting the permitting process to bring units to market more quickly. Because Mission offers high quality of life, any new housing units built within Mission are likely to be sold or rented quickly.

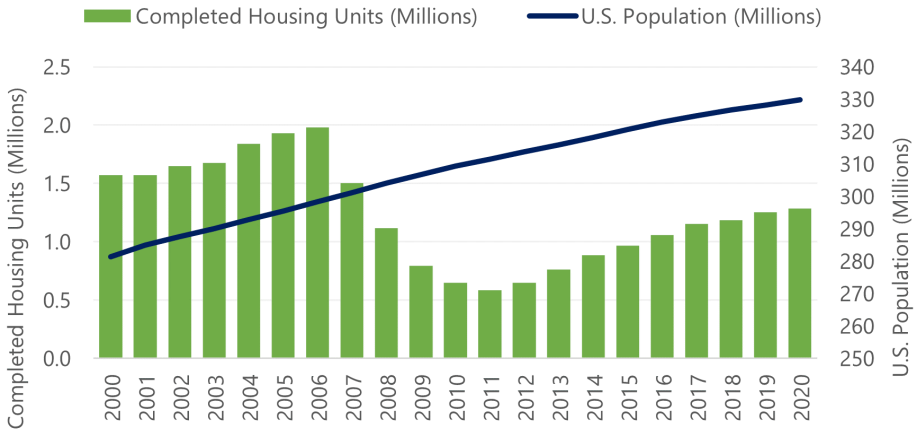


Figure 3.28 - Completed Housing Units by Year (2000 - 2020)

Source: U.S. Census (2021)

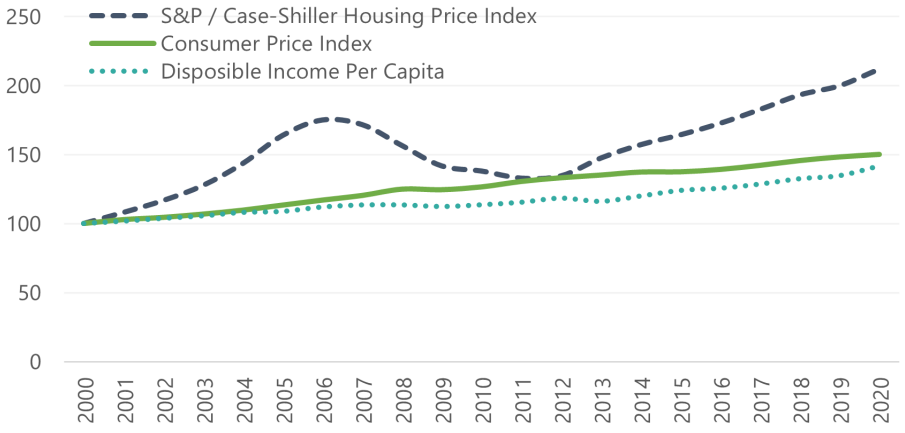


Figure 3.29 - Housing Prices Compared to Disposable Income and Inflation

Source: Federal Reserve Bank of St. Louis (2021)

3.7 Housing

Multi-Family Housing

Figure 3.30 shows multifamily housing construction since 2000. Major multifamily growth areas include downtown and midtown Kansas City, in Lenexa along I-435, and along West 135th Street in south Johnson County.

Within Mission, recent multifamily construction includes The Locale (2020, 201 luxury units plus ground floor retail and restaurant space), The Welstone at Mission Crossing (2016, 100 senior units), and Mission Square (2010, 55 senior units).

Figure 3.31 shows the percent of housing units that are owner-occupied, renter-occupied (apartments or single-family homes), or vacant. Of the three geographies, Mission has the highest percentage of renter-occupied units, accounting for almost half of all housing units.

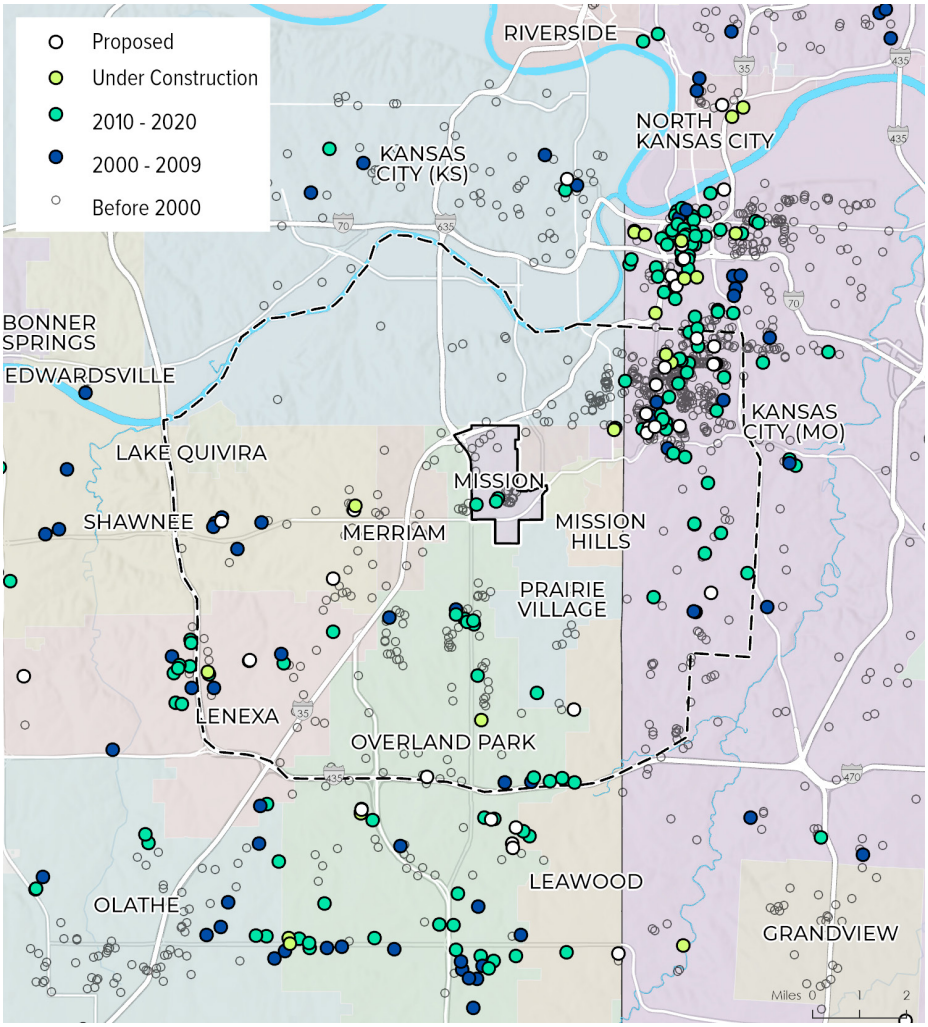


Figure 3.30 - Multi-Family Development In and Around the Market Area

Source: Costar (2020)

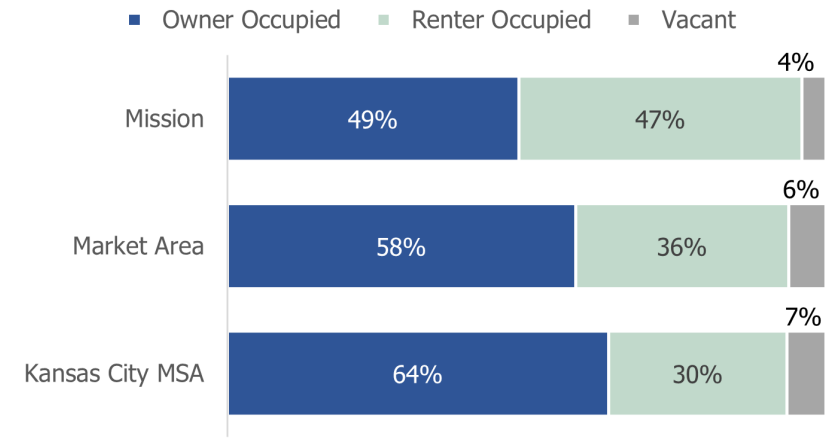


Figure 3.31 - Share of Housing Units by Tenancy

Source: Esri (2020)

3.7 Housing

Multi-Family Residential Trends

Units are decreasing in size.

The average size of a multifamily unit has decreased after a long period of increase beginning in the 1980s. In 2019, new multifamily units had a median floor area of about 1,075 square feet, down from a high of about 1,200 in 2007.

The number of renters is growing more quickly than homeowners.

Many cities have experienced significant gains in renting over recent years while adding fewer homeowners than before. The chart at bottom right shows growth in the number of units by type in Mission and in the Kansas City Metro Area overall. Since 2000, the number of housing units has increased by 22% in the metro area and by 3% locally in Mission; however, owner-occupied units have increased at a slower rate in the metro area (16%) and decreased in Mission (-2%). Conversely, renter-occupied households increased by 34% in the metro area and 8% in Mission. It is important to note that the renter population includes both households that rent space within apartment buildings and those that rent single family housing.

Growing demand for suburban apartments.

In recent decades, there has also been growing interest in multifamily housing in suburban communities, as well as a diversification of the renting population, which includes renters of all ages, incomes, and life stages.

Apartments are competing based on amenities.

There has been an increase in highly amenitized and luxury multifamily housing, with upscale finishes and features such as pools, gym facilities, and clubhouses. While the use of these shared spaces is temporarily paused, it is expected that new upscale multifamily developments will continue to include these types of features to make them more attractive to future tenants.

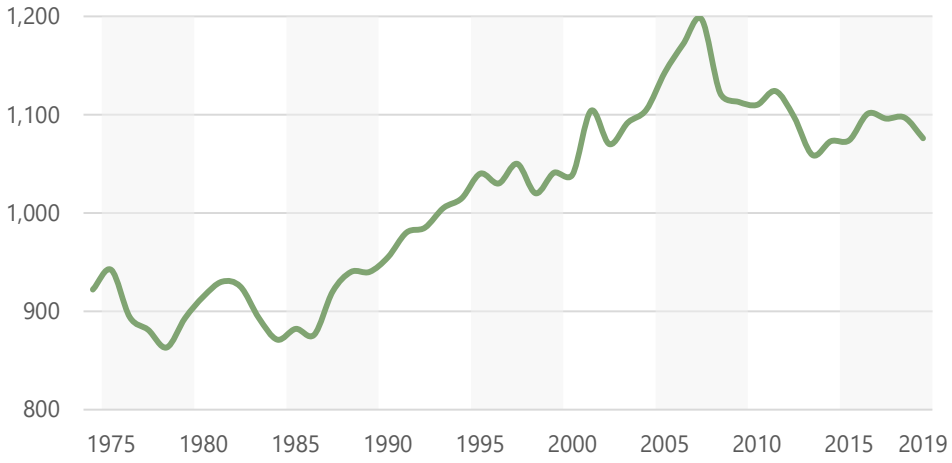


Figure 3.32 - Median Square Feet of New Multi-Family Housing Units

Source: U.S. Census (2020)

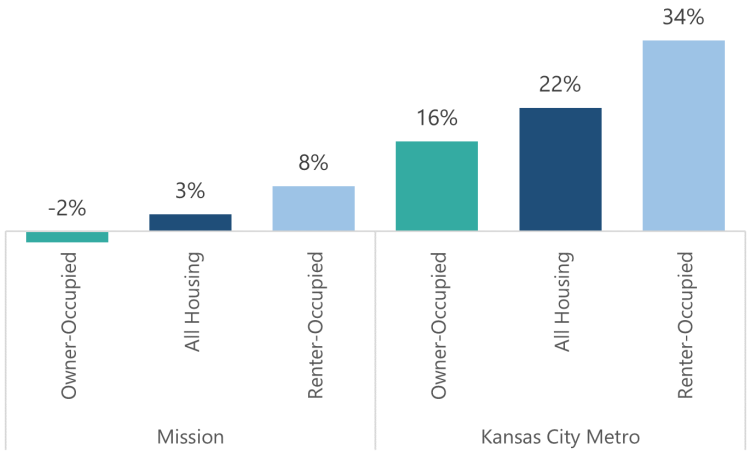


Figure 3.33 - Change in the Number of Housing Units by Type in Mission and the Kansas City Metro Area (2000 - 2020)

Source: Esri (2020)

3.7 Housing

Housing Demand Projections

Historic population growth and population projections from the Center for Economic Development and Business Research were used to estimate future demand for housing units within Mission, the market area, and Johnson County.

Figure 3.34 shows the projected population for each geography. One clear pattern is that population is expected to grow in Johnson County at a much more rapid rate than in the market area (which encompasses small portions of Wyandotte and Jackson counties) or Mission. This is understandable, given that the market area has been built out for some decades, while Johnson County contains much more land that can accommodate new housing, and therefore, new residents. For this reason, the population of the market area and Mission is expected to remain stable, with new residents added through infill projects and multifamily projects.

Overall, the market area will see demand for about 130 units annually over the next 20 years based on population growth. The location of this population growth will depend on where it can be accommodated, for example, where it is possible to replace lower density homes with higher density single family homes, such as townhomes or larger homes on existing lots that can better accommodate families. Adding multifamily buildings, such as condos or apartments, through adaptive reuse of older buildings or available sites, is also another option. Adding one or two apartment buildings within the market area per year can create 130 housing units.

Given Mission's attractiveness as a community, growth in the metro area's population, and housing market pressures, any type of new housing (single or multifamily) added within Mission is likely to be met with strong demand.

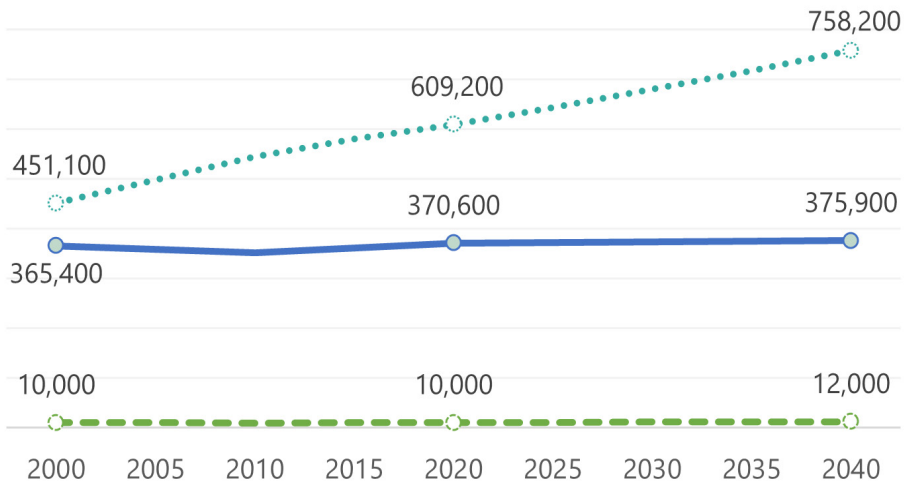


Figure 3.34 - Population Projections and Estimates (2000 - 2040)
Source: U.S. Center for Economic Development and Business Research, LCG (2021)

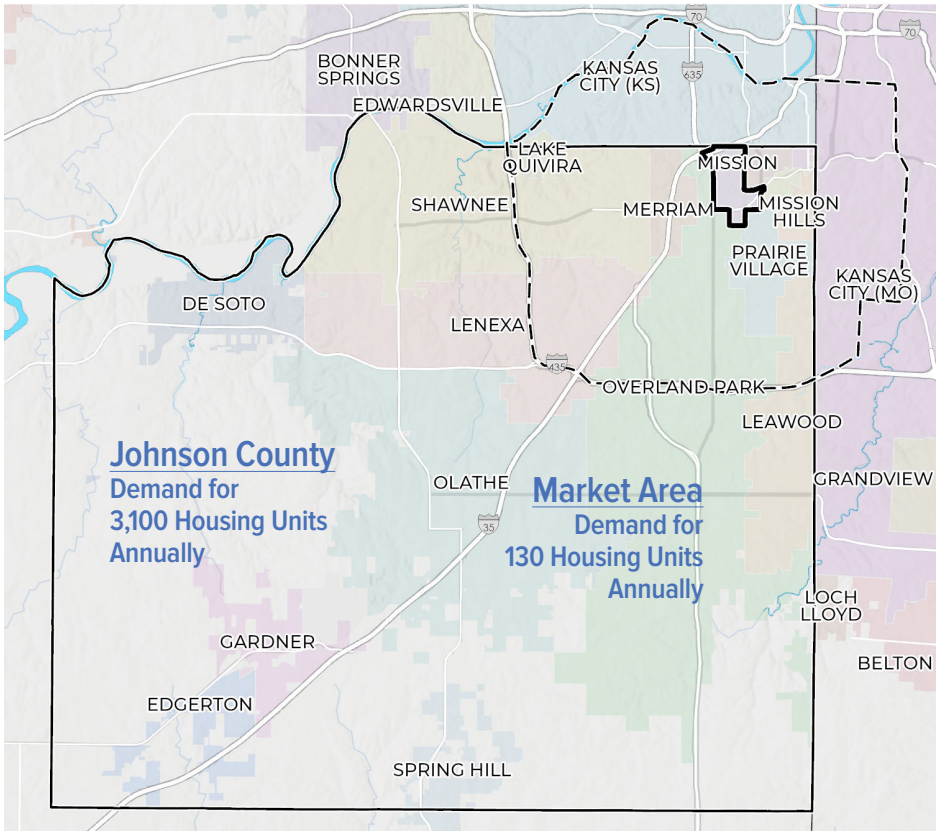


Figure 3.35 - Projected Housing Demand (2020 - 2040)
Source: Esri (2020)

3.8 Commercial Development

Local Commercial Development Overview

Figure 3.36 shows the distribution of commercial land uses within Mission. Markers with dark borders were developed since 2000, while lighter borders are properties developed before 2000.

Commercial land use within Mission is mostly clustered along Johnson Drive, and is characterized by a mix of independent and franchise retailers in one story buildings. Toward the east, retail and office tenants occupy midcentury Main Street style buildings, while toward the west, there are more freestanding retailers and construction is more contemporary. There is a healthy mix of tenants, including a supermarket, general merchandise, restaurants, beauty services, auto services, and fitness facilities, which allows Mission residents to meet many of their shopping needs within a short distance of their home.

In addition to employment at the city's retail establishments, Mission's offices provide local employment opportunities for residents. The University of Kansas Hospital Medical Records Department, ScriptPro, and Vin Solutions provide office-based employment, while public-sector employers include the Department of Motor Vehicles and the US Postal Service.

The Mission Gateway project at the eastern edge of Johnson Drive is a planned mixed-use development that incorporates new multifamily, retail, and hotel development along with regional destinations such as a Cinergy movie theater and a food hall. However, the development has been stalled indefinitely due to the COVID-19 pandemic, and the future of the site is currently unclear (May 2021).

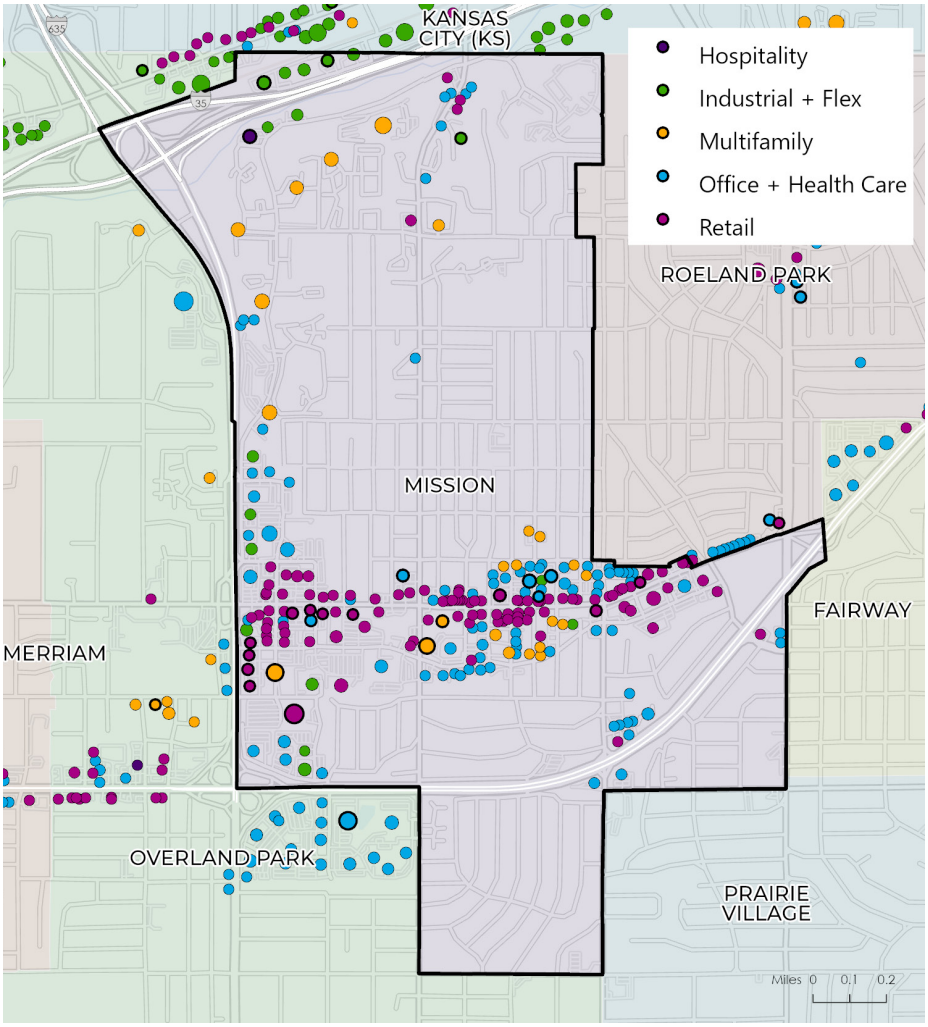


Figure 3.36 - Commercial Properties

Source: Costar (2020)

3.8 Commercial Development

Retail Development

Retail development tends to be less concentrated than other land uses. Neighborhood and everyday retailers tend to develop alongside residential neighborhoods in standalone buildings and smaller shopping centers and serve the local population. These businesses provide daily needs goods and services for residents, who tend to shop at the locations that are most convenient to where they live. Regional retailers, such as big box stores, cluster in larger shopping centers and serve a larger-sized market. In recent years, retail development has occurred throughout Johnson County, most notably along West 135th Street, along other main roads, and within planned mixed-use developments such as Lenexa City Center.

Within Mission, retail construction in the past 20 years includes Cornerstone Commons (2015), Culver's (2012), Chick-Fil-A (2012), and Target (2002).

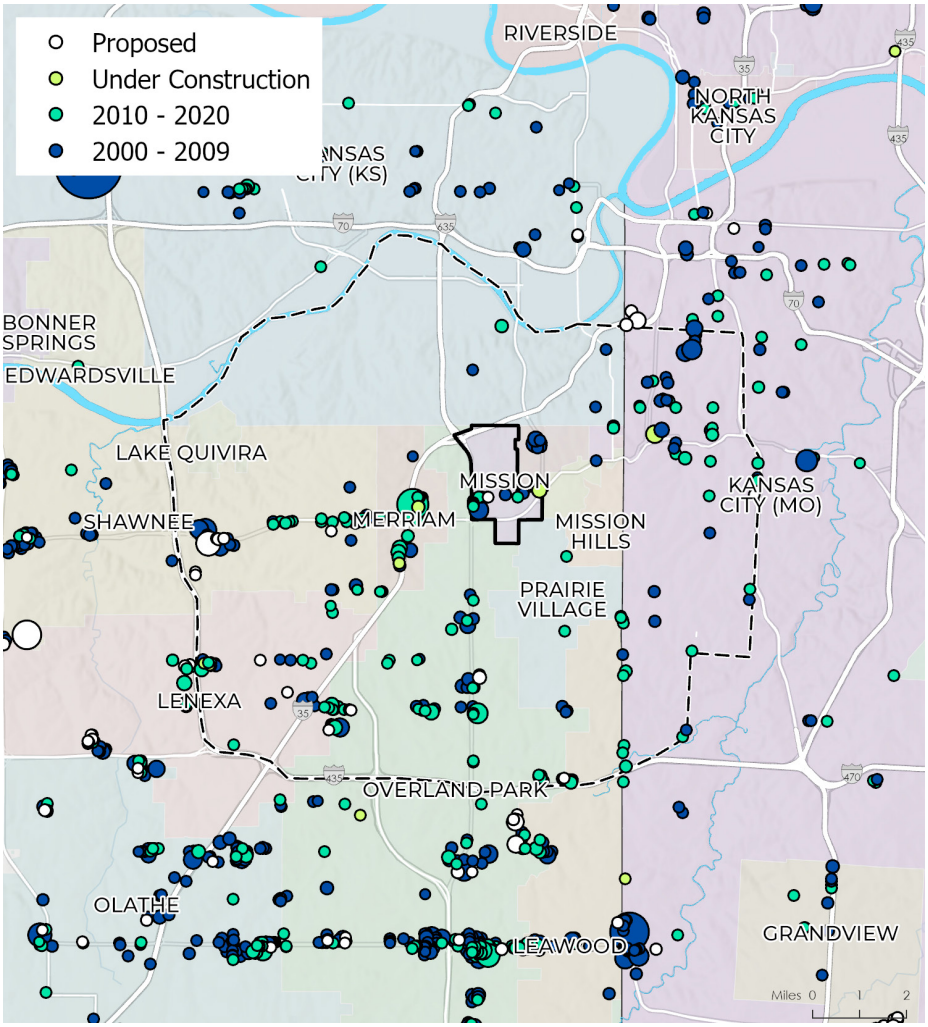


Figure 3.37 - Retail Development In and Around the Market Area
Source: Costar (2020)

3.8 Commercial Development

Retail and Restaurant Space Trends

Retail and consumer preference are continually evolving, with a number of trends emerging in recent years. The Covid-19 pandemic has dramatically transformed shopping and dining behavior at present and the long-term impacts remain to be seen

The rise of online shopping.

Online shopping as a percentage of total retail sales has grown steadily since 2000, and accounted for about 14% of total sales in 2020. The Covid-19 pandemic created a massive surge in demand for online shopping that will likely continue into the near future. Because of this, retail space needs are decreasing, or, in some cases, being shifted to warehouse and distribution space.

The decline of malls and long-standing retailers.

The struggle of malls and traditional mall retailers has been well-documented in recent years. Additionally, many major retailers have filed for bankruptcy in recent years due to evolution in their competition, most notably from online retailers who are able to offer lower prices based on lower overhead cost.

Increased interest in independent, craft, and local establishments.

A number of movements have led to increased demand for local and craft products, including the farm-to-table movement, the rise in craft brewing and other artisan food and beverage production, an increase in food halls and farmers' markets, as well as new markets for independent businesses made possible by online platforms such as Etsy and social media.

A shift in spending away from consumer goods.

The rise of the "experience economy" means that some households prefer to spend more on experiences and less on durable goods than once before, leading to increased demand for concerts, sporting events, travel, and entertainment, and decreased demand for retail space.

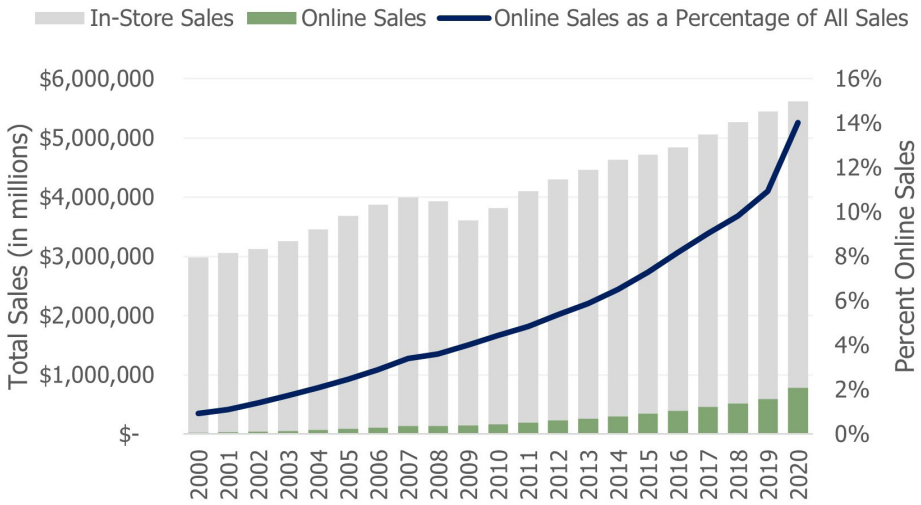


Figure 3.38 - Online Sales (2000 - 2020)

Source: U.S. Census (2021)

3.8 Commercial Development

Retail Projections

Anticipated Retail Demand

New households generate demand for retail goods and services, and therefore areas that are adding new housing will also be the site of the greatest demand for new retail space. Annual retail space demand is much higher in Johnson County than the market area, due to population growth at the outskirts of the county's urbanized areas. Population growth in the county is expected to add demand for about 300,000 square feet of new retail annually, while in the market area, there will be about 66,000 square feet of new retail demand generated annually over the next 20 years. There will be competition among municipalities to capture this retail demand.

Square feet per person.

Currently, there are about 60 square feet of occupied retail space per resident in Johnson County, and about 50 square feet of occupied retail space per resident in the market area. In both cases, the amount of retail space per person has decreased over the past two decades, and is expected to continue to decrease as sales shift to online retailers. For reference, the U.S. average is about 24 square feet per person.

What Mission can do.

Changing habits, preferences, and retail models point to less need for retail space than before. Many households fulfill their daily shopping needs at supermarkets, pharmacies, big box retailers, and online. However, "Main Street" environments, such as Mission's traditional downtown, have found success as walkable destinations that offer not only independent retailers and restaurants, but also places to walk, people-watch, and socialize. Recognizing this role, Main Street shopping districts should emphasize placemaking, with safe and pleasant sidewalks and crosswalks, and managing parking in a way that does not compromise pedestrians or businesses.

Adding new housing adds support for the retail environment, generating demand for about 50-60 square feet of retail space within the metropolitan region, a small portion of which can be captured locally. Moreover, retail in proximity to housing, especially traditional, walkable retail environments, is a neighborhood amenity that can create value for nearby housing.

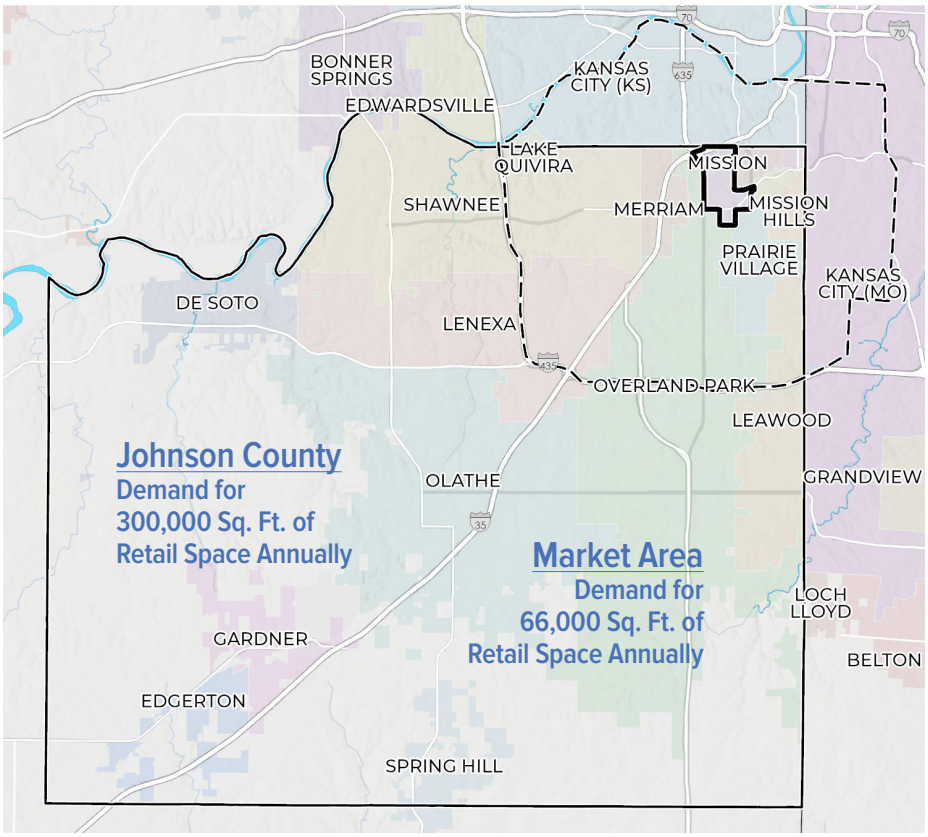


Figure 3.39 - Projected Retail Demand (2020 - 2040)
Source: Esri (2020)

3.9 Office and Health Care Development

Office and Health Care Development

Figure 3.40 shows office and health care construction in and around the market area since 2000. It includes a number of building types, for example, corporate office buildings, smaller multi-tenant buildings, and non-institutional medical office buildings. In the past, major new office construction has taken place in downtown Kansas City as well as in Overland Park. During this time, Mission added about 110,000 square feet of office space, including additions to ScriptPro and the Brill Eye Center.

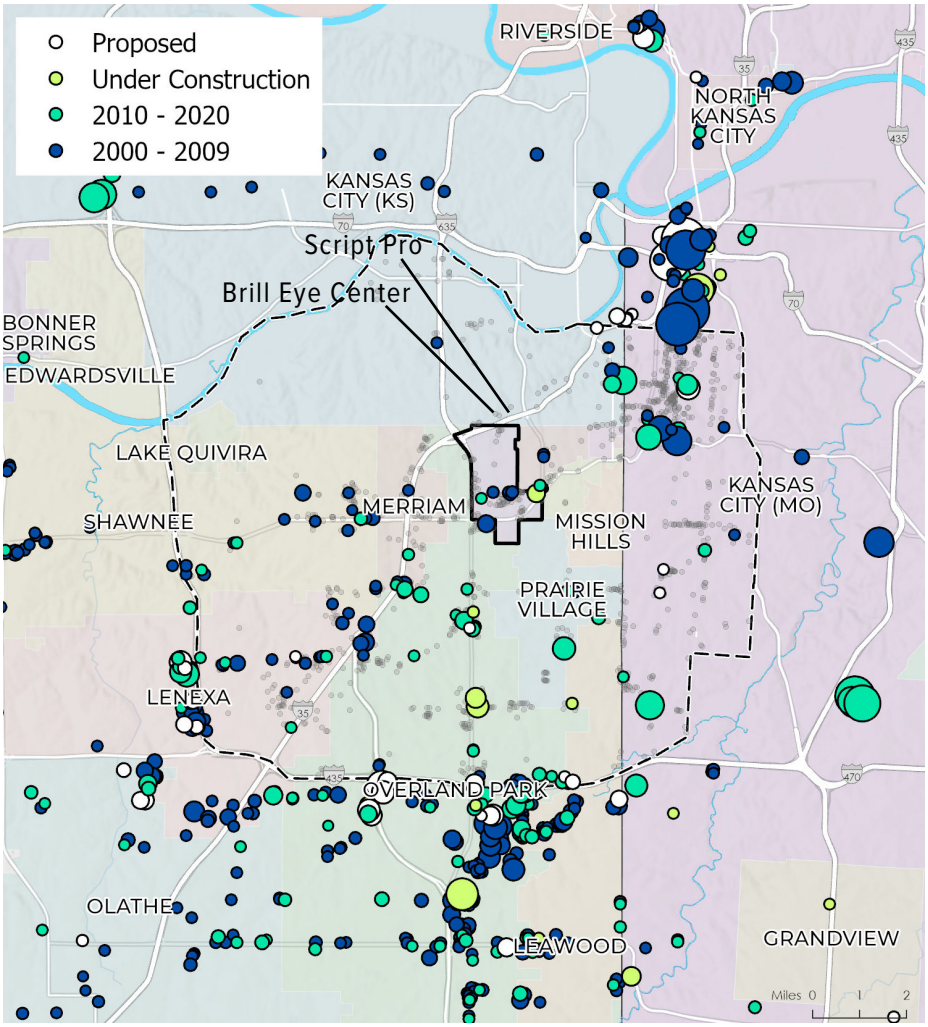


Figure 3.40 - Office and Health Care Development In and Around the Market Area

Source: Costar (2020)

3.9 Office and Health Care Development

Office and Health Care Space Trends

Similar to retail space, office space needs were evolving prior to the COVID-19 pandemic and there is evidence to think the pandemic may cause further reassessment of future office space needs

A decrease in office floor space per employee.

Prior to the COVID-19 pandemic, the average floor space per office employee was decreasing, with some offices adopting open floor plans and shared amenities. It remains to be seen whether the pandemic will bring about a reversal of this trend to maintain greater distances between employees within the workspace.

Emergence of shared spaces.

The proliferation of coworking and communal office spaces, marketed toward freelance, independent, and remote workers seeking a work environment outside of the home, was a well-publicized trend in recent years. This trend has been interrupted by the COVID-19 pandemic and may or may not return to pre-pandemic levels.

Decentralization of office space.

As cities and metropolitan areas have grown in the 20th century, suburban office nodes have emerged, taking the place of one single central business district and dispersing commuting patterns throughout a metropolitan area.

Increase in remote work due to COVID-19.

Many offices shifted abruptly to remote work in March 2020, and it is expected that some employers will continue to permit remote work on a full- or part-time basis into the future.

The rise of teleservices.

The need for social distancing created opportunities for businesses that could easily shift operations to an online format. This was most notable in the healthcare and social services sectors and will likely remain an alternative to a portion of in-person visits in the future.

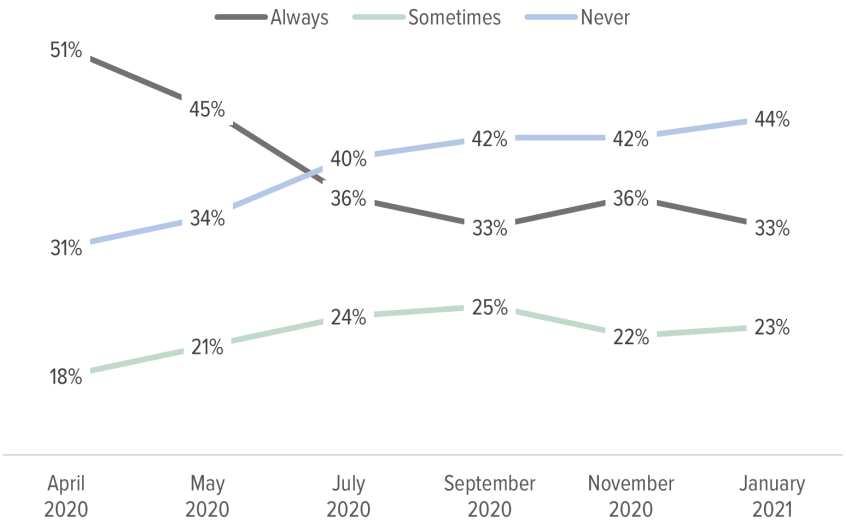


Figure 3.41 - Frequency of Remote Work Due to COVID-19

Source: Gallup (2021)

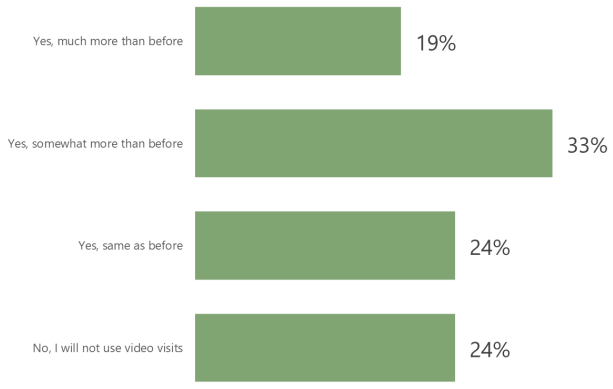


Figure 3.42 - Post-COVID-19, Do you Plan to use Health Care Video Visits?

Source: Amwell Physician and Consumer Survey (2020)

3.9 Office and Health Care Development

Office Projections

Anticipated office demand.

It is estimated based on current population trends that the market area will generate demand for 90,000 square feet of office space per year for the next 20 years, while Johnson County will generate demand for 185,000 square feet of office space per year.

Office space demand is based on the number of employees in industries that are likely to require office space, such as public and private administration, professional services, and healthcare. In general, there's a relationship between the number of households and the number of jobs. Within the market area, the ratio of workers to households has been about 1.1 since 2005, while in Johnson County, the ratio is 1.5. The smaller ratio of workers to households in the market area is likely related to household size, given that there is a smaller average household size and a greater proportion of single-member households in the market area than in Johnson County.

Though there is a relationship between the number of households and number of workers, ultimately the number of office workers will be determined by where employers choose to locate, which in turn is influenced by available office space or sites for new development and by recruitment efforts.

Office square feet per worker.

Currently, there are about 220 square feet of occupied office space per resident in Johnson County, and about 230 square feet of occupied office space per resident in the market area. For reference, average office space per worker in the U.S. is about 150 square feet. In both geographies, the amount of office space per person has decreased over the past two decades, and is expected to decrease further.

Both the market area and Johnson County are characterized by a high proportion of office workers. Within the market area, 52% of workers work in office-associated sectors, or approximately 1 out of every 3 residents.

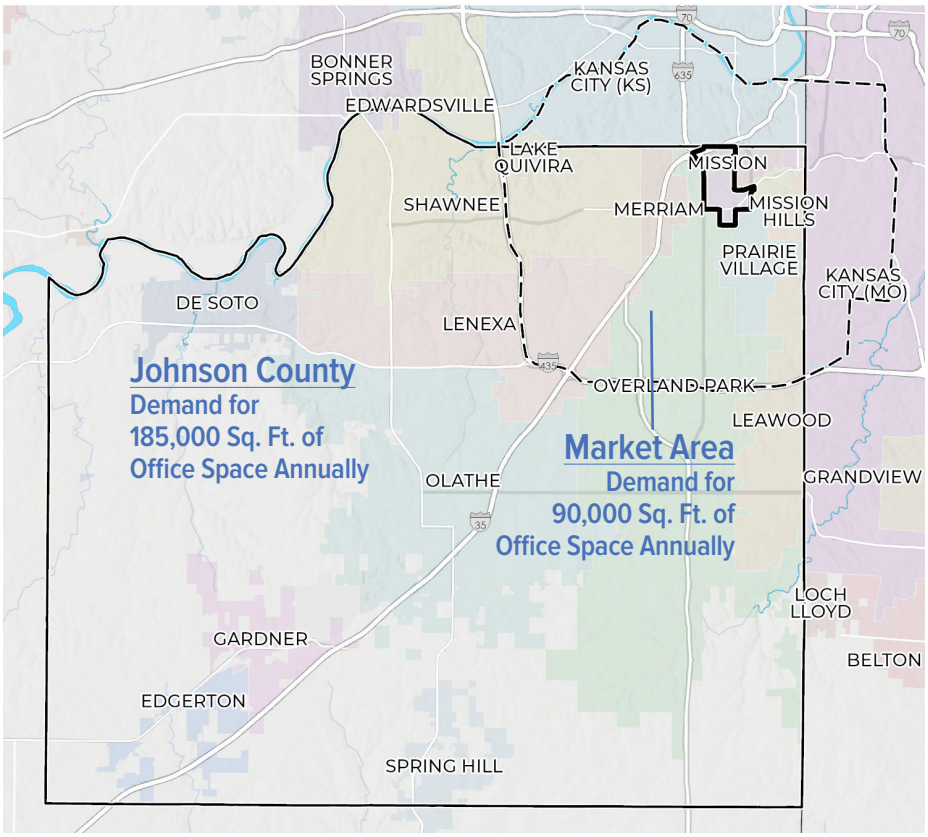


Figure 3.43 - Projected Office Demand (2020 - 2040)
Source: Esri (2020)

3.10 Hotel and Motel Development

Figure 3.44 shows new hotels and motels built since 2000, as well as properties that are planned or under construction. The majority of the region's new hospitality development is taking place in and around downtown Kansas City, and then along and outside of I-435 in the developing areas of Wyandotte and Johnson counties. Growth clusters are also found in Overland Park in proximity to its corporate office parks, as well as in the Kansas Speedway development. Within the boundary of the market area, hotel and motel development has been somewhat limited.

Mission added one hotel in the past 20 years, the 120-suite WoodSpring Suites near I-35, completed in 2007.

Trends

Hotels as a component of Downtown Kansas City revitalization.

Many Midwest cities are subsidizing hotel development in their downtowns in order to create vitality, support convention facilities and downtown businesses, and promote the adaptive reuse of historic buildings. Toward this end, the center of hotel development in the Kansas City region has been its downtown, where it plays an important role in the overall downtown revitalization effort alongside numerous public and private sector efforts.

Projections

On average, the Kansas City metro area has added about 575 hotel rooms annually since 2000. About 9% of this growth, or about 50 hotel rooms per year, has taken place in the market area.

Mission's location along I-35 is suitable for hotel development, and the proposed hotel as part of the Mission Gateway would also be suitable within the context of a larger development that offers visitor amenities. Apart from these two hotels, the market for hotel development in Mission is not as strong as residential, retail, and office demand.

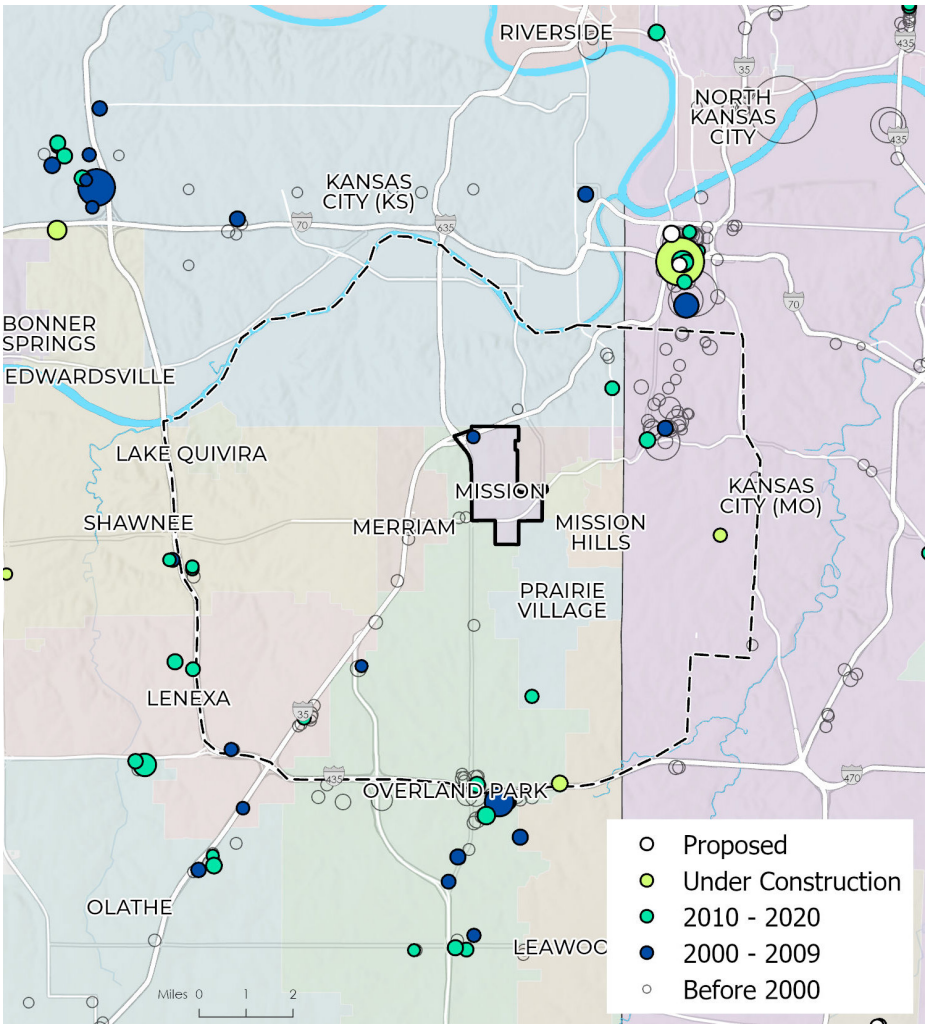


Figure 3.44 - Hotel and Motel Development In and Around the Market Area

Source: Costar (2020)

3.11 Industrial Development

Industrial development tends to occur in clusters near transportation facilities, including along highways and at major highway interchanges, along river shipping routes, freight shipping routes, and near airports, especially where land is unattractive for other types of development. Major industrial clusters can be found along the Missouri and Kansas Rivers, along I-35, and in Kansas City, Kansas.

Within Mission, industrial development is limited to the Freeway Industrial Park along I-35, Turkey Creek, and the rail corridor. In the past 20 years, the city has added about 80,000 square feet of industrial space.

Trends

Transition to 21st century industrial space needs.

The decline of the traditional labor-intensive manufacturing sector as the result of greater automation and offshoring is well-documented. However, manufacturing continues to be a vital sector of the U.S. economy, particularly advanced manufacturing that requires fewer but more highly-educated workers and facilities with modern electrical, internet, ventilation, and space capabilities.

Increase in "last mile" space needs.

The line between retail and industrial space is becoming increasingly blurred with the rise of online retail. These transactions drive demand for warehousing and logistics spaces near urban centers and transportation facilities.

Projections

Mission has about 800,000 square feet of industrial space, which has decreased slightly from 2000, when the city had a little over one million square feet. Since the areas appropriate for industrial development are mostly built out, there are limited opportunities to capture any additional industrial development in the future.

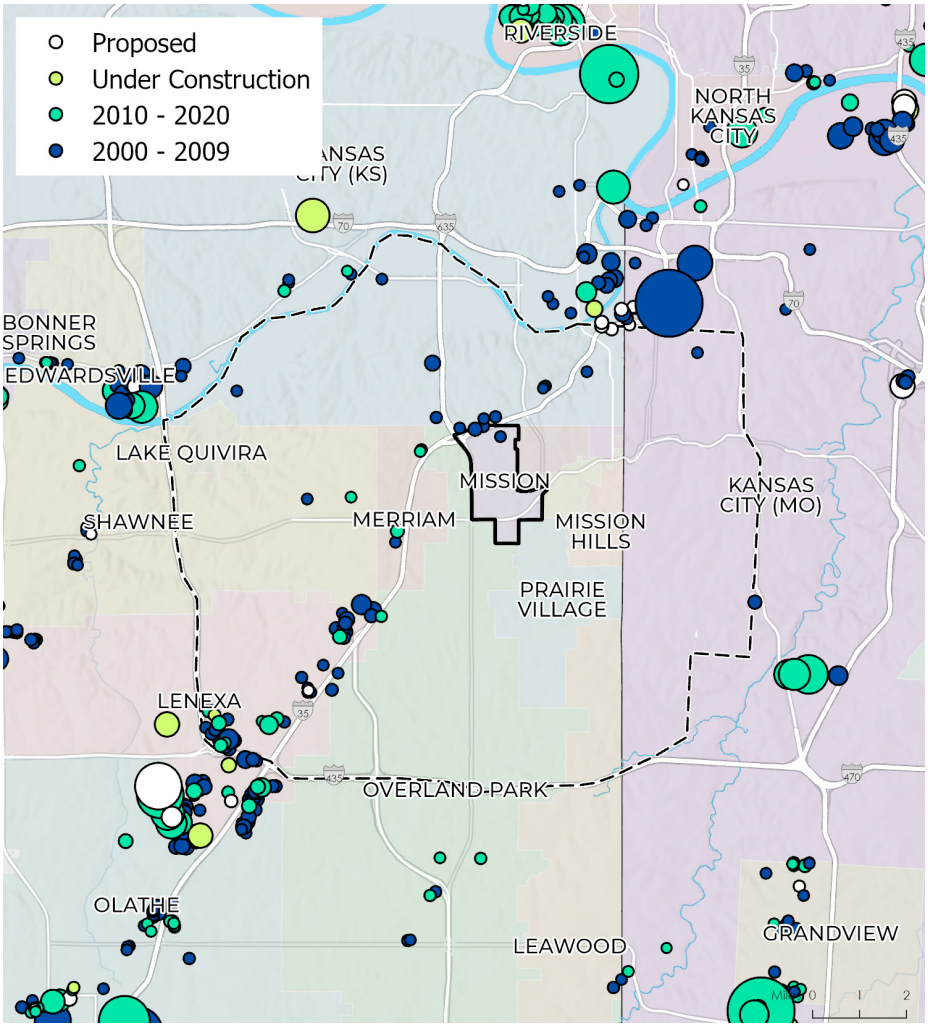


Figure 3.45 - Industrial Development In and Around the Market Area
Source: Costar (2020)

Appendix B

PUBLIC INPUT SUMMARY

Table of Contents

1.0 Overview 243

2.0 Public Input Summary..... 245

1.1 Schedule and Logo

Public Participation Overview

The Tomorrow Together Plan includes a variety of public input from a wide swath of the community. The Public Participation Plan includes the following activities and meetings:

- Use of a comprehensive plan steering committee
- Key stakeholder interviews
- Public workshop
- Interactive engagement website (6 activities)
- Social media polling

This report summarizes the public engagement methods utilized as well as the feedback received during the engagement process completed for the Tomorrow Together Comprehensive Plan. Most of the planning process took place during the COVID-19 pandemic, which required socially distant engagement. The City was able to utilize robust online engagement strategy to help replace in-person workshops and meetings.

Public Engagement Schedule

Below is a graphic showing the planned public input schedule across the four plan phases. The meetings on the top show Comprehensive Plan Steering Committee Meetings as well as Joint Workshops. The bottom half show public meetings, surveys and public hearings.

Project Brand/Logo

To help create a recognizable vision for the Tomorrow Together planning process, a logo and color scheme were created in Phase 1. The Consultant Team came up with several possible options that were then presented to the Comprehensive Plan Advisory Committee and City staff. Around the same time as the planning process began, the City of Mission was finalizing the details of a city-wide rebranding process including a new logo. To help promote this change, a decision was made to incorporate the color scheme and imagery of the new logo into the plan logo. The project logo and color scheme are shown below.

tomorrow **together**

2040 mission comprehensive plan

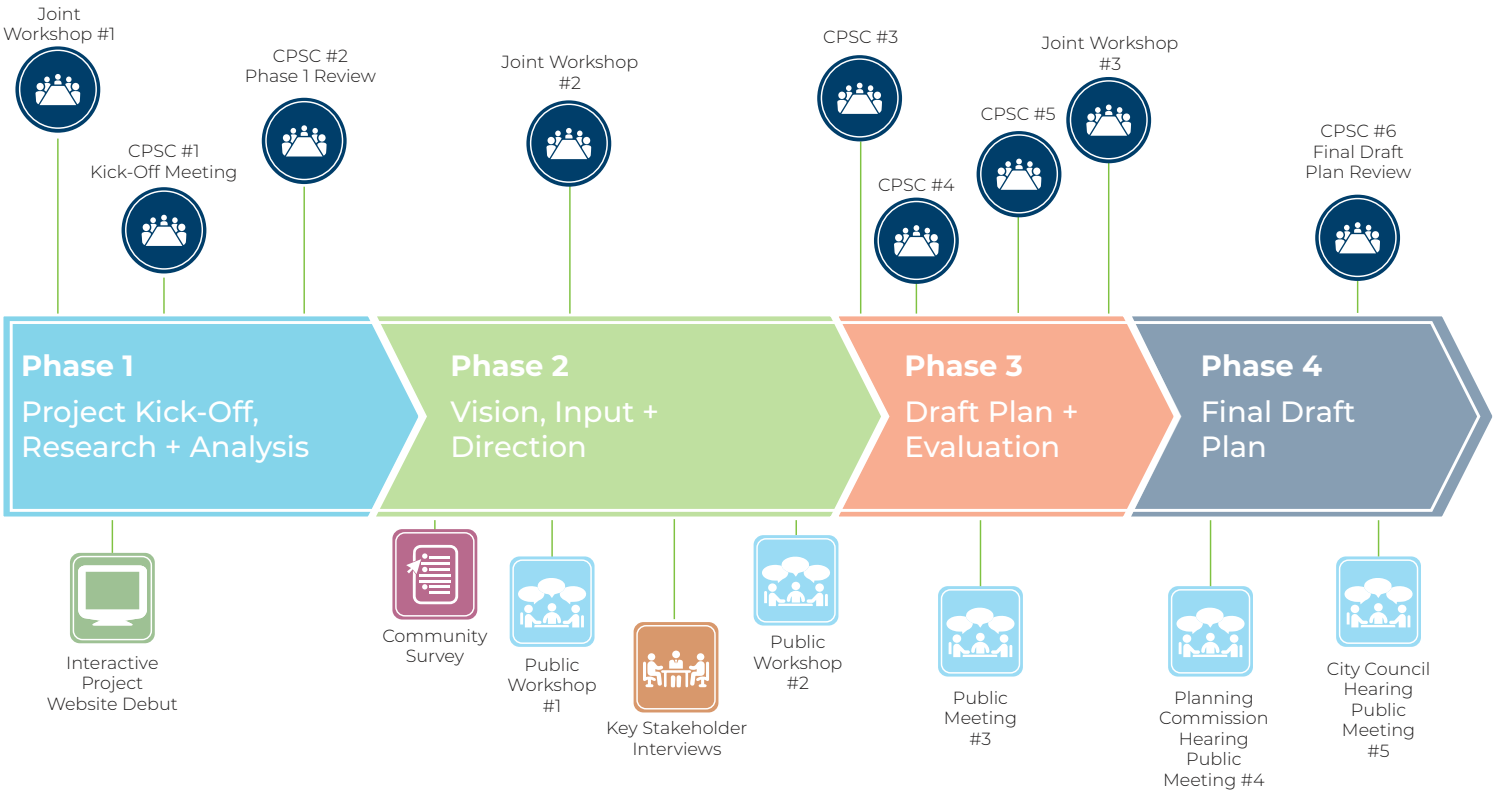


Figure 1 - Public Engagement Schedule

1.2 Comprehensive Plan Steering Committee

Roles and Responsibilities

The Tomorrow Together Comprehensive Plan Steering Committee (CPSC) was comprised of community stakeholders and leaders. This Committee's role was to serve as an advisor to City Staff and the consultant team by providing initial feedback on the plan's direction and priorities, identify areas of concern and opportunities, and evaluate and consider public input. The Committee was also asked to review the various drafts of the plan components and to deliver final recommendations for consideration by the Planning Commission and City Council as part of their review and adoption of the Comprehensive Plan Update. The Committee further serves the important role as a community ambassador for the plan update - promoting awareness of public input events, encouraging participation, and ultimately, advocating for the plan's goals and priorities.

Schedule

The Steering Committee is anticipated to meet approximately 6 times over the next 12 months. Most of these meetings will be in the evening and will last approximately 2 hours. The consultant team will generally conduct the meetings, make presentations, and provide handouts. The meetings will be interactive with feedback requested from all committee members. The committee members may be asked to review materials and plan drafts prior to the meeting.

Steering Committee Members

The Tomorrow Together Comprehensive Plan Steering Committee was composed of the following individuals:

- Cathy Boyer-Shershol, Sustainability Commission/CFAA
- Cherron Williams, Resident
- Debbie Kring, City Council Ward III
- Jacque Gameson, Parks, Recreation and Tree Commission
- Josh Thede, Sustainability Commission
- Lolly Cerda, Resident
- Pete Christiansen, Planning Commission
- Robin Dukelow, Planning Commission
- Robynn Haydock, Multi-family Properties/Not-for-Profit
- Sollie Flora, City Council Ward IV
- Steve Corwine, Downtown property owner
- Stuart Braden, Planning Commission
- TJ Roberts, Downtown business owner/resident

2.1 CPSC Meeting Summary

CPSC KICK-OFF MEETING - AUGUST 6TH 2020

Kick-Off Meeting Vision Exercises Results

A kick-off meeting for the Tomorrow Together Comprehensive Plan was held on August 6, 2020. Due to social distancing guidelines put in place for COVID-19, the meeting was held virtually. The meeting provided an overview of the planning process/ schedule and initial demographic data analysis. At the end of the presentation, a series of engagement and visioning exercises were completed to gain initial feedback from the steering committee. The results of the exercises are summarized below.

<u>Postcard Exercise</u>
Steering Committee members were asked to fill-out a postcard exercise with the following prompt:

"DEAR FRIEND/FAMILY, IT IS THE YEAR 2040 AND YOU SHOULD VISIT ME HERE IN MISSION BECAUSE..."

The excerpts to the right and on the following page were responses given by the CPSC.

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Walkable, bikable, transit accessible, eclectic local unique family owned business along johnson drive, mom and pop stores, lots of character, vibrancy
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Bike share or the bird scooter idea
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
You will be amazed to enjoy some much so close to our home... parks, museums, great dining, unique shopping. A place for all ages to enjoy.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
we have wonderful old trees that fill our yards and neighborhoods. The city is incredibly walkable - we can walk downtown - spend the entire day beginning at one end - shopping, eating, and recreation. You'll love the family owned businesses with the home-town feeling. Lots of fun - food - and scenery.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
We have plenty of dining and recreational amenities all with walking distance as well as downtown stores. Can stay at one of our nice and affordable hotels. Also very friendly residents and a good home base for visiting other local attractions
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
we can spend the whole day on Johnson Drive; shopping, dining, day drinking, visiting friends and then walk home
mission kansas

2.1 CPSC Meeting Summary

CPSC KICK-OFF MEETING - AUGUST 6TH 2020

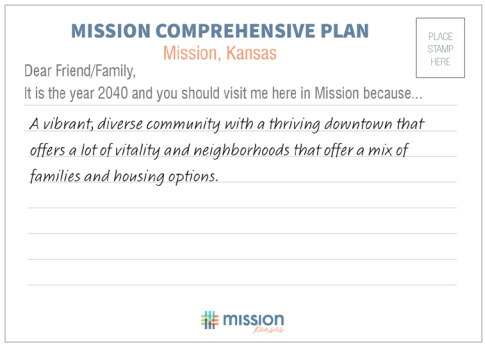
MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
You will be amazed to enjoy some much so close to our home... parks, museums, great dining, unique shopping. A place for all ages to enjoy.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
we have wonderful old trees that fill our yards and neighborhoods. The city is incredibly walkable - we can walk downtown - spend the entire day beginning at one end - shopping, eating, and recreation. You'll love the family owned businesses with the home-town feeling. Lots of fun - food - and scenery.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
We have plenty of dining and recreational amenities all with walking distance as well as downtown stores. Can stay at one of our nice and affordable hotels. Also very friendly residents and a good home base for visiting other local attractions
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
we can spend the whole day on Johnson Drive; shopping, dining, day drinking, visiting friends and then walk home
mission kansas

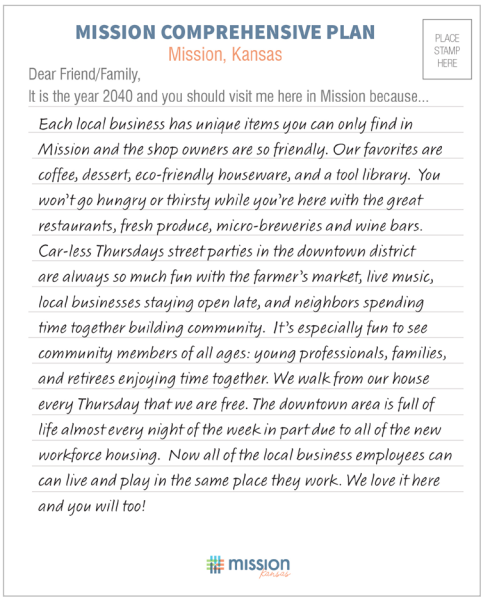
MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
We have increased diversity and created a more inclusive community with space bikes and cultural activities
mission kansas


MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
A vibrant, diverse community with a thriving downtown that offers a lot of vitality and neighborhoods that offer a mix of families and housing options.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
There's a flavor of Mission that's unlike any other. From small locally owned business to amazing places to eat from! There's always something to see and do in Mission.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
A vibrant, diverse community with a thriving downtown that offers a lot of vitality and neighborhoods that offer a mix of families and housing options.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
We're a leader in sustainability and you can come see cutting edge environmental solutions.
mission kansas


MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Each local business has unique items you can only find in Mission and the shop owners are so friendly. Our favorites are coffee, dessert, eco-friendly houseware, and a tool library. You won't go hungry or thirsty while you're here with the great restaurants, fresh produce, micro-breweries and wine bars. Car-less Thursdays street parties in the downtown district are always so much fun with the farmer's market, live music, local businesses staying open late, and neighbors spending time together building community. It's especially fun to see community members of all ages: young professionals, families, and retirees enjoying time together. We walk from our house every Thursday that we are free. The downtown area is full of life almost every night of the week in part due to all of the new workforce housing. Now all of the local business employees can can live and play in the same place they work. We love it here and you will too!
mission kansas

Key Themes and Takeaways

Some key themes and takeaways from the steering committee's postcard exercise results included:

- Walkable and bikeable
- Vibrant local businesses with character
- Johnson Drive
- Amenities close to home
- Tree filled streets
- Fun, food, and scenery
- Dining
- Recreation
- Family-friendly
- Diverse community
- Neighborhoods
- Sustainability

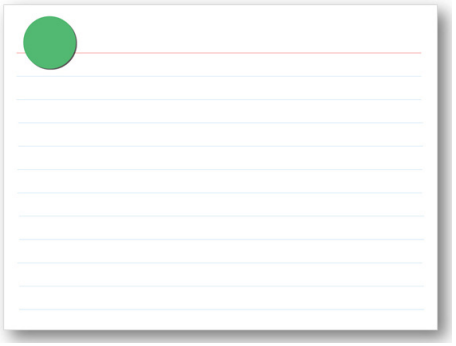
2.1 CPSC Meeting Summary

CPSC KICK-OFF MEETING - AUGUST 6TH 2020

VISIONING EXERCISES

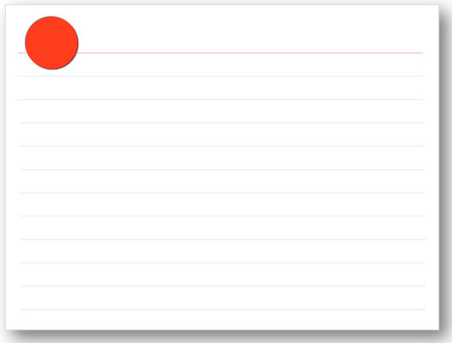
After the postcard exercise, there were four visioning exercise questions.

If this new plan could only accomplish one thing, what would it be?



- Keep Mission's infrastructure strongly intact and up to date.
- Affordable housing/density.
- Climate action and resilience.
- Walkability.
- Come up with an actionable plan to increase diversity.
- When you enter Mission, you see vibrant, well-maintained buildings with great curb appeal and little vacancy.
- Create a truly walkable/bikeable city.
- Walkability (sidewalks and trails) throughout the city.
- Set of guiding principles for the future of Mission.
- Encourage more diversity in not only ethnicity but age groups as well as other social groups.
- City infrastructure redevelopment overhaul that's progressive and clean.
- Promote new development that fits within the identity.

What do you think the biggest challenge in creating a plan in Mission will be?



- Landlocked/lack of opportunities for new development, how to shape existing landscape to better fit modern needs and wants.
- Slow down traffic.
- In light of COVID - funding.
- Overcoming the perception that Mission is only for starter homes/families or older people.
- Addressing the "affordability" and what that term means to the community.
- Infrastructure of odd streets, old sewers and power lines and tough to maneuver thru town.
- Agreeing which topics are most important to everyone.
- To think ahead of time as we weren't prepared for Covid, what else aren't we preparing for?
- Keeping the goals to something that is attainable.
- Getting East Gateway completed, occupied, and income producing.
- NIMBYs and "I don't want to pay for that."
- Greenfield development in outer suburbs (Olathe, Lee's Summit, OP, etc) acts as a disincentive for density in Mission and inner-ring suburbs and NIMBYs.

2.1 CPSC Meeting Summary

CPSC KICK-OFF MEETING - AUGUST 6TH 2020

What is your favorite thing about living in Mission?

- Johnson Drive business corridor
- Convenience of location within the metro and having a variety of services nearby in Mission
- Proximity to everything - Mission and regionally
- The community.
- Small town feel with big city amenities.
- Small town feel with easy access to airport, Plaza and Downtown KCMO.
- How walkable shops and restaurants are on Johnson Drive.
- Walkability to Johnson Drive/community character/affordability.
- The walkability and functionality of the business and where they are. The community wide engagement is great.
- Diversity of businesses, housing options, and residents.
- Being a member of a friendly, supportive residential community.
- Evenings relaxing with community such as Mission Market nights. It's great because it's walk-able and near green park space. Great to enjoy the outdoors and the local shops.

Do you think there are negative perceptions about Mission this plan should seek to address?

- Even though we know Mission is special, the view from the outside that it's just another suburb, blends into the next
- I think there are a variety of ideas about development; some want to remain single-family and some think we should become more densely populated.
- Old and not hip.
- Currently the Gateway project.
- "The Gateway" is not a typical development.
- Tough to get thru town so they just stay on SMPkwy, not good places to dine or be entertained, so keep going to Plaza or Crossroads.
- I'm not sure a lot of people know how entertaining the city is.
- I'd say more diverse businesses and retailers. Business involvement with the community of Mission.
- Mission is not dead. Don't overlook us.
- Mission lags behind other Johnson County cities in development and future planning.
- There's still fallout and distrust around driveway tax, gateway. City could go bankrupt from infrastructure cost, a strong towns approach may be good.
- Lack of diversity.

2.2 Key Stakeholder Interviews

KEY STAKEHOLDER INTERVIEWS - OCTOBER 2020

An important engagement tool used in the development of this comprehensive plan was the completion of key stakeholder interviews. Members of the planning met virtually with several different members of the Mission community representing a broad swath of residents, business owners, school officials, and city leaders. The small group settings these conversations took place in, helped provide a comfortable and open environment for participants to speak freely about any strengths, weaknesses, opportunities, and challenges facing Mission both right now, and in the years to come. The feedback gained through these conversations were critical in the consultant team's understanding and comprehension of the City of Mission.

Groups represented in the key stakeholder interviews include:

- Rushton Elementary
- Long-time residents
- Former City officials
- Local developers
- Transportation advocates
- Business community

Major themes to come from the stakeholder interviews include:

GROWTH AND DEVELOPMENT | **TRANSPORTATION AND INFRASTRUCTURE** | **HOUSING** | **REPUTATION AND CHARACTER** | **CITY ADMINISTRATION AND SERVICES**

GROWTH AND DEVELOPMENT

STRENGTHS

- Keep encouraging increase in density, mixed-use developments, and walkability.

CHALLENGES

- Poor quality of development along Johnson Drive - fast food.
- Long term viability of retail along Johnson Drive in the age of COVID and online retailers.
- Not enough parking.
- Infill projects are challenging.
- Effect of empty storefronts on surrounding businesses.
- West Gateway project.
- Form Based Code can be problematic - but important to have clear vision and guidelines for development.
- Vertical mixed-use can be challenging to make the numbers work.
- "Red carpet" is not displayed for developers.
- Finding the right balance for development.

OPPORTUNITIES

- Keep focusing on Downtown.
- Businesses benefit from pedestrian activity.
- Develop business improvement plan - maintenance of businesses.
- City should actively reach out to developers interested in Mission.
- Reinstate facade improvement program.
- Encourage experiential retail.
- Look at flexible ways to regulate mixed-use projects.
- Retail needs to be innovative.
    - Convenient curb-side pick-up
    - Expand parking in the rear of buildings

2.2 Key Stakeholder Interviews

KEY STAKEHOLDER INTERVIEWS - OCTOBER 2020

TRANSPORTATION AND INFRASTRUCTURE

STRENGTHS

- Walkability along Johnson Drive.
- Infrastructural/aesthetic upgrades to Johnson Drive made a big difference.
- Overall, infrastructure in Mission is good.
- Sidewalks and cross walks are in good shape.
- Johnson Drive is the centerpiece of Mission - provides image and reputation to citizens, travelers, and visitors.
- Bike lanes on Lamar are nice - need more of this.

CHALLENGES

- Traffic volumes are a concern - removing lanes on Johnson Drive could be challenging?
- Crossing Johnson Drive as a pedestrian is not as safe as it could be.
- Aging residents - need to provide services they can afford - Easy Ride.
- Mission has a great core of a Downtown - but Johnson Drive still feels like a suburban trafficway - how to improve?

OPPORTUNITIES

- Look at infill opportunities - family co-ops, accessory buildings, granny flats.
- Important to keep sliding-scale assistance programs.
- Find ways to keep older housing competitive.
- Retain people who live here so they trade-up in the market.
- Renting by choice is big right now.
- Embrace empty nesters who moved away and now are coming back.
- Offer classes/tool-sharing to help homeowners.

HOUSING

STRENGTHS

- Housing
- Smart to focus on senior living and multi-family.
- Diversifying housing is important.
- Existing homes rehabilitations and updates are good - encourage this.
- Eclectic housing stock is an asset.

CHALLENGES

- Need age-in-place housing options.
- Perception that Mission isn't friendly towards renters/multi-family.
- Not a lot of homeowner organizations.
- Code enforcement is always an issue.

OPPORTUNITIES

- Bring Metcalf Avenue down to grade at Johnson Drive - enhance the West Gateway area.
- Need more improvements along Johnson Drive (landscaping, small parks).
- Transit Center is not used enough - encourage multi-modal transportation services.
- Explore reducing travel lanes where possible.
- Mission needs to continue to invest in infrastructure and quality of life.

2.2 Key Stakeholder Interviews

KEY STAKEHOLDER INTERVIEWS - OCTOBER 2020

REPUTATION AND CHARACTER

STRENGTHS

- "All roads lead to Mission."
- Residents tend to live here a long time.
- Mission has a cowboy attitude - do what they want.
- Diversity of personalities.
- Mission's location within the metro is a major asset.
- Retail space has always been affordable.
- Amenities of a larger city.
- Good parks and recreation, public works.
- Downtown is an asset for the community - provides identity.
- Mission has a history of setting good goals and getting them done.
- Neighborhoods are improving and are more diverse.
- Strong quality of life.
- Hometown feel.
- Character and charm of Johnson Drive - "face" of the community.
- Diverse restaurants.
- School district has a good relationship with the city.

CHALLENGES

- Don't "sanitize" too much - needs to stay authentic.
- Retaining Mission's family feel.
- Home prices are too high.
- Would like to see more kids around.
- Developing in Mission is difficult - not responsive - no formality.
- Stay ahead of trends.
- Don't lose post office.

CITY ADMINISTRATION AND SERVICES

STRENGTHS

- City is focusing on what they can do like public works, parks, etc.
- The market, community center and programs/events are all good.

CHALLENGES

- Don't try to control everything.
- This plan shouldn't start from the beginning - don't reinvent the wheel.
- Public meetings tend to bring out dominant voices - make sure we listen to everyone.

OPPORTUNITIES

- Build on momentum of past administrations.
- City should use tools like CID/TIF to encourage responsible development.
- Council of NE Johnson County Mayors can be helpful.
- Some consolidations of services might help (6 police departments in NE Johnson County).
- Don't do anything that will keep Mission from reaching its full potential.

2.3 Virtual Public Workshop

VIRTUAL PUBLIC WORKSHOP - OCTOBER 1, 2020

Public Workshop Overview

A public workshop for the Tomorrow Together Comprehensive Plan was held on October 1, 2020. Due to social distancing put in place for COVID-19, the event was held virtually, recorded and uploaded to the project website. The results of the public workshop input was summarized on the following pages.

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
It is a diverse and community centered city.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Great neighborhood. We walk to all of our favorite places. Coffee shops, restaurants, fun activities. Great neighbors and community feel.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
It's the place to visit in Kansas City
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
We have great restaurants and shops
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
The City has finally developed its East Gateway project and the commercial district includes mix use, beautiful apartments , restaurants and parks.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
We're a diverse, bustling cultural hub in the metropolitan area with beautiful trails, public transport, breweries, shops, and green space that beckon for all to visit for a day or a lifetime.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
You can get around the whole city by bicycle!
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
It's a wonderful small town feel within minutes of downtown Kansas City, football and baseball teams, wonderful shopping. We also have great restaurants and interesting shops. Lots of trails, wonderful big tall trees. Walkable communities and friendly residents.
mission kansas

2.3 Virtual Public Workshop

VIRTUAL PUBLIC WORKSHOP - OCTOBER 1, 2020

VISIONING EXERCISES

At the end of the public workshop, there were four visioning exercise questions.

If this new plan could only accomplish one thing, what would it be?

- Improve residential streets and increase convenient residents and commerce.
- Connect residents of all ages and abilities to important services and each other.
- Help Mission prioritize projects.
- Community for all ages to live in and enjoy doing their favorite things in.
- Safe and welcoming for ALL people.
- Draw from other areas of Johnson County to spend their money in Mission.
- Safe streets and living environment.
- Align Mission with the sustainable environmental recommendations in accords like the Paris agreement.
- More diversity in socio-economic status and race.

What do you think the biggest challenge of creating a plan in Mission will be?

- Getting buy-in from legacy residents.
- Economics of improving city/life goals.
- Prioritization of limited resources.
- Implementing the plan.
- Completing projects that are underway/Get developers to complete their projects.
- Leveraging diverse perspectives and peoples.
- Land locked.
- Funding major projects.

Do you think there are some negative perceptions about Mission this plan should seek to address?

- The Gateway seems to be a media joke.
- Combat cynicism amongst residents by touting real progress and tangible outcomes.
- Too many fast food places and hair salons.
- Perceptions of Johnson county as full of snobby, rich white people.
- Can't complete projects. Not as hip as some of the other JoCo suburbs.
- Incomplete projects and bad streets.
- People are wary of mixed income areas. But they should NOT be so.
- Gateway progress

What is your favorite thing about living in Mission?

- Doesn't feel like other Johnson County suburbs - has character and unique features.
- Many of the people and walkability!
- Liveable community in proximity to everything.
- Small town feel, but close to Downtown.
- Knowing neighbors and business owners and community members.
- Small town feel with everything we need.
- Old trees and close to everything.
- There's something for everyone.
- Retail on Johnson Drive, closeness of post office, other government/state offices.
- The people and how much they care about their neighbors and the businesses.
- Socioeconomic mix - refreshing in JoCo!

What else should be a main goal of this updated Tomorrow Together comprehensive plan?

- Energy conservation and sustainability.
- Social infrastructure and people: strengthening community connections.
- Affordable housing.
- Community for all ages influence in each category or as one goal itself.
- Public transit ridership data.
- Would promote healthy lifestyles and healthy residents fall within Parks and Recreation.

2.4 Interactive Website

INTERACTIVE WEBSITE

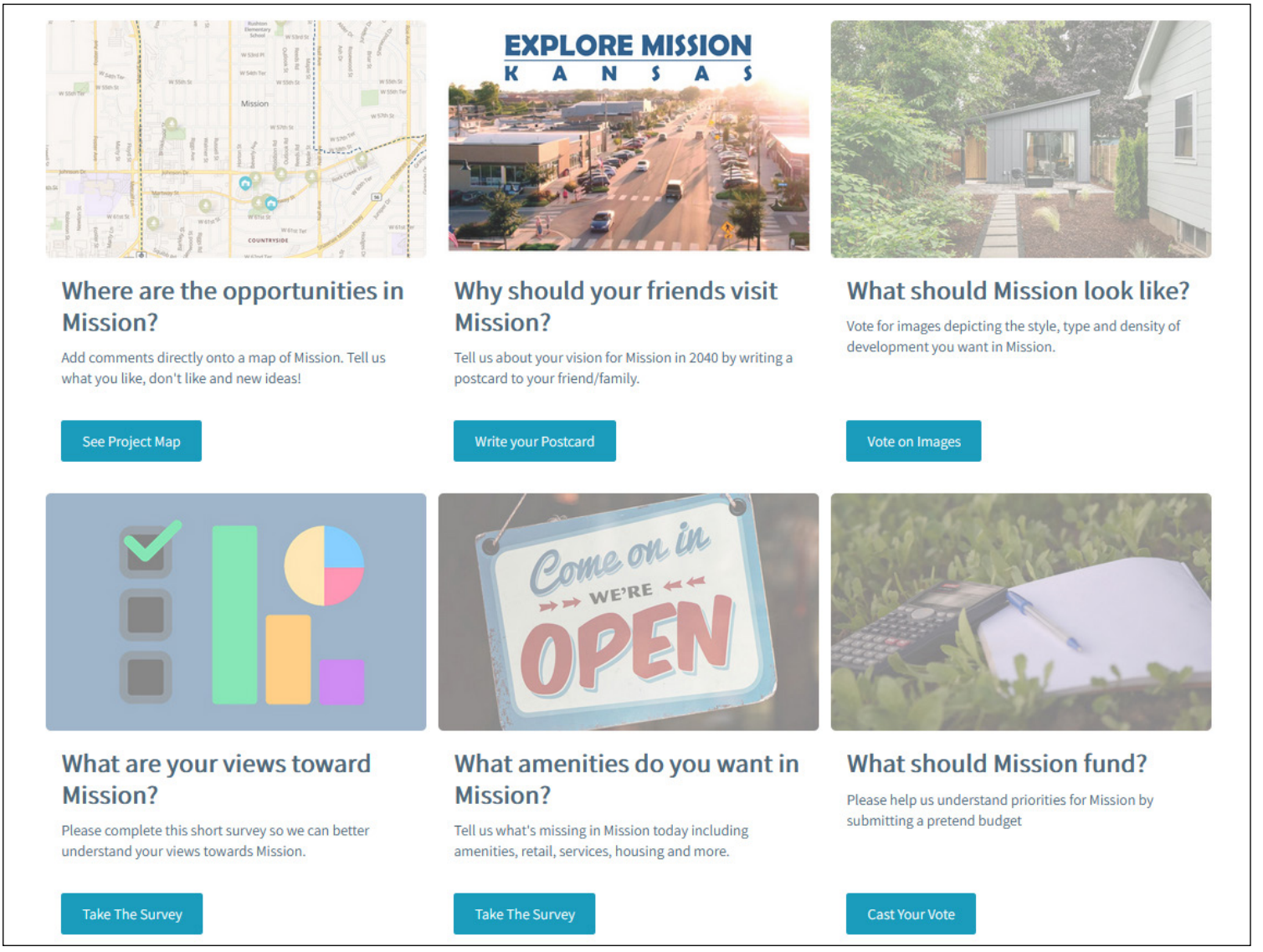
Due to COVID-19, social distancing guidelines were in place during the public participation process. An interactive project website was created to help assist in engagement and replace some of the input that would normally be obtained during a public workshop.

Website URL: *https://confluence.mysocialpinpoint.com/mission-comprehensive-plan/mission-home/*

WEBSITE STATISTICS

TOTAL VISITS: 3,422
UNIQUE USERS: 770
UNIQUE STAKEHOLDERS: 226
MAP COMMENTS: 242
VISUAL PREFERENCE VOTES: 1,848
SURVEY RESPONSES: 205
BUDGET RESPONSES: 73

Below are the six engagement modules included on the site. The results of each will be summarized on the following pages.



2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING TOOL

Mapping Comment Types

Visitors to the public engagement website were able to leave comments regarding the existing conditions of the City of Mission. The comment types included:

- Idea
- Favorite Place
- More of This
- Less of This
- Trail Idea
- Sidewalk Idea
- Bike Facility
- Sustainability Idea
- Transportation Idea

Comment Type	Count	Share
Idea	116	47.9%
More of this	25	10.3%
Transportation Idea	25	10.3%
Sustainability Idea	24	9.9%
Favorite Place	15	6.2%
Sidewalk Idea	13	5.4%
Less of this	11	4.5%
Trail Idea	9	3.7%
BIke Facility	4	1.7%
TOTAL	**242**	**100.0%**

Table 1.1 - Total Comments by Comment Type

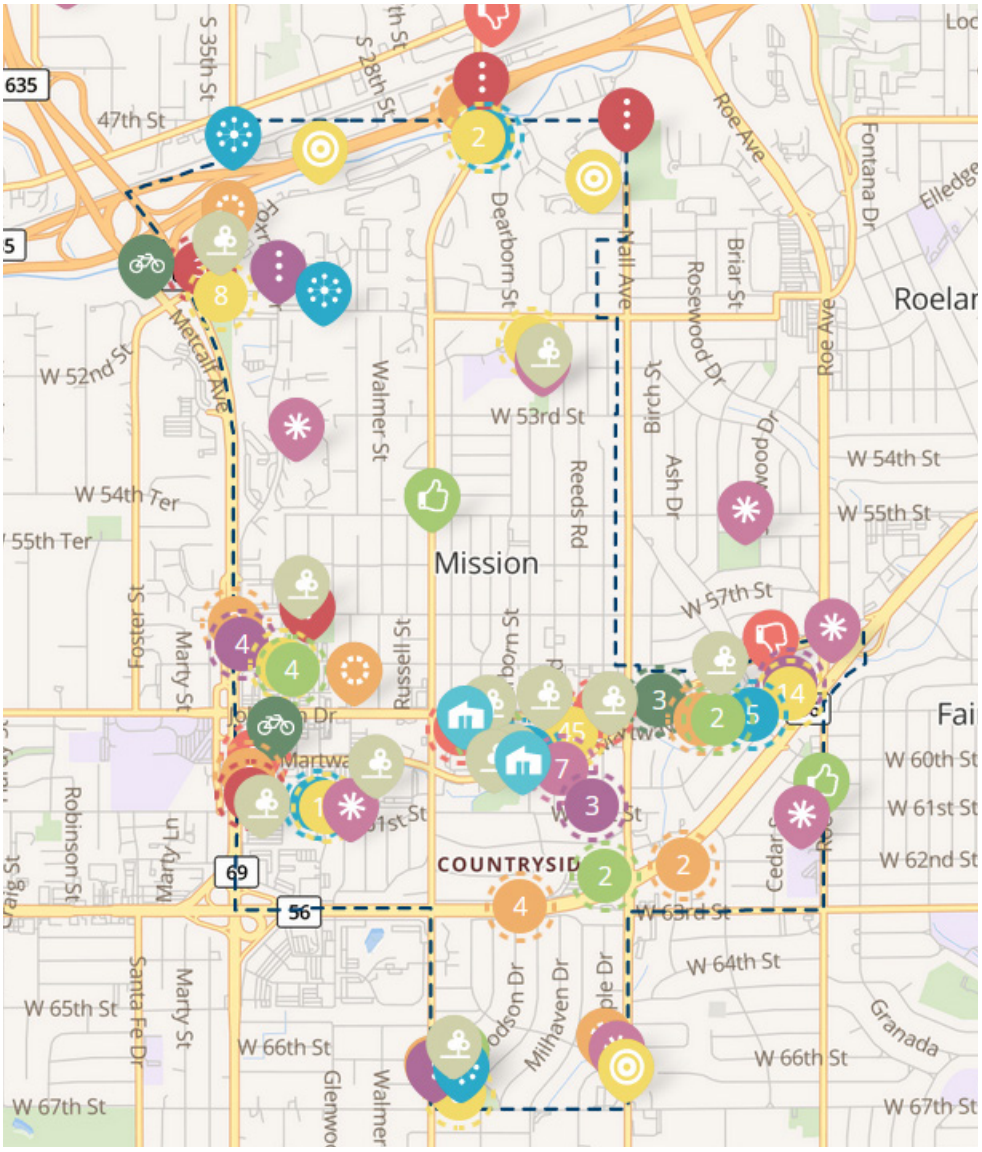


Figure 1.1 - Interactive Mapping Tool Interface

2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Idea (47.9% of comments)
The dominant comment type was 'Idea' with 116 comments.

Mohawk Park - "This park has HUGE potential to be a jewel for the neighborhood. It's mostly unimproved since tearing down the grade school years ago" *Want to see:* bathroom facility, splash pad, dog park, more trees, more amenities, and more shade.

Streamway Park - well maintained trail, park/ vegetation needs some TLC; want to see playground, lighting (safety), access to Turkey Creek, bridge over 69 Highway, signage, and dog park.

Waterworks Park - needs enhancements to activate space/draw people to park, standing water near school.

Broadmoor Park - walking path needs re-paving, ramp for trail access, and dog park option.

Anderson X Park - add mural to racquetball courts, keep tennis courts but update them, and dog park option.

General Park Ideas - Signage to show distance between parks, dog park highly requested, and add pocket park Downtown at Old Backyard Burgers Gazebo.

Dog Park - multiple locations proposed including north of Panera Bread, along Martway St, and Andersen Park.

Johnson Drive - more retail, replace lost tenants, and work with some property owners to resurface parking.

Streetscape on Johnson Drive - consistent street design from Metcalf to Roe (bike/ped friendly) with lighting, building, and facade improvements.

Sidewalk under 69 Highway is creepy - graffiti and overgrown vegetation.

Consider dropping Metcalf to "at grade" with Johnson Drive.

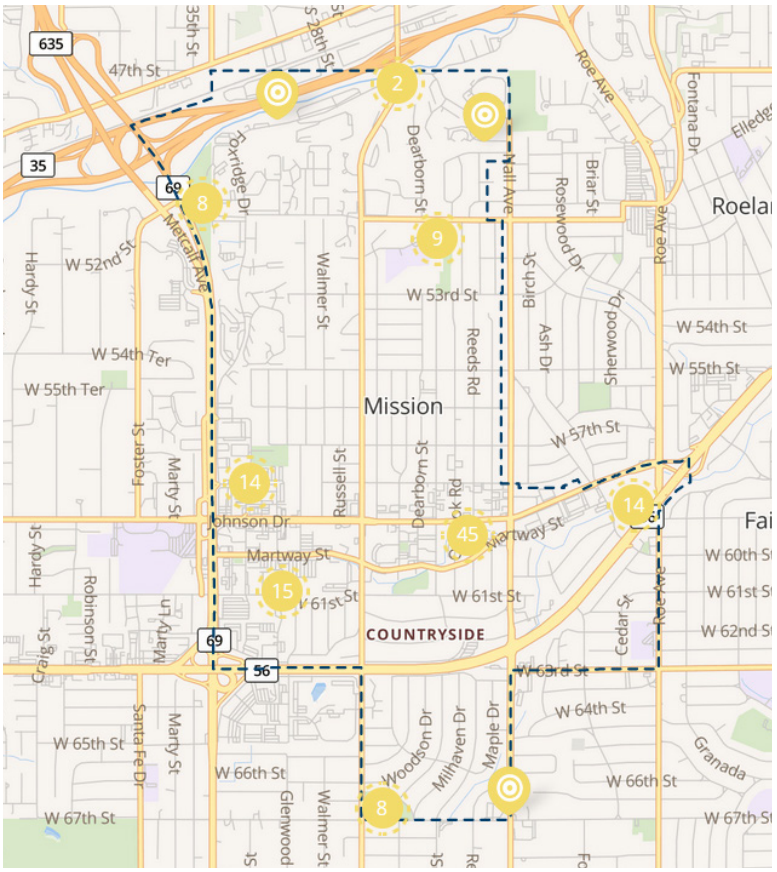
Martway Street - any redevelopment needs to be ped friendly along the trail.

Martway North of Aquatic Center - eyesores, need to be torn down or new tenants, dog park location, and keep the trees here if redeveloped.

Farmer's market parking difficult, ped crossing scary

61st street commonly used as cut thru for Target or SMP - speed bump or two would be good.

Figure 1.2 - Locations of 'Idea' Comments



Gateway Site - multiple complaints, request for intervention, ideas for park/gathering space.

Target - needs more than once exit.

Rock Creek Trail - needs more shade trees, benches, bike racks, pet waste stations. Add solar light benches, and public art along trail, build an overhead shelter for the market space, and crime prevention via environmental design.

Chik-Fil-A/Culvers/Panera - stacking doesn't work, could impede emergency vehicles.

Lamar and W 61st Street - high foot traffic crosswalk.

Building east of Security Bank - several comments about need to redevelop this building, possible dog park or outdoor food truck facility

Street car down Johnson Drive - long-term idea.

Former Pride Cleaners Location - calls for it to be demolished, complaints about code violations.

Multiple comments about signage at entrances

2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Favorite Place (6.2% of comments)
There were a total of 15 'Favorite Place' comments.

Favorite places include:

Waterworks Park - great for walking.

Highlands Elementary is a fabulous school with a wonderful staff.

Osage Orange trees in median along W 61st Terrace please preserve this median.

Mission Market - would love to see it get bigger and more permanent.

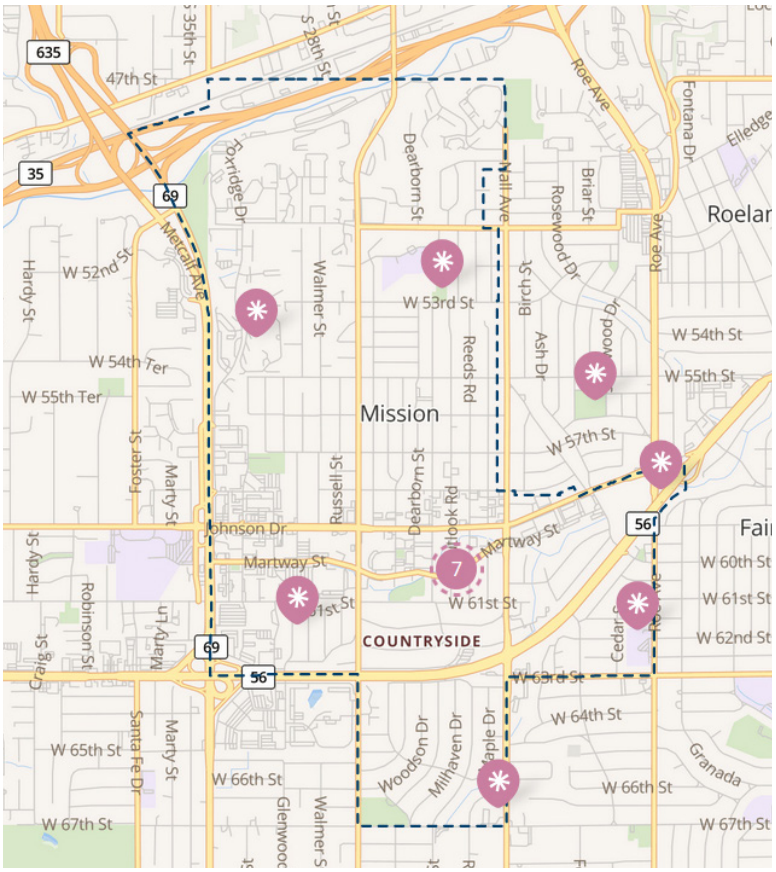
Great coffee shop - Urban Prairie Coffee.

Victor X Andersen Park - love the outdoor racquetball, pool and tennis courts.

R-Park in Roeland Park.

Matney Park in Kansas City.

Figure 1.3 - Locations of 'Favorite Place' Comments



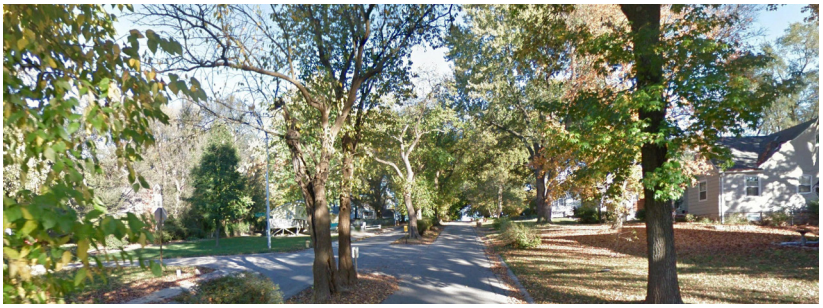


Figure 1.4 - Images of Identified 'Favorite Places'

2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

More of This (10.3% of comments)
There were a total of 25 'More of This' comments.

Amenities - Rock Creek Trail is a great amenity!

Lights on the tennis courts at Victor X Anderson Park are great!

Mission has a great community center!

Continue to make Mohawk Park better and add additional parks like this in Mission.

Services - Thank you for the new food bank. There is definitely people struggling in the community. Consider more food bank locations throughout Mission.

So glad to have ripple glass at the Hy-Vee parking lot.

Infrastructure - The resurfaced Lamar Avenue with curbs, sidewalks and bike lane looks great!

Such a great trail/sidewalk/crosswalk along Nall and across Shawnee Mission Parkway.

Development - The building at Nall and Martway just added a rooftop patio. Its great!

More development similar to townhomes on W 60th Terrace. The city should encourage mixed-use buildings with a diversity of incomes and intensity to encourage community and walkability.

Some great businesses along Johnson Drive - block with Urban Prairie, Sandhills, Brian's Bakery, etc. is the best of Downtown Mission.

Supporting small businesses should be a key priority. Small retail fronts encourage pedestrian activity.

Opportunity to spruce up alley spaces in Downtown.

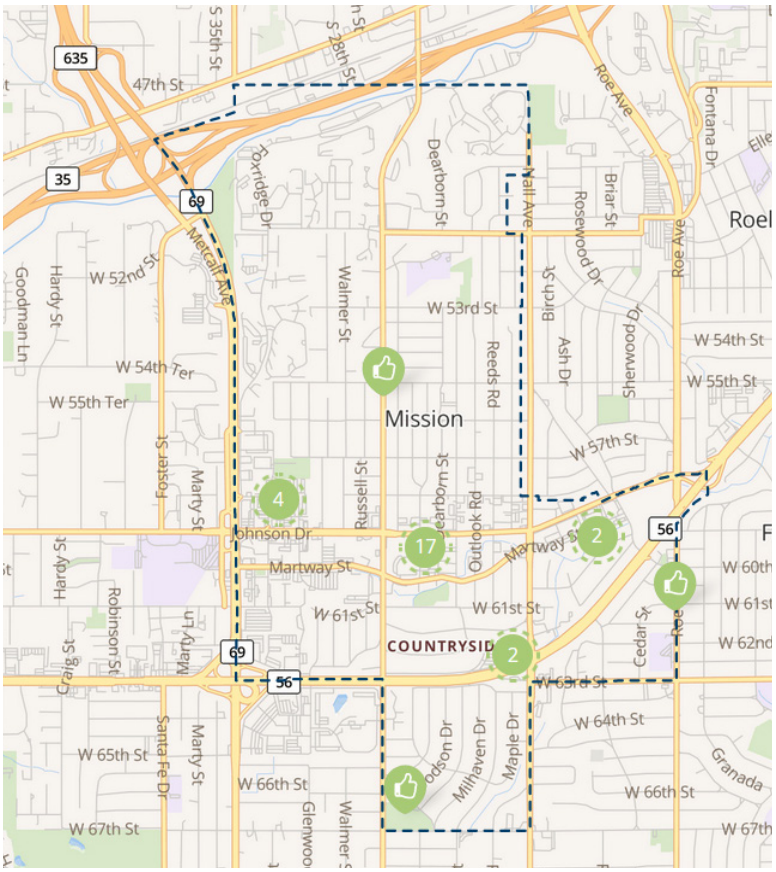
Great local bars/breweries in Downtown.

Love the new apartments - tons of new residents and still fits in with Mission.

Excited for new drive through car wash!

The properties developed under the form-based code look great. The required streetscape really enhances the area and makes it feel more pedestrian friendly.

Figure 1.5 - Locations of 'More of This' Comments



Other Comments - Love all the beautification along Broadmoor. Great job!

Improvements made to the Mission Towers satellite parking lot is great!

Keep Broadmoor Park for families and kids to enjoy - no dog park here.

Script Pro takes good care of their property and even has an outdoor basketball hoop. More of this is needed throughout Mission.

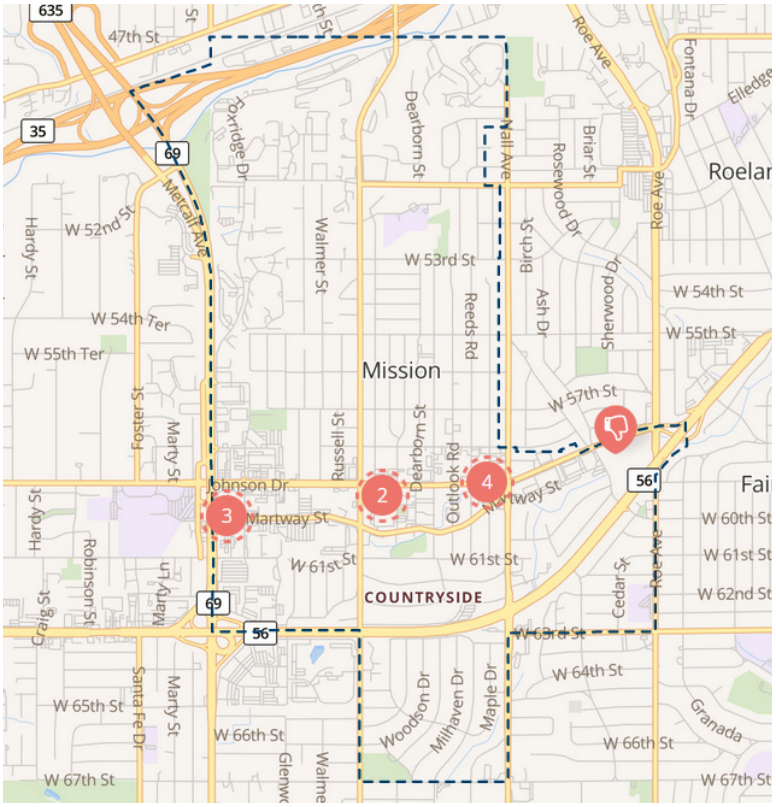
2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Less of This (4.5% of comments)
There were a total of 11 'Less of This' comments.

- Beautification needed along the north side of Johnson Drive between Metcalf Avenue and Broadmoor Street.
- Commercial property on the SE corner of Johnson Drive and Outlook Road needs a refresh. Possible second story added for residential use? Opportunity to restaurant patio in rear along Rock Creek Trail.
- Crossing Johnson Drive by foot is still scary.
- Enhance BP gas station at Johnson/Nall. Corner is unsightly and needs to be better maintained.
- Failed Gateway project needs to be addressed - site is an eyesore.
- Locale development on Johnson Drive does not fit within the character of Mission. Parking garage is a behemoth and casts large shadows.
- Parking lots in western gateway area poorly designed/confusing.

Figure 1.6 - Locations of 'Less of This' Comments

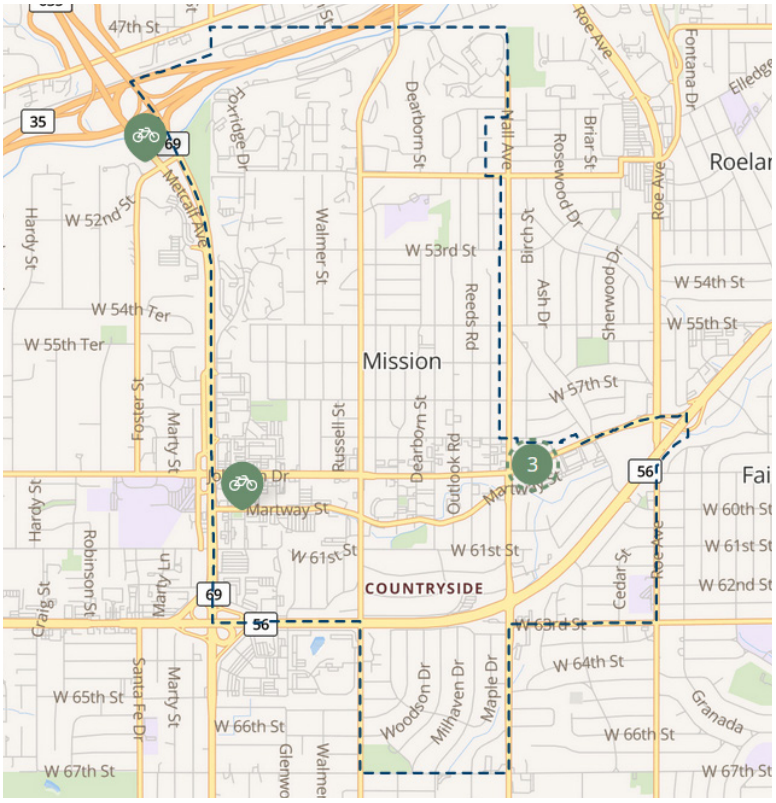


Bike Facilities (1.7% of comments)
There were a total of 4 'Bike Facilities' comments.

Bike Facility ideas include:

- Add a bike share station in the western area of the city. This would allow people to use transit into/out of Mission and utilize bikes within it.
- Add more bike racks and facilities like the bike fix-it station along the Rock Creek Trail.
- Add bike/scooter rental station at the Mission Transit Center.
- Finish the Turkey Creek Trail so it connects to other cities in Johnson County and to routes going to Downtown.

Figure 1.7 - Locations of 'Bike Facilities' Comments



2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Sustainability Idea (6.2% of comments)
There were a total of 24 'Sustainability Idea' comments.

Ideas included:

Community Gardens - Expand community garden opportunities, including those on Lamar Avenue.

Opportunity for community garden near Target along Rock Creek Trail?

How do we encourage brownfield clean-up projects?

Services/Amenities - Add more electric charging stations throughout Mission.

Mission should promote carpool, EV stations, bike and pedestrian infrastructure, and transit options to reduce transportation pollution.

City facilities should be built and certified with LEED standards.

Appreciate recycling opportunities throughout the community (Target, Ripple Glass). Expand this throughout Mission.

Consider adding curbside leaf pickup as a city service. Would reduce the number of bags going to the landfill.

Maybe the Gateway site is better positioned as a large green space with an outdoor events center. Would be a place people from Fairway, Mission and Roeland Park would go.

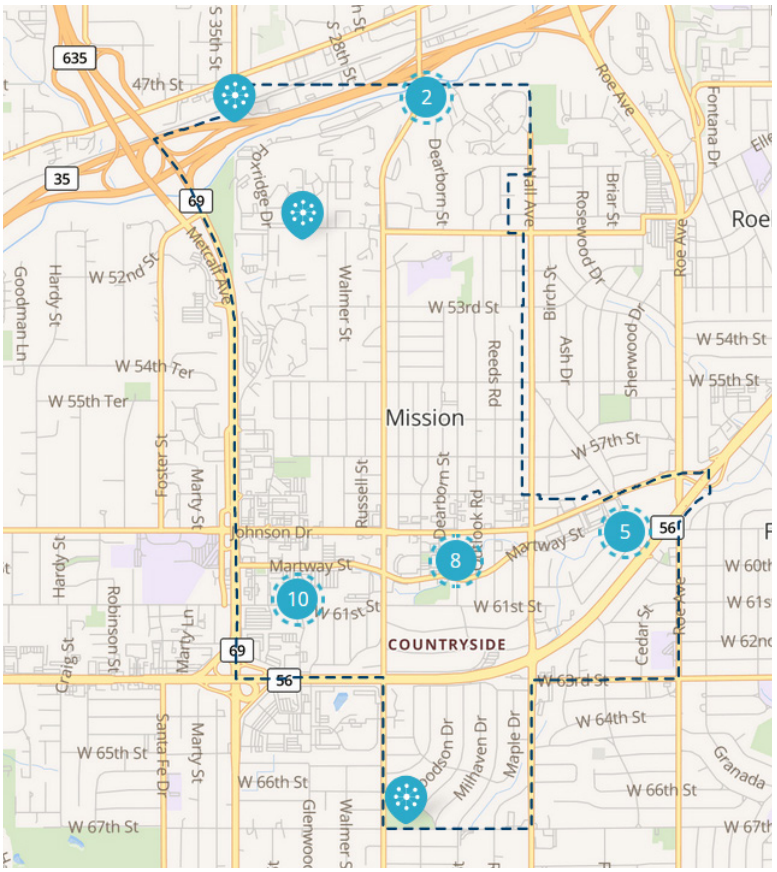
Green Infrastructure - Diminish impervious surfaces along Rock Creek Trail. This will alleviate intensity of flooding and enhance the trail experience.

Invest in green infrastructure along Rock Creek and design facilities for 500-year (or more) floods. Consider more detailed floodplain/watershed plans.

Convert medians and edges of Shawnee Mission Parkway into bioswales.

Would like to see more green infrastructure elements in the Mission Market area. It is a great spot for rain gardens, educational signage to describe BMP's.

Figure 1.8 - Locations of 'Sustainability Idea' Comments



Other Comments - Would like to see native/pollinator gardens in Mission park facilities. It would also be greater if there were pesticide/herbicide free zones.

Preserve natural features north of W 51st St. between Riggs and Foxridge.

Light pollution is a serious threat to many environmental entities from sleep deprivation to animal migration. Some signs along Johnson Drive are too bright and has a negative impact on nearby neighbors. Regulate things like this.

2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Sidewalk Ideas (5.4% of comments)

Visitors to the Mission Tomorrow Together interactive website were able to articulate their vision for sidewalk enhancements and installations. Mission has an extensive sidewalk network but, in some locations, there are gaps in the coverage or undesirable walking conditions. These comments should help Mission prioritize future improvements to the existing sidewalk network.

"SIDEWALK CONNECTION HERE WOULD MAKE IT EASIER FOR STUDENTS TO WALK TO HIGH SCHOOL."

A summary and location of the comments and routes provided is shown below.

Figure 1.9 - Locations of 'Sidewalk Ideas' Comments

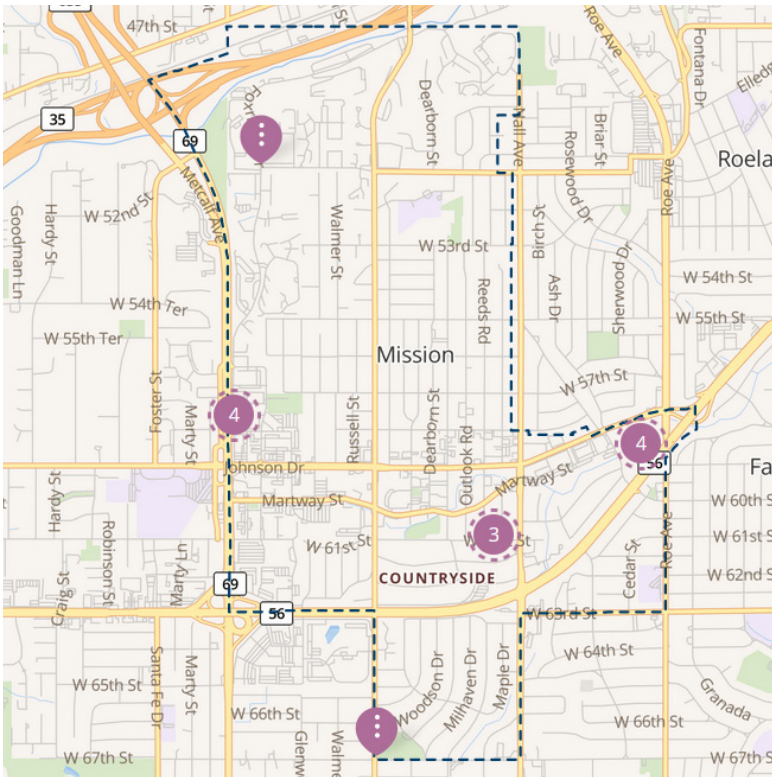
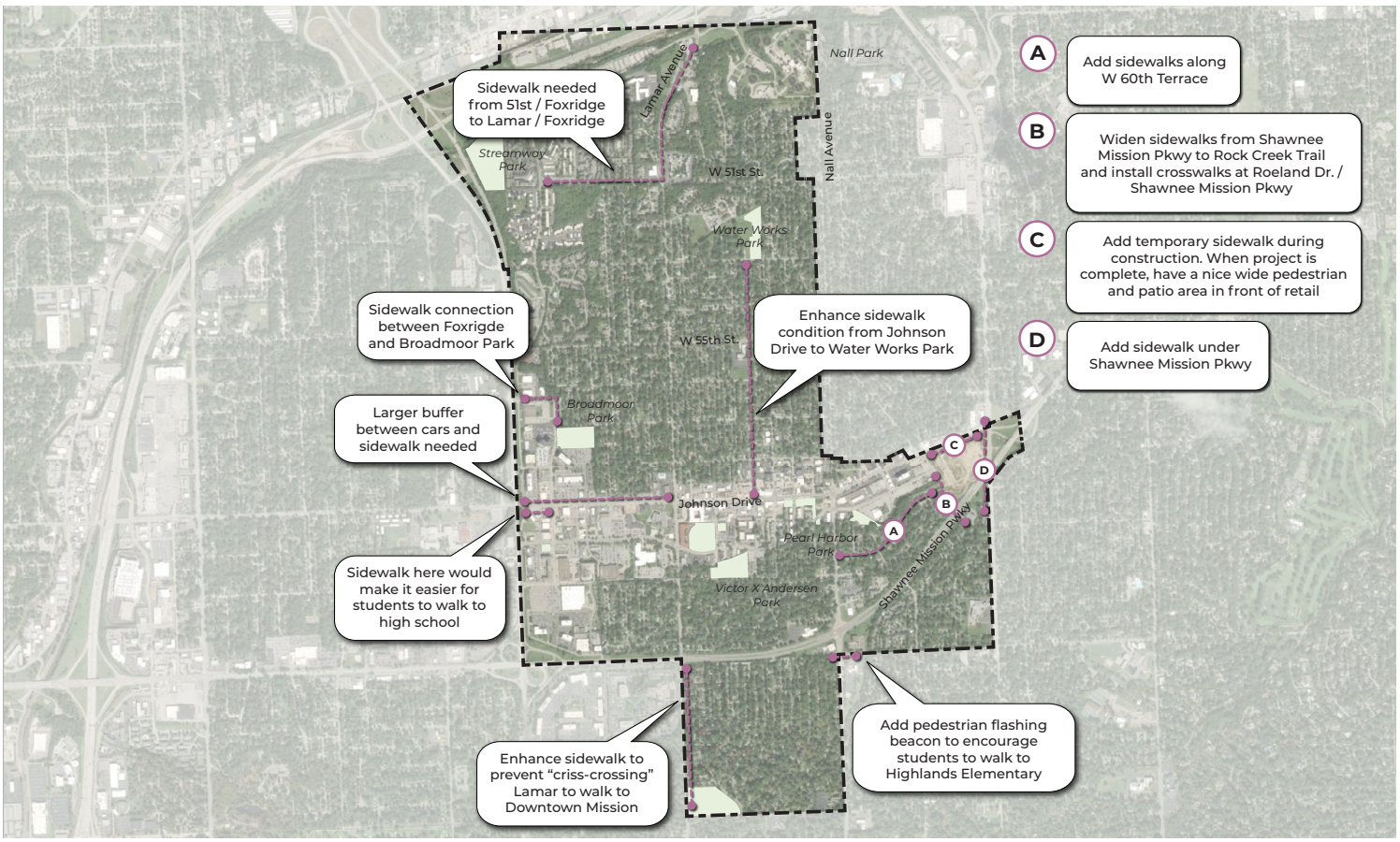


Figure 1.10 - 'Sidewalk Ideas' Routes and Comments



2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Trail Ideas (3.7% of comments)

Visitors to the Mission Tomorrow Together interactive website were able to articulate their vision for future trail connections and enhancements. Many of the comments relate to existing trail facilities that reside in neighboring communities such as Merriam and Roeland Park. The City of Mission should work with these communities to establish a cohesive network of trails throughout northeast Johnson County.

A connection between the Turkey Creek Trail and the Rock Creek Trail should be explored. These trails are highly used and connection between them would add to the overall quality of life and opportunities for recreation in Mission.

A summary and location of the comments and routes provided is shown below.

Figure 1.11 - Locations of 'Sidewalk Ideas' Comments

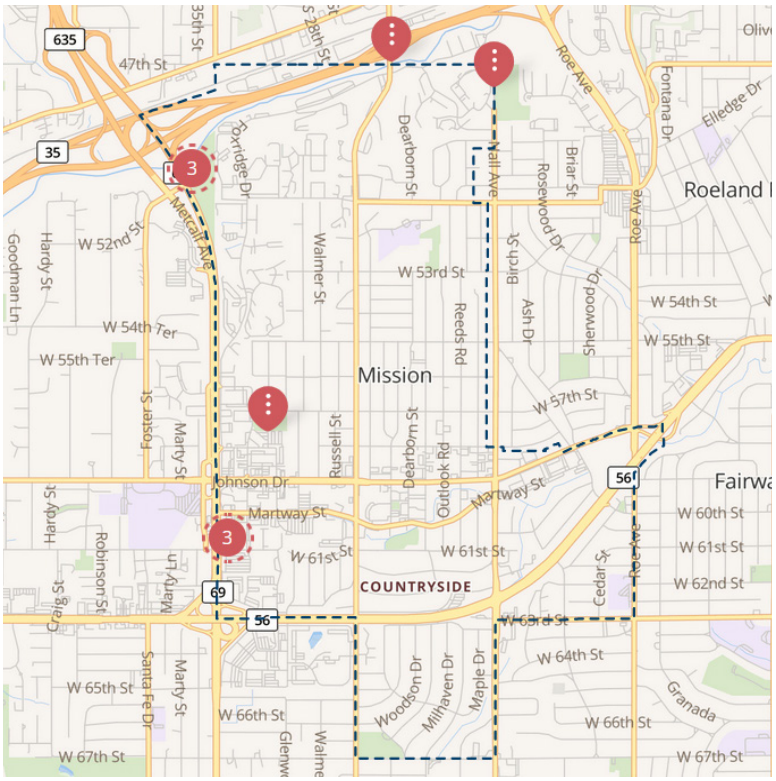
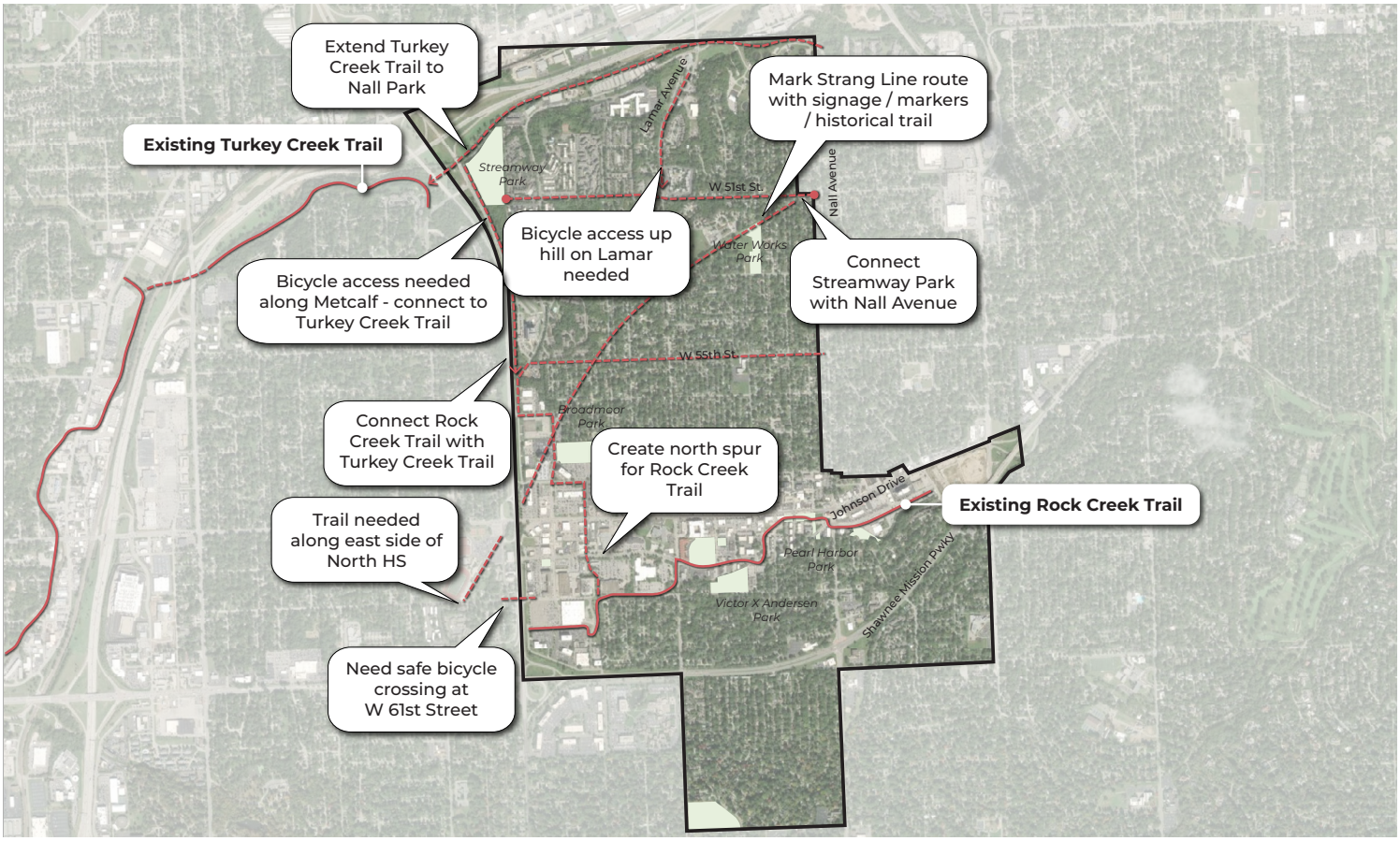


Figure 1.12 - 'Trail Ideas' Routes and Comments



2.4 Interactive Website

INTERACTIVE WEBSITE - MAPPING COMMENTS

Transportation Idea (10.3% of comments)
There were a total of 25 'Transportation Idea' comments.

Ideas included:

Metcalf Avenue - Metcalf/W 56th Street intersection is an issue. Either make it a true intersection or extend the merge lanes for safe merging.

Metcalf and W 58th Street is dangerous. Extend merge lane onto Metcalf.

Metcalf and Johnson Drive should be a gateway into Mission. Bring Metcalf down to grade and install welcome signage.

Metcalf and Johnson Drive extremely dangerous for pedestrians and cyclists. Needs improvements.

Need safer access from Martway Street to Metcalf Avenue - northbound.

Work with Overland Park to bring Metcalf/Shawnee Mission Parkway down to grade. Easier for drivers, pedestrians and provide land for development.

W 61st Street, near the post office, is in poor condition. A safe bike and walking route would be nice to connect to the Rock Creek Trail and Metcalf.

Shawnee Mission Parkway - Add left turn lane at Outlook Road.

People often cross on foot over Shawnee Mission Parkway at Outlook Road - dangerous. Would love to see a tunnel or bridge at this location.

Add 'no parking' signs within 30 feet of stop sign on both sides of the road for 62nd Terrace, north of Shawnee Mission Parkway. Issues with visibility.

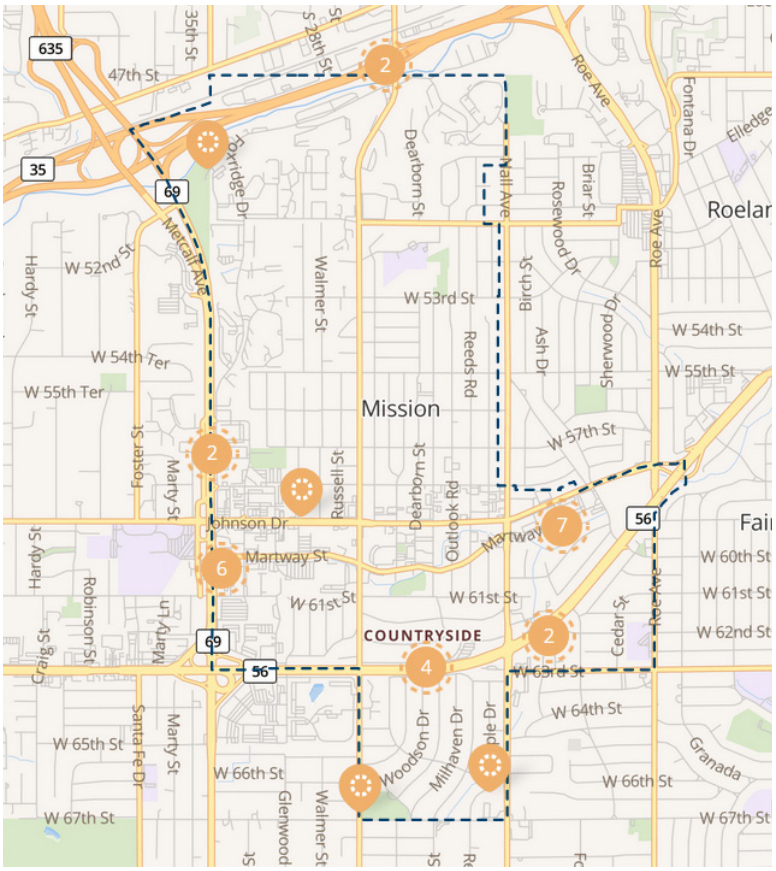
Shawnee Mission Parkway and Nall intersection is dangerous. Consider complete strategies to improve safety/slow down traffic.

Transit - Add fans/heaters to the transit center to make more comfortable during extreme weather.

Add a bike share rack at the transit center.

Support frequent and weekend service to Downtown KC!

Figure 1.13 - Locations of 'Sidewalk Ideas' Comments



Other Comments - Make the Mission Village neighborhood a "car-free" or "car-lite" area where the streets would be open to bikes and pedestrians and safer for children to play.

Extend Johnson Drive improvements west of Lamar. Area is a miss-match of things, has a lot of driveways, narrow sidewalks and a variety of lighting.

Crosswalk needed at W 67th St and Lamar Avenue to safely connect the neighborhoods with Mowhawk Park.

Speed bumps on Nall Drive could prevent non-residents from using this as a shortcut between Nall Avenue and W 67th St.

Enhancements need at Roeland Drive.
Need more accessible and visible parking at Streamway Park.

I-35/Lamar Avenue interchange is very dangerous and difficult to navigate. Left turns onto Lamar are problematic. Off-ramp needs to be paved.

2.4 Interactive Website

INTERACTIVE WEBSITE - POSTCARD EXERCISE

Why should your friends visit Mission?

Participants were asked to "Tell us about your vision for Mission in 2040 by writing a postcard to your friend/family."

The responses are shown to the right.

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Bring your bike because we have a 10 mile trail that stems from Johnson Drive and Nall. Afterward, you will love the shops and dining in downtown Mission! Once we walk the strip and grab a drink and bite, we can take the bus downtown for a show! It is a super quick trip and 100% free.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
...this community always shows up and comes together. We have unique local events, our small businesses are thriving and our various community led committees have done so many wonderful things! And there are so many great locally own restaurants to choose from. Bring comfy shoes because we'll be doing so much walking!
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
The beautiful downtown area has many new shops, ethnic restaurants and apartments within convenient walking distance.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Mission is like a small town. So many unique independent businesses.
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
Please visit the gateway to not only Johnson County but the heart of Kansas City and the Plaza!
mission kansas

MISSION COMPREHENSIVE PLAN
Mission, Kansas
PLACE STAMP HERE
Dear Friend/Family,
It is the year 2040 and you should visit me here in Mission because...
There are fun activities and trails to walk.
mission kansas

2.4 Interactive Website

INTERACTIVE WEBSITE - VISUAL PREFERENCE EXERCISE

Visual Preference Exercise

Visual preference exercises were completed for six categories: Multi-Family Residential, Signage, Infill Residential, Park Amenities, Streetscape Enhancements, and Placemaking Elements. The results are summarized below.

MULTI-FAMILY RESIDENTIAL

Most Preferred → *Neutral*

Neutral ← *Less Preferred*

Least Preferred

Multi-Family Residential

The most preferred Multi-Family Residential images were High-Rise Apartment, Townhouse, Mid-Rise Apartment and Rowhouses. The High-Rise Apartment that received the most votes was in the 3-4 story range with an activated street front and mixed uses on the first story. The least preferred option were the second options for Fourplex and High-Rise Apartment. The second fourplex option was more generic in its exterior and the high-rise apartment was 6+ stories.

Overall, the preference seemed to be for human-scale mid-intensity density such as 3 to 4 story mixed-use apartment buildings, townhomes, and rowhouses.

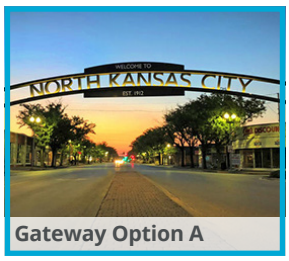
Table 1.2 - Multi-Family Image Votes

Comment Type	Votes
High-Rise Apartment	50
Townhouse	50
Mid-Rise Apartment	44
Rowhouse	32
Duplex	25
Fourplex	23
Townhouse 2	21
Mid-Rise Apartment 2	17
Rowhouse 2	15
Duplex 2	12
Fourplex 2	5
High-Rise Apartment 2	4
TOTAL	**298**

2.4 Interactive Website

INTERACTIVE WEBSITE - VISUAL PREFERENCE EXERCISE

SIGNAGE



Gateway Option A

Gateway Option E

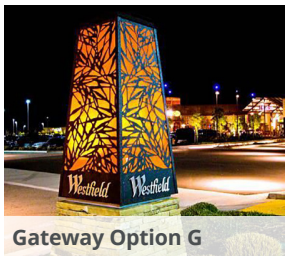
Gateway Option T

Gateway Option P

Gateway Option B

Most Preferred ← → *Prefer*

Gateway Option O



Gateway Option G

Gateway Option J

Gateway Option Q

Gateway Option K

Prefer ← → *Neutral*

Gateway Option M

Gateway Option D

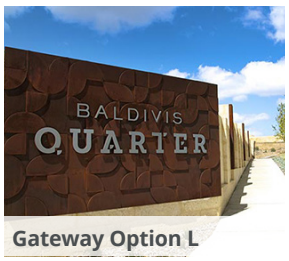
Gateway Option H

Gateway Option F

Gateway Option N

Neutral ← → *Neutral*

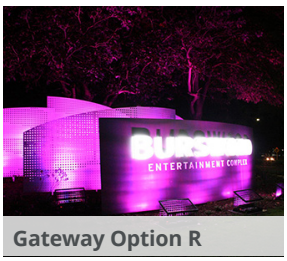
Gateway Option S



Gateway Option L

Gateway Option C

Gateway Option I



Gateway Option R

Less Preferred ← → *Least Preferred*

Table 1.3 - Signage Image Votes

Comment Type	Votes		Comment Type	Votes		Comment Type	Votes
Gateway Option A	29		Gateway Option J	15		Gateway Option N	4
Gateway Option E	24		Gateway Option Q	13		Gateway Option S	4
Gateway Option T	22		Gateway Option K	12		Gateway Option L	2
Gateway Option P	20		Gateway Option M	12		Gateway Option C	1
Gateway Option B	18		Gateway Option D	11		Gateway Option I	1
Gateway Option O	18		Gateway Option H	9		Gateway Option R	1
Gateway Option G	15		Gateway Option F	5		**TOTAL**	**236**

2.4 Interactive Website

INTERACTIVE WEBSITE - VISUAL PREFERENCE EXERCISE

INFILL RESIDENTIAL

Remodeled Home*

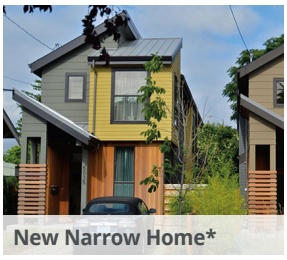
Detached ADU **

New Medium Home*

New Medium Home*

Garage ADU**

Most Preferred → *Neutral*


New Narrow Home*

Modern Home*

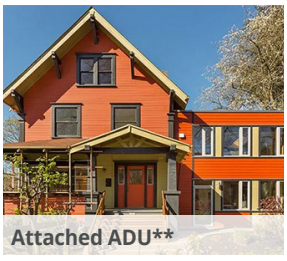
Micro Home*

New Medium Home*

New Large Home***

Neutral ← *Preferred Less*

Basement ADU**


Attached ADU**

* Single-Family Detached Home
** ADU = Accessory Dwelling Unit
*** Consolidated Lot

Least Preferred

Infill Residential

The most preferred Infill Residential option was the Remodeled Single-Family Home, which received a total of 48 votes. The next two options with a higher number of votes were the Detached Accessory Dwelling Unit or ADU (35 votes) and the New Medium Sized Single-Family Home with a Setback Garage (31 votes). Infill residential options with between 20 and 25 votes each included New Medium Single-Family Homes with Detached Garage, Garage Accessory Dwelling Unit, the New Narrow Home and the Modern and Micro Home options. The least preferred options were the New Large Home on a consolidated lot and the basement and attached accessory dwelling units.

These results indicate that small to medium-sized homes are most desired in Mission. There also appears to be support for certain types of accessory dwelling units (detached and over a detached garage).

- Preference seems to be for remodeling/rehabilitating existing family-homes.
- Accessory dwelling units as detached structures or units above detached garages.
- People did not appear to support large homes being built on consolidated lots.

Table 1.4 - Infill Residential Image Votes

Comment Type	Votes
Remodeled Home*	48
Detached ADU**	35
New Medium Home*	31
New Medium Home* 2	25
Garage ADU**	25
New Narrow Home*	23
Modern Home*	20
Micro Home*	20
New Medium Home*	17
New Large Home***	15
Basement ADU**	15
Attached ADU**	13
TOTAL	**287**

* Single-Family Detached Home
** ADU = Accessory Dwelling Unit
*** Consolidated Lot

2.4 Interactive Website

INTERACTIVE WEBSITE - VISUAL PREFERENCE EXERCISE

PARK AMENITIES

Park Bathrooms

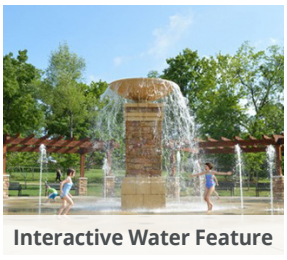
Green Infrastructure

Additional Tree Canopy

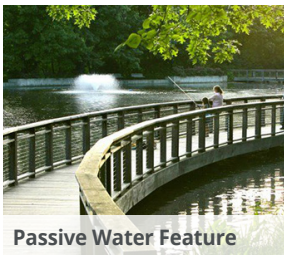
Dog Park

Park Shelter

Most Preferred ← *Prefer*


Interactive Water Feature

Inclusive Playground


Passive Water Feature

Playground Equipment

Benches/Seating

Prefer → *Neutral*

Placemaking Elements*

Formal Garden

Interpretive Signage

Park Signage/Branding

*** Art, Signage, etc.**

Preferred Less ← *Least Preferred*

Park Amenities

Park Bathrooms (51 votes) were the most commonly selected park amenity followed closely by Green Infrastructure (49 votes) and Additional Tree Canopy (46 votes). Dog parks were also popular choices with 46 and 40 votes, respectively. Park shelters, interactive water feature, inclusive playground and passive water feature all had between 32 and 37 votes. The least popular park amenity choices were formal garden (14 votes), interpretive signage (12 votes) and park signage/branding (10 votes).

Table 1.5 - Park Amenity Image Votes

Comment Type	Votes
Park Bathrooms	51
Green Infrastructure	49
Additional Tree Canopy	46
Dog park	40
Park Shelter	37
Interactive Water Feature	34
Inclusive Playground	32
Passive Water Feature	32

Comment Type	Votes
Playground Equipment	29
Benches/Seating	24
Placemaking Elements	24
Formal Garden	14
Interpretive Signage	12
Park Signage/Branding	10
TOTAL	**434**

2.4 Interactive Website

INTERACTIVE WEBSITE - VISUAL PREFERENCE EXERCISE

STREETSCAPE ENHANCEMENTS

Green Infrastructure

Multi-Purpose Path

Parklet

Additional Street Trees

Linear Park

Most Preferred → *Prefer*

Food Truck Area

Pedestrian Refuge Island

Curb Bump Out

Neutral ← *Least Preferred*

Streetscape Enhancements

The two most preferred streetscape enhancements were Green Infrastructure (57 votes) and Multi-Purpose Path (55 votes). Close behind these two was a Parklet with 41 votes. Additional Street Trees, Linear Park, and Food Truck Area all received between 30 and 34 votes each. Pedestrian Refuge Island had approximately 19 votes. The least selected streetscape enhancement was a Curb Bump Out, which only receives 7 votes.

Generally, the enhancements selected were related to street beautification and sustainability. Direct pedestrian safety improvements such as a refuge island or curb bump out were the least selected options. These two factors collectively point towards an improved pedestrian experience being more a priority than pedestrian safety alone. However, separating paths for pedestrian users itself helps to enhance safety as well.

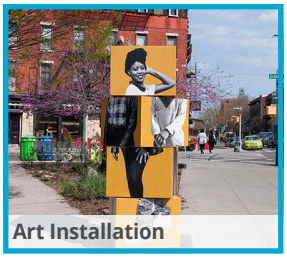
Table 1.6 - Streetscape Enhancements Image Votes

Comment Type	Votes
Green Infrastructure	57
Multi-Purpose path	55
Parklet	41
Additional Street Trees	34
Linear Park	32
Food Truck Area	30
Pedestrian Refuge Island	19
Curb Bump Out	7
TOTAL	**275**

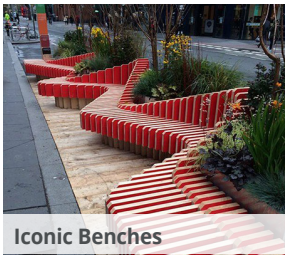
2.4 Interactive Website

INTERACTIVE WEBSITE - VISUAL PREFERENCE EXERCISE

PLACEMAKING ELEMENTS



Most Preferred → *Prefer*



Neutral ← *Preferred Less*

Placemaking Elements

The most voted on placemaking element, by 14 votes, was Gathering Space, which received 61 votes. The next two most popular placemaking elements were Murals (47 votes) and Enhanced Alley (44 votes). Art installation and Plaza Space each received 33 and 32 votes, respectively. The least popular elements were Public Piano, which received 13 votes, and Sculptural Bus Stop, which received only 5 votes.

Generally, the top three choices were about creating actually places for people to spend time, such as gathering spaces or enhanced alleys, or features that drawn in visitors such as a unique mural or art installations. Specific public art examples included within the list were less popular. It is difficult to know if this is because of the specific example shown in the image or if public art in this form overall is not preferred.

Table 1.7 - Placemaking Elements Image Votes

Comment Type	Votes
Gathering Space	61
Mural	47
Enhanced Alley	44
Art Installation	33
Plaza Space	32
Oversized Planters	29
Crosswalk Art	27
Iconic Benches	27
Public Piano	13
Sculptural Bus Stop	5
TOTAL	**318**

2.4 Interactive Website

INTERACTIVE WEBSITE - MAIN COMPREHENSIVE PLAN SURVEY

There were two surveys included on the Interactive Engagement Website: the Main Comprehensive Plan Survey and the Desired Amenities Survey.

The Main Comprehensive Plan Survey was composed of ten questions. The responses received are summarized on the following pages.

Question 1 - What is your relationship to Mission?

Question 1 asked about participant relationship to Mission. Participants could select more than one option. In total, there were 111 surveys completed. Nearly 90% live in Mission and almost half indicated they shop or dine out in Mission. Nearly 4% of respondents said they do not live in Mission and approximately 16% said they work in Mission.

Question 2 - What one word would you use to describe Mission?

Respondents were asked to write-in one word to describe Mission. Answers were reviewed and made into a word cloud to identify the most common words or phrases. The larger the word, the more frequently it was used. Quaint, small, friendly, community, home, cozy and small-town feel were all common words used in the response.

Question 3 - How would you rate the current quality of life in Mission?

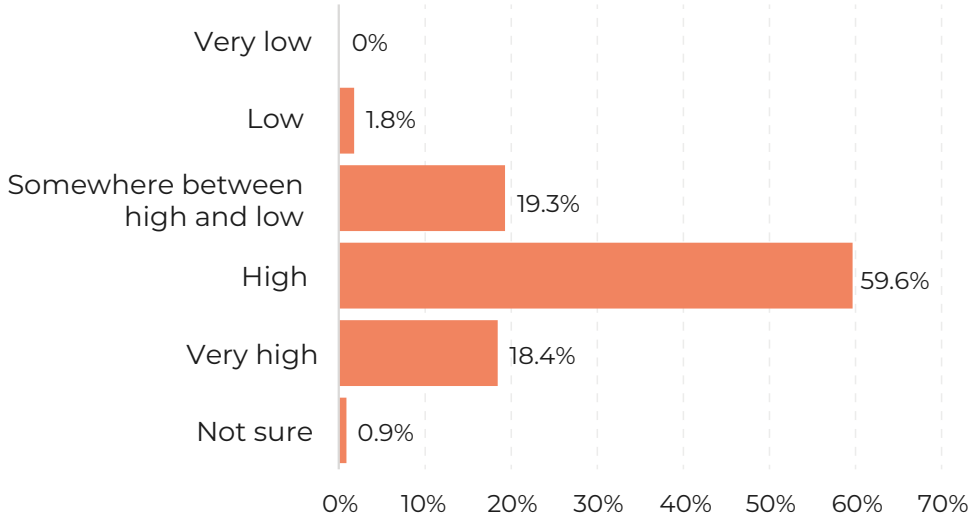
Question 3 asked respondents to rate the current quality of life in Mission. Generally, most respondents indicated High (59.6%) or Very High (18.4%), representing a collective 78% of respondents. Nearly 20% rated the quality of life somewhere between high and low. Less than 2% said Low and 0% rated quality of life as Very Low. These responses indicate a strong quality of life in Mission with some areas of improvement. Other questions can help provide context to these responses.

Table 1.8 - Question 1 Responses

Selected Answer	Count	Share
I live in Mission	98	88.3%
I work in Mission	18	16.2%
I do not live in Mission	4	3.6%
I shop/dine out in Mission	55	49.5%
TOTAL	111	100.0%

Figure 1.14 - Question 2 Responses

Figure 1.15 - Question 3 Responses



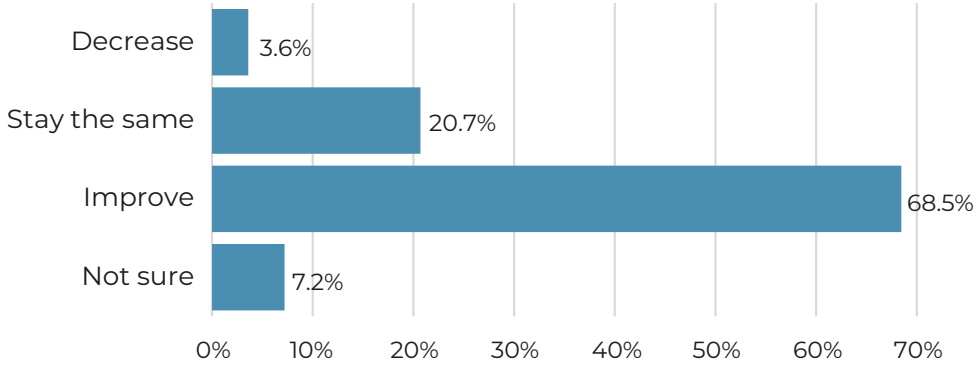
2.4 Interactive Website

INTERACTIVE WEBSITE - MAIN COMPREHENSIVE PLAN SURVEY

Question 4 - Overtime, do you expect the quality of life in Mission to...

As a follow-up to question's three quality of life question, question 4 asked about the anticipated future quality of life expected by Mission residents. Nearly 70% said they expect the quality of life to increase over time in Mission. Another 20% expect the quality of life to stay the same. Of those that selected Stay the Same 16/23 had already rated the existing quality of life as High or Very High. Overall, these results can be interpreted as a significant amount of optimism for the future in Mission. Only 7% said they were not sure and less than 4% selected Decrease. Optimism about the future can be difficult to create so it is a positive sign that it already exists within the community.

Figure 1.16 - Question 4 Responses



Question 5 - Please describe why you currently live/conduct business in Mission.

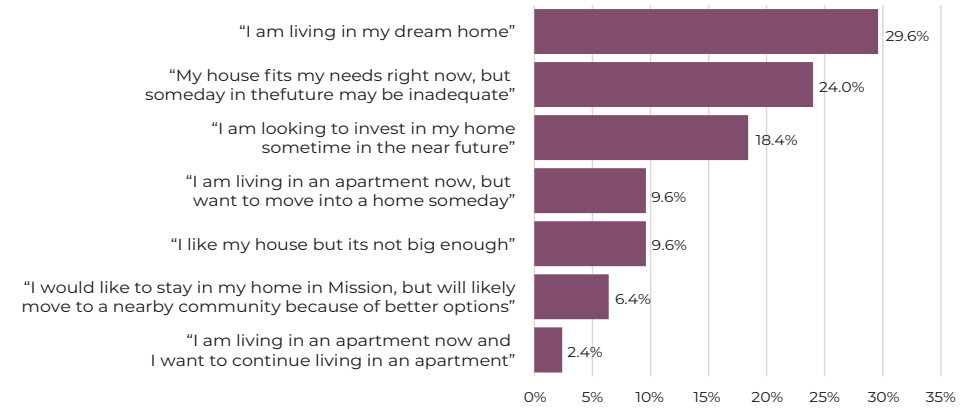
Question 5 was another write-in question that asked respondents why they currently live or conduct business in Mission. The word cloud below shows the common themes and phrases used in the responses. The most common reasons were location, access, small-town feel, affordable, walkable, and safe.

Figure 1.17 - Question 5 Responses

Question 6 - Which of the following statements regarding housing choice and diversity in Mission do you agree with most?

Question 6 asked respondents to select from a series of statements regarding housing choice and diversity. Nearly 30% said they were currently living in their dream home. Another quarter of respondents said the house fits their needs right now but, in the future, may be inadequate. Nearly 20% said they were looking to invest in their home in the near future. The least commonly selected option was "I am living in an apartment now and I want to continue living in an apartment" with 2.4% of the responses.

Figure 1.18 - Question 6 Responses



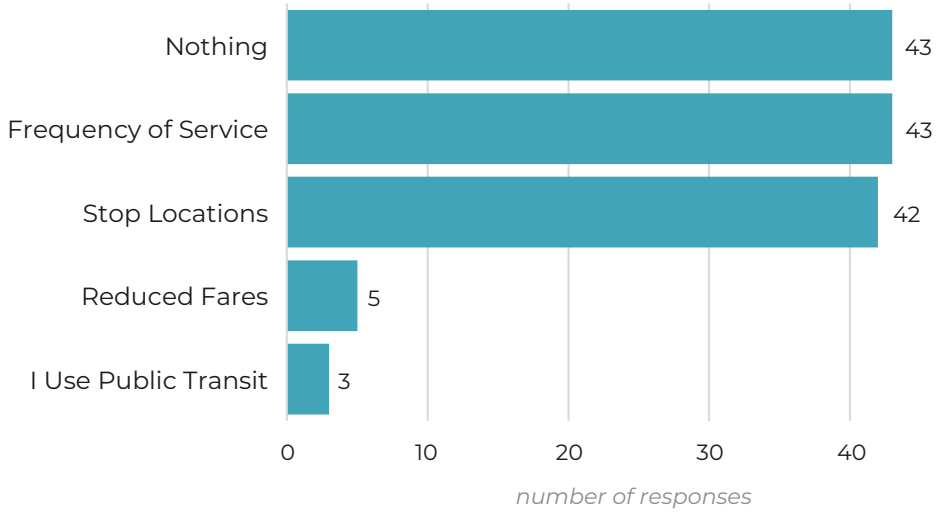
2.4 Interactive Website

INTERACTIVE WEBSITE - MAIN COMPREHENSIVE PLAN SURVEY

Question 7 - If you don't use public transit today, what would be needed to make you start using it?

Question 7 asked what, if anything, would make the respondent use public transit. Roughly one-third of respondents said nothing would entice them to use public transit. For those willing to consider public transit, the frequency of service and stop locations were the two factors that each received roughly one-third of the responses. Reduced fares did not emerge as a barrier. Very few respondents currently use public transit (3 respondents).

Figure 1.19 - Question 7 Responses



Question 8 - If you were Mayor for one day, what would be the first thing you would address to improve the city of Mission?

Results varied considerably for this unique write-in question. Some common themes included:

- Gateway Project (mentioned multiple times).
- Dog Park.
- Improving Downtown with more businesses/development.
- Trail, sidewalk and connectivity improvements.
- Improve roads throughout Mission.
- Promoting diversity.
- Stop adding fast food chains, incorporate more small-business restaurants.
- Prevent tearing down historic homes and enforce laws to limit the footprint of new construction.
- Encourage sustainable garden/lawncare practices.
- Attract charming businesses to Downtown.
- Upgrade parks throughout Mission.
- Streetscape improvements along Johnson Drive.
- Plant more trees.
- Consider height limits for new construction in Mission.
- Focus on being Mission, not trying to be Lenexa etc.
- Deal with abandoned buildings at Roeland Drive and Johnson Drive.
- Some did not want to see more apartments in Mission.
- Safety.
- Plant more trees throughout the community.
- Sidewalk expansion (every street, at least one side).
- Prioritize small-town identity and feel.
- Home improvement incentives (energy efficiency, home equity credits, etc.).
- Make West Johnson Drive look more like East Johnson Drive.
- Climate action.

2.4 Interactive Website

INTERACTIVE WEBSITE - MAIN COMPREHENSIVE PLAN SURVEY

Question 9 - Which best describes your race/ethnicity? (Optional)

Question 9 was specifically listed as optional and asked respondents to describe their race/ethnicity. The vast majority (94.3%) of respondents listed White/Caucasian. Nearly 3% of respondents said they were Multiracial or Biracial. Roughly 2% said they were Hispanic or Latino. Around 1% said they were Black.

Census data from 2019 indicates approximately 76% of Mission residents are White alone - so while they are the majority in Mission, they are over-represented in the survey results. Black/African American alone represent nearly 10% of Mission residents but only 1% of survey respondents. Asian alone account for 4.7% of Mission residents but were not accounted for in the survey results. Similarly, Hispanic or Latino ethnicity represents 5.2% of Mission residents but less than 2% of survey respondents.

Question 10 - What is your age? (Optional)

Question 10 was specifically listed as optional and asked respondents to indicate their age range. There were zero respondents that selected Under 18 years. There was roughly equal representation between those 18 to 34 years and those 35 to 49 years, each with around 30% of the responses. Similarly, there was equal representation between those 50 to 64 years and those 65 years and over, each with around 20% of the responses.

This age breakdown in Mission and Johnson County is shown in Figure 16. Based on the age profile, it appears as if the 18 to 34 years old and 50 to 64 years old presences are representative. Those age 35 to 49 years appears slightly over represented as does those age 65 and older.

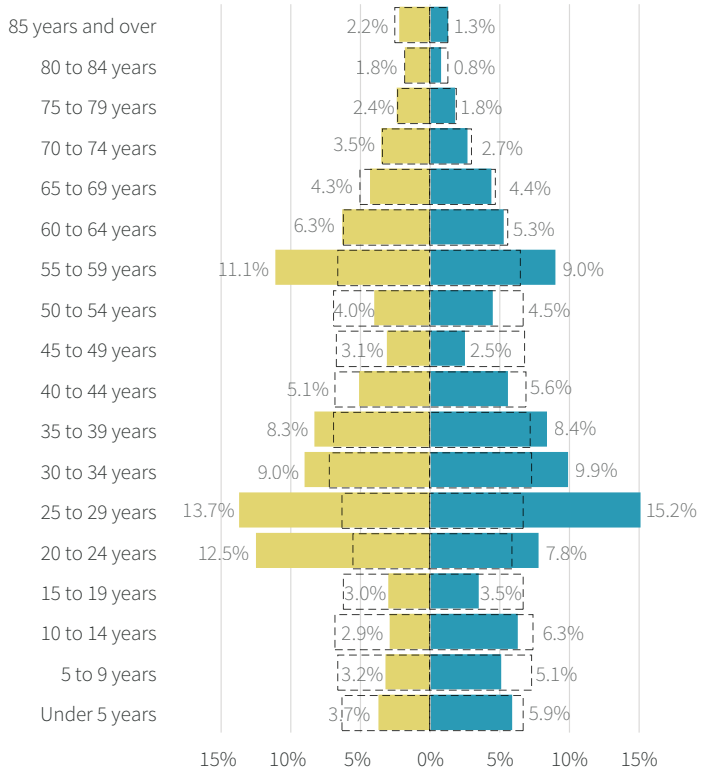
Table 1.9 - Question 9 Responses

Selected Answer	Count	Share
White/Caucasian	99	94.3%
Black	1	1.0%
Hispanic/Latino	2	1.9%
American Indian or Alaska Native	0	0.0%
Asian or Pacific Islander	0	0.0%
Multiracial or Biracial	3	2.9%
A race/ethnicity not listed here	0	0.0%
TOTAL	105	100.0%

Table 1.10 - Question 10 Responses

Selected Answer	Count	Share
Under 18 years	0	0.0%
18 to 34 years	32	31.4%
35 to 49 years	30	29.4%
50 to 64 years	20	19.6%
65 years and over	20	19.6%
TOTAL	102	100.0%

Figure 1.20 - Age Profile (2019) Mission and Johnson County for Reference



2.4 Interactive Website

INTERACTIVE WEBSITE - DESIRED AMENITIES SURVEY

The Desired Amenities Survey on the interactive website asked respondents to indicate what is missing in Mission today. The responses for this survey are located on the following pages.

Question 1 - Please rank the following items in order of importance for quality of life in Mission

Each option in Question 1 was given an average ranking of importance. The lower the average the more important it was to the most respondents.

Based on the results, the most important quality of life factors are:

- Safety and security
- City services (Public Works, Fire, Police)
- Affordable housing
- Walkability
- Parks

The least important quality of life factors based on the respondent ranking are:

- Recreational facilities (community center, aquatic center)
- Diversity
- Cultural activities (art, music, literature, theater, dance)
- Youth programs
- Parking availability

The least important quality of life factors may not necessarily indicate these things are not important to residents but may indicate they are important but Mission currently meets the needs of residents on these topics. Likewise, the most important factors may also be lacking.

Table 1.11 - Question 1 Responses

Quality of Life Factors, by ranked order of importance	Average Ranking
Safety and Security	4.0
City Services (Public Works, Fire, Police)	4.6
Affordable Housing	4.9
Walkability	5.0
Parks	5.7
Transportation Options (Walking, Driving, Bicycling, Transit)	6.7
Shopping Convenience	6.7
Access to Jobs	7.2
Recreational Facilities (Community Center, Aquatic Center)	7.3
Diversity	7.3
Cultural Activities (Art, Music, Literature, Theater, Dance)	8.0
Youth Programs	9.7
Parking Availability	10.3

2.4 Interactive Website

INTERACTIVE WEBSITE - DESIRED AMENITIES SURVEY

Question 2 - How important are the following items in terms of future development?

Question 2 asked respondents to rank items related to future development in Mission with the goal of identifying future development priorities of residents. Table 12 shows the average ranking for each item or development type. The lower the average ranking the more important the item based on survey responses.

The most desired future development factors include:

- Affordability of housing
- Walkability and bikeability
- Houses/Neighborhoods
- Parks (access to green spaces)
- Sustainability and energy efficiency

The least important future development factors include:

- Building design/aesthetics
- Smart technology (Wi-Fi)
- Parking availability

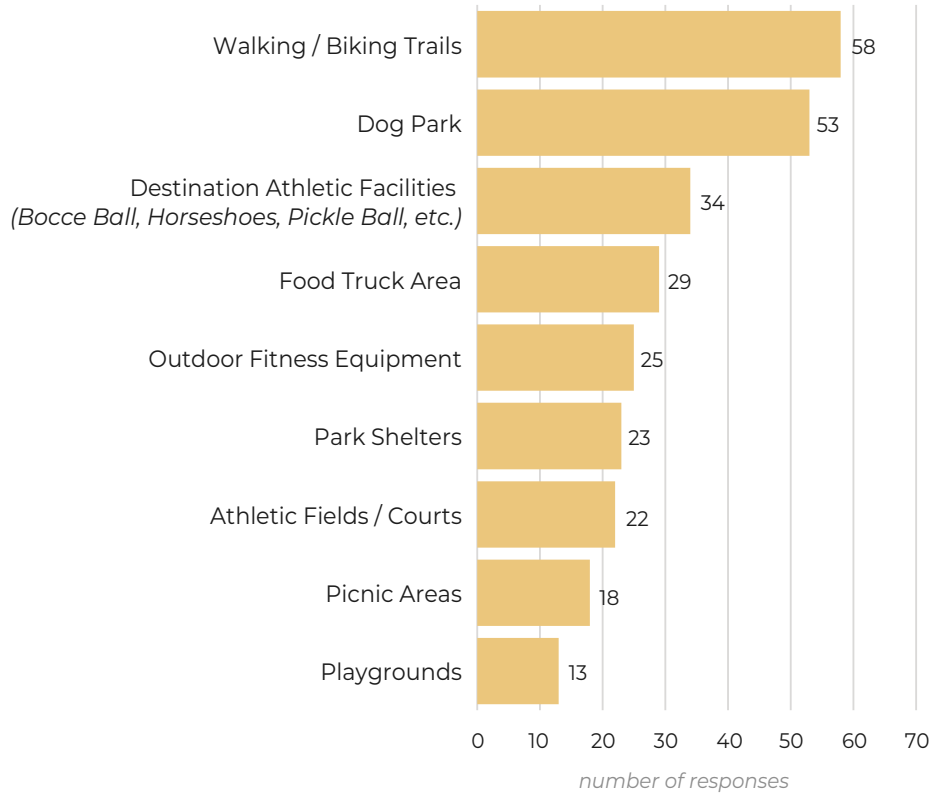
Table 1.12 - Question 2 Responses

Future Development Factors, by ranked order of importance	Average Ranking
Affordability of Housing	4.0
Walkability and Bikeability	4.2
Houses/Neighborhoods	4.5
Parks (Access to Green Spaces)	4.5
Sustainability and Energy Efficiency	4.9
Roads	5.0
Variety of Businesses	5.1
Building Design/Aesthetics	6.1
Smart Technology (Wi-Fi)	7.1
Parking Availability	8.4

Question 3- Which type of park/open space amenities are currently missing or inadequate in Mission?

The clear two most common answers were walking/biking trails (58 vote) and dog parks (53 votes). There was also considerable support for destination athletic facilities (bocce ball, horseshoes, pickle ball, etc.) and a food truck area with 34 and 29 votes, respectively. The amenities there were less commonly identified as missing or inadequate was picnic areas (18 votes) or playgrounds (13 votes).

Figure 1.21 - Question 3 Responses



2.4 Interactive Website

INTERACTIVE WEBSITE - DESIRED AMENITIES SURVEY

Question 4 - What would help you improve your health and well-being?

The most commonly selected options were enhancements to parks (60 votes) and walkability enhancements (trees, benches, etc.) (59 votes). More sidewalks (51 votes) was also a popular selection. The least selected options were improved transit (14 votes), fewer drive thrus (20 votes) and more bicycle facilities (27 votes).

Overall, the most common answers related to recreation and walkability. These type of solutions were more common than intervention into the availability of healthy food or fast-food.

Question 5 - Prior to COVID-19, did you attend community events throughout the year in Mission?

The possible selections for Question 5 were "Yes, I went to events all the time", "I wanted to, but I wasn't able to attend", "No, none of the events interested me", or Not sure/not applicable. "Yes, I went to community events all the time" was the most selected option with 50 votes. Another 28 respondents said they wanted to but were not able to attend. Only 7 said none of the events interested me. Overall, community events appear to be reasonably well attended or at least there is a community desire to attend even if they can't make many events due to scheduling.

Figure 1.22 - Question 4 Responses

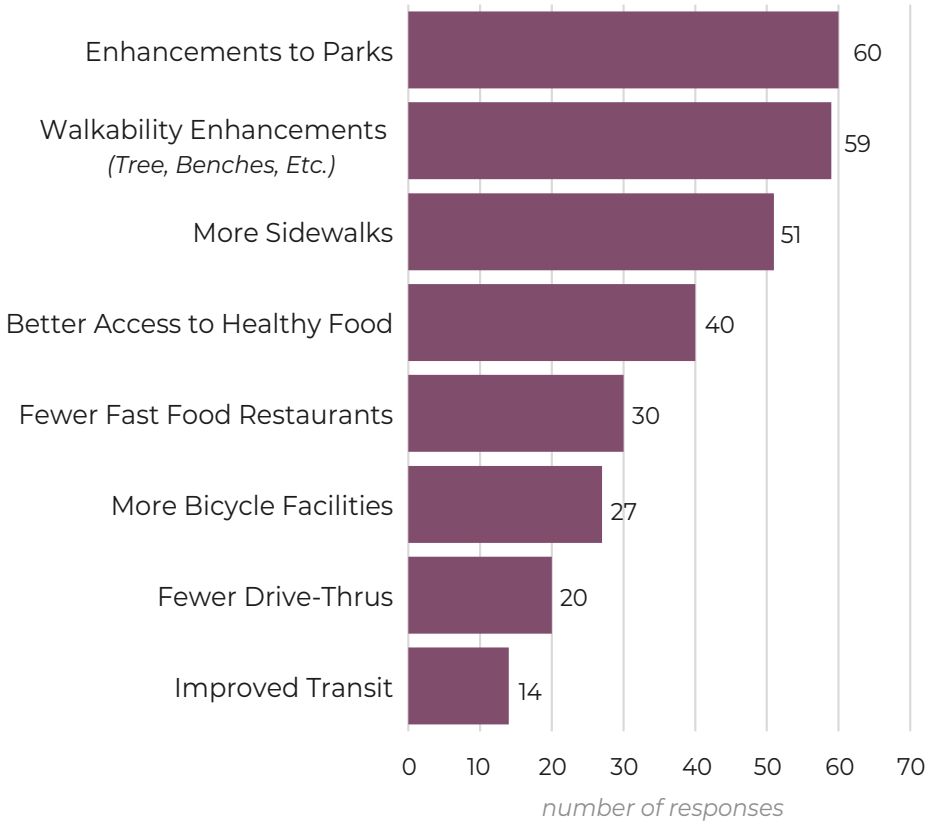
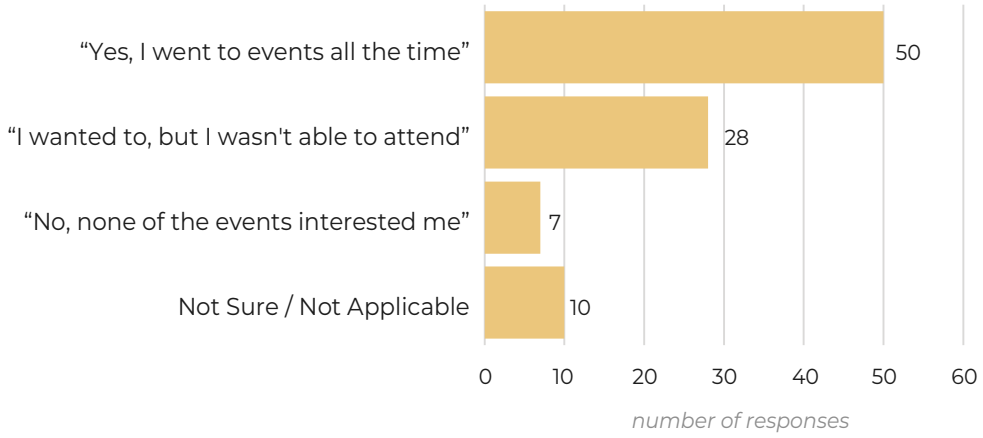


Figure 1.23 - Question 5 Responses



2.4 Interactive Website

INTERACTIVE WEBSITE - DESIRED AMENITIES SURVEY

Question 6 - Please rank the need for the following housing types in Mission

The options for Question 6 were Affordable, Luxury, Market Rate, Homes Geared Towards First-Time Buyers, and Homes Geared Towards Seniors. The lower the average ranking, the more needed the housing type was based on respondent's selections. The most needed home type was Affordable Housing with an average of 1.9. Second to affordable housing was the need for Homes geared towards First-Time Buyers with an average ranking of 2.4. Market Rate homes were close behind with an average of 2.7. The least needed housing type based on the survey responses was luxury housing with an average ranking of 4.2.

Table 1.13 - Question 6 Responses

Needed Housing Types, ranked by order of importance	Average Ranking
Affordable	1.9
Homes geared towards First-Time Buyers	2.4
Market Rate	2.7
Homes geared towards Seniors	3.5
Luxury	4.2

Question 7 - What amenities/ services/commercial activity, if any, do you regularly leave Mission for?

Question 7 was a write-in question that asked what amenities, services or commercial activities respondents regularly leave Mission to complete. Table 14 shows a summary of items by how often they were mentioned. The word cloud below illustrates the activities and items by how often a word of phrase was mentioned. Words like retail, fine dining, restaurants, dog park and clothes emerged as clear themes. Parks, trails or hiking activities were collectively brought up approximately 25 times. Restaurants and shopping/ retail items were brought up 16 and 13 times, respectively. Other common areas or activities that require people to leave Mission were for dog parks, health care (doctors, dentists, hospital), fine dining, clothes/clothing and grocery.

Table 1.14 - Question 7 Responses

Amenities/Services/ Commercial Activity	Number of Mentions
Parks, trails or hiking	25
Restaurants	16
Shopping/Retail	13
Dog Park	13
Health Care/Doctors	12
Fine Dining	10
Clothing/Clothes	10
Grocery	8

Figure 1.24 - Question 7 Responses - Word Cloud

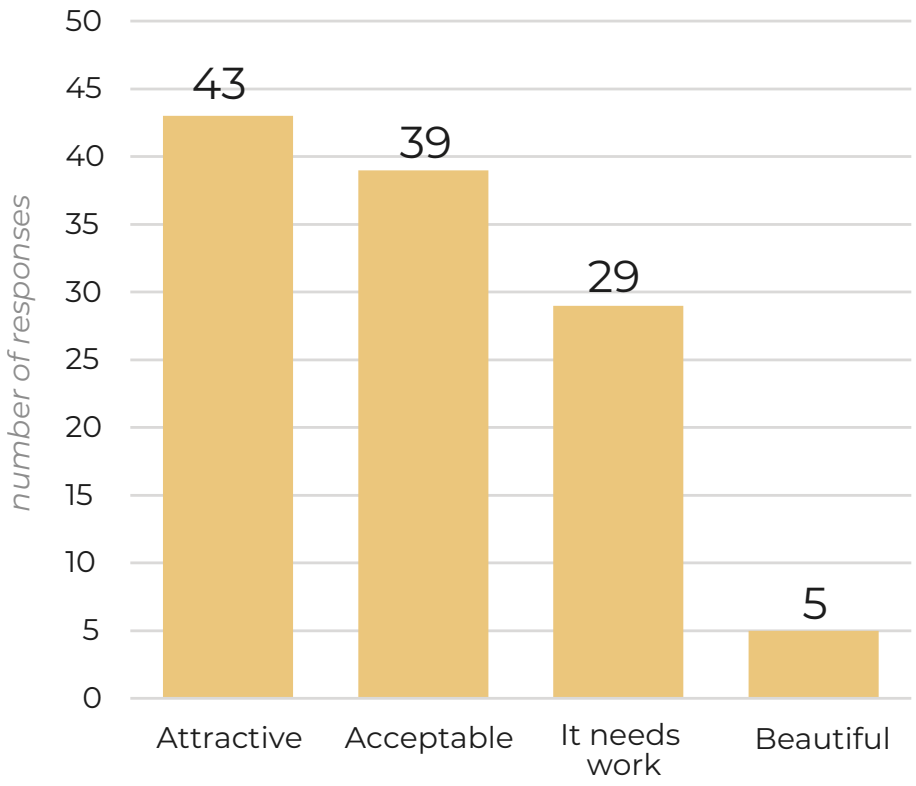
2.4 Interactive Website

INTERACTIVE WEBSITE - DESIRED AMENITIES SURVEY

Question 8 - Do you think the visual appearance of Mission is...

Question 8 asked respondents about their thoughts on the visual appearance of Mission. They were asked to select from four possible descriptors: Beautiful, Attractive, Acceptable, or It needs work. Attractive was the most commonly selected response with 43 votes. Close behind was Acceptable with 39 votes. Another 29 respondents said Mission needs to work on its visual appearance. Only five respondents said the visual appearance of Mission was beautiful.

Figure 1.25 - Question 8 Responses



2.4 Interactive Website

INTERACTIVE WEBSITE - PRIORITY BUDGET TOOL

What should Mission fund?

Participants were asked to "Tell us about your vision for Mission in 2040 by writing a postcard to your friend/family."

There were six responses, shown below.

In terms of number of votes, the top four priority items were Residential Streets (58 votes), Park Improvements (53 votes), Community Events (42 votes) and Streetscape Improvements (42 votes).

Each priority was assigned a valuation of estimated cost. While these numbers were somewhat arbitrary (in that they were not based on actual estimated cost of any one improvement) they did act as a limiting factor on votes. The total amount of funding for each priority is summarized in Table 15. The top four most funded priorities were Trail Expansion ($11,100,00), Park Improvements ($10,600,000) and Major Streets ($9,000,000).

Table 1.15 - Priority Items by Total Votes

Priority Item	Total Votes
Residential Streets	58
Park Improvements	53
Community Events	42
Streetscape Improvements	42
Major Streets	36
Neighborhood Preservation	36
Trail Expansion	36
Recreation Programs	35
Sidewalks, Bike Lanes, Trails, and Transit Stops	15

Table 1.16 - Priority Items by Total Allocated Funding

Priority Item	Total Funding
Trail Expansion	$11,100,000
Park Improvements	$10,600,000
Major Streets	$9,000,000
Streetscape Improvements	$8,400,000
Residential Streets	$7,250,000
Sidewalks, Bike Lanes, Trails, and Transit Stops	$7,250,000
Neighborhood Preservation	$5,400,000
Recreation Programs	$1,750,000
Community Events	$1,050,000

What should Mission Fund?
Budget: $1,000,000

Residential Streets	$125,000 $ Fund
Major Streets	$250,000 $ Fund
Sidewalks, Bike Lanes, Trails and Transit Stops	$250,000 $ Fund
Park Improvements	$200,000 $ Fund
Neighborhood Preservation	$150,000 $ Fund
Trail Expansion	$300,000 $ Fund
Recreation Programs	$50,000 $ Fund
Community Events	$25,000 $ Fund
Streetscape Improvements	$300,000 $ Fund

2.5 Social Media Polling

SOCIAL MEDIA POLLING: DECEMBER 2020 - JANUARY 2021

In an effort to extend public input to an even wider audience, the City of Mission staff began posting polling questions to their city social media sites. The results of the polls will be provided below by question.

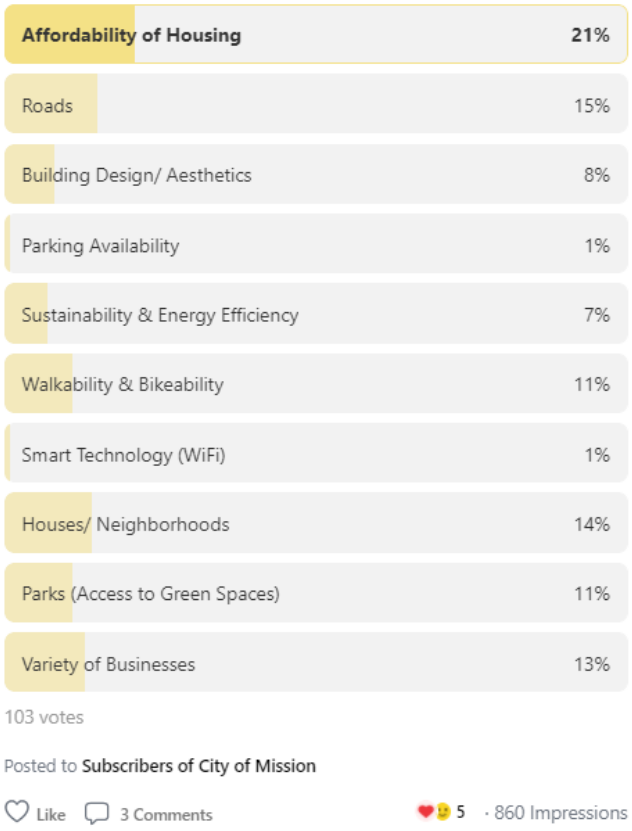
What is most important for future development in Mission?

Comments:

Jeff S. • East Mission
It seems like 'Safety/Security' should be on this list and would have been my vote. Without it/them, none of the other attributes and amenities of our community and neighborhoods... See more
16 Dec Like Reply 1

Virginia L. • Lido Villas
Something about meeting the needs of the elderly should also be in here. Walkability is part of it; so is affordable housing, and, for that matter, security. I'd like this city to... See more
17 Dec Like Reply 1

Mike R. • Milhaven
Get the eyesore Gateway completed.
18 Dec Like Reply 2



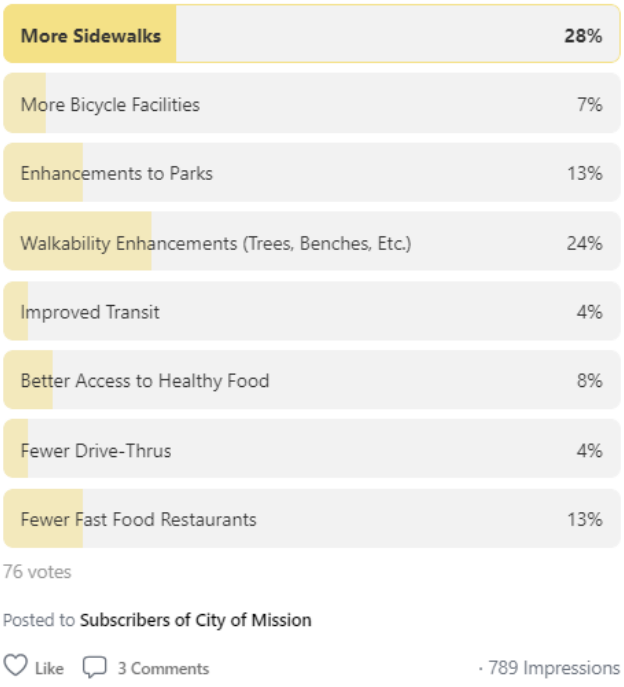
What would improve your health and well-being?

Comments:

Chester S. • Oakwood
If "enhancement to parks" means a dog park, that one.
19 Dec Like Reply

Cindy S. • Countryside
More bathrooms to Parks
19 Dec Like Reply

Aaron S. • Oakwood
Where's the option for 'Anything that won't cause construction/closures to Mission streets' ?
19 Dec Like Reply



2.5 Social Media Polling

SOCIAL MEDIA POLLING: DECEMBER 2020 - JANUARY 2021

What would you love to see in Mission?

Comments:

Chalanna N. • Oakwood
Can we get a variety of these options? They're all great additions!
17 Dec Like Reply 1

Meghan C. • East Mission
A Dog park
17 Dec Like Reply 3

Aaron S. • Oakwood
second
17 Dec Like Reply

Chester S. • Oakwood
This request continues to get ignored. Would get used more than any of these other options.
17 Dec Like Reply

Marissa M. • East Mission
Yes!!! Would love having a dog park in town
18 Dec Like Reply

Add a reply...

Tara M. • Walmer Homestead
Sidewalks on residential streets
17 Dec Like Reply 2

Ruth B. • Milhaven
More upscale housing with features that attract today's families.
17 Dec Like Reply 1

Ryan B. • Alta Vista Heights
None trying to hard. Make all the road nice, let's say 300-500 yards to Lamar then talk, new side walks, curbs, cross walks, lighting, landscaping etc
17 Dec Like Reply 1

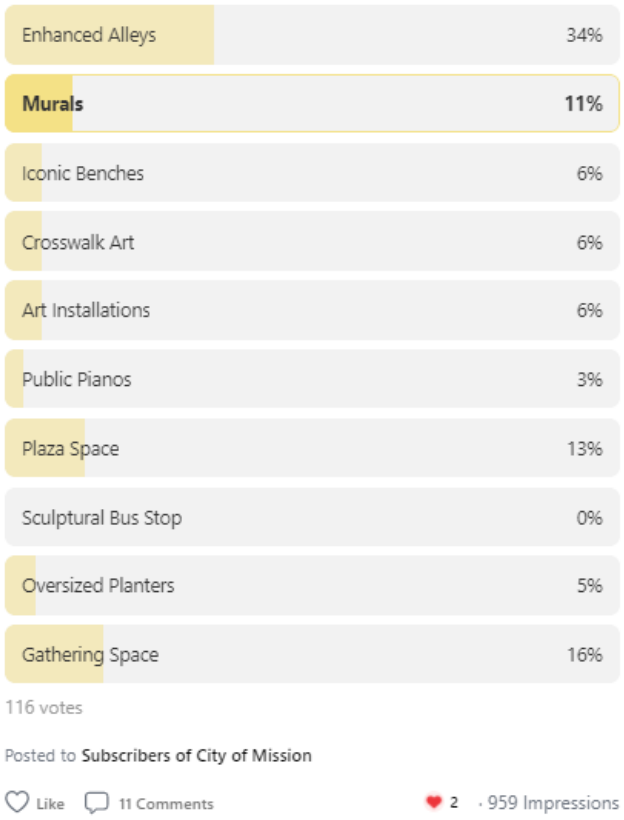
Mark N. • East Mission
How about fixing some curbs that has been promised for years. And some street work wouldn't hurt.
17 Dec Like Reply 2

J G V. • Milhaven
None of the items listed are more important than some of the real needs mentioned in the comments: enhanced street lighting; promised curb and neighborhood sidewalk improvements; a... See more
17 Dec Like Reply 3

Nicole R. • Milhaven
By "enhanced street lighting" do you mean brighter? I do like the street lights the way they are now in Milhaven and wouldn't want them any brighter.
20 Dec Like Reply

J G V. • Milhaven
Nicole Routh There are many new forms of street lighting, including types which reduce the light pollution created by older lighting systems and can focus more... See more
20 Dec Like Reply 1

Add a reply...



Comments continued:

Dominic A. • Milhaven
I second the other comments, we need more modern and improved lighting, streets, street signs, sidewalks. Let's improve on current infrastructure to mirror our neighbors in PV... See more
17 Dec Like Reply 1

Blair B. • Oakwood
The alleys woood be cool!
22 Dec Like Reply

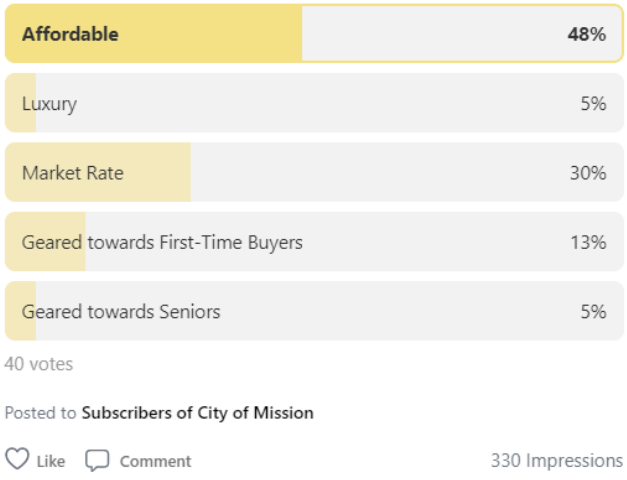
Josh T. • Mission Village
Hi Neighbors, some good thoughts and comments here. I encourage you to also submit them to the Confluence website.
https://confluence.mysocialpinpoint.com/mission-home
The map feature where you can drop a pin and comment is really neat, and the surveys and polls have areas for leaving comments as well.
22 Dec Like Reply +1 1

Sarah W. • East Mission
Street lights and sidewalks before any of the other things listed. It's dangerous for so many streets to be so dark. (edited)
22 Dec Like Reply 1

2.5 Social Media Polling

SOCIAL MEDIA POLLING: DECEMBER 2020 - JANUARY 2021

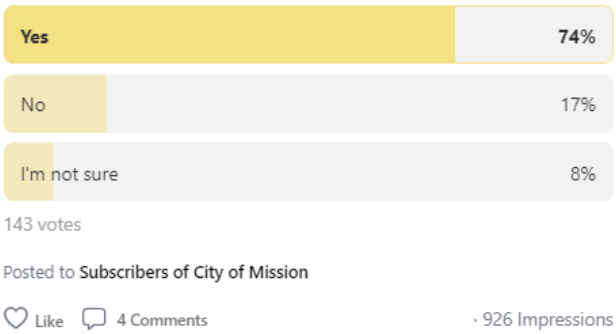
It is most important for housing in Mission to be...



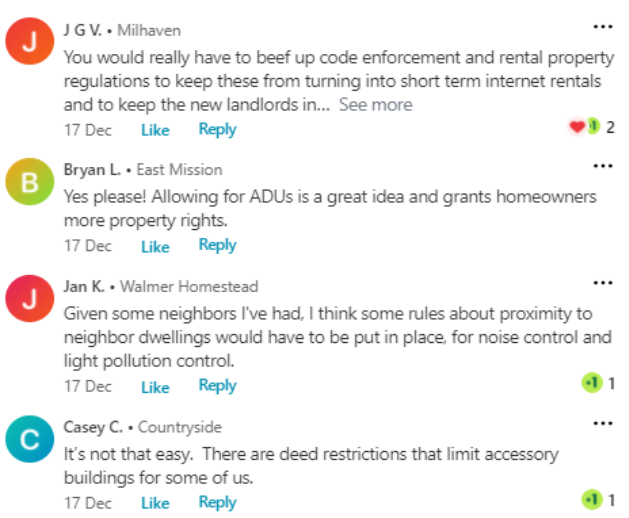
Comments:

(No Comments)

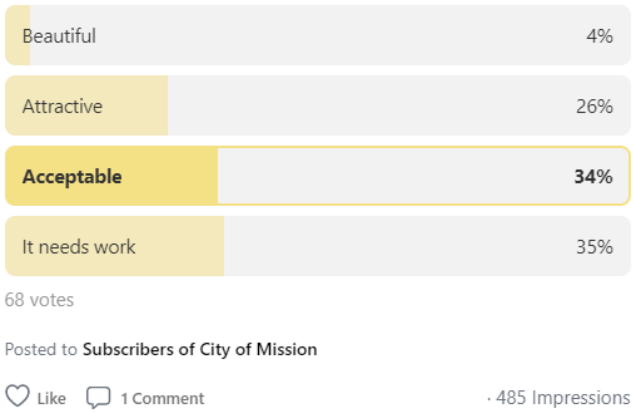
Should accessory dwelling units be allowed in Mission?



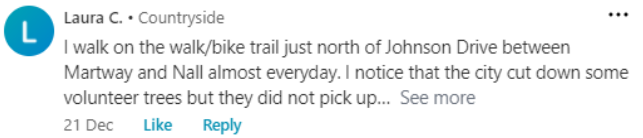
Comments:



Do you think the visual appearance of Mission is...



Comments:



2.5 Social Media Polling

SOCIAL MEDIA POSTS: FALL 2020 - WINTER 2020/2021

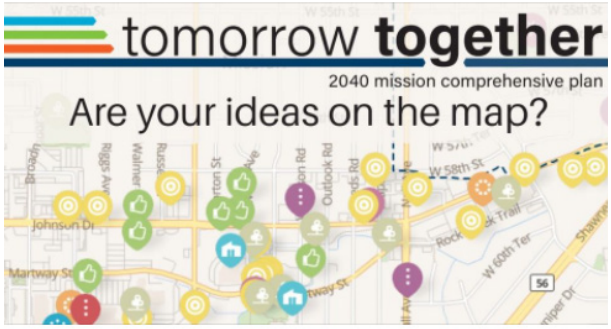
The City of Mission posted several times on their Facebook account to promote the Social Pinpoint interactive engagement website as well as receive comments on the posts themselves. Below are the posts and any comments.

Facebook Post #1

City of Mission, KS - Government
Published by Cityof Mission · October 14, 2020 ·

https://confluence.mysocialpinpoint.com/mission-home

Add your voice. Shape the future of Mission. Share what you like, what you don't like, and things you'd like to see improved.



438 People Reached | 56 Engagements | Boost Post

7 | 1 Share

Comments:

Jim Carlet
Joni Mitchell "They paved paradise
And put up a parking lot
With a pink hotel, a boutique
And a swinging hot spot
Don't it always seem to go
That you don't know what you've got
Till it's gone
They paved paradise
And put up a parking lot"
Not what I would like to see.
Like · Reply · Message · 7w

Kandace G Khoury
Well... I tried this and the website would not let me submit.
Like · Reply · Message · 7w

Author
City of Mission, KS - Government
Hi Kandace, We would love to help you with this! If you would like to try again, please feel free to call us at 913-676-8360 and we can walk through it together. Thanks!
Like · Reply · Commented on by Cityof Mission · 7w

Facebook Post #2

City of Mission, KS - Government
Published by Cityof Mission · October 21, 2020 ·

https://confluence.mysocialpinpoint.com/mission-home

Add your voice. Shape the future of Mission. Share what you like, what you don't like, and things you'd like to see improved.

1,029 People Reached | 188 Engagements | Boost Post

14 | 15 Comments 3 Shares

Comments:

Lisa DiMaio Arnett
Leaf clean-up, like Roeland Park does.
Like · Reply · Message · 16w · 4

Nikki Shippee
I would love to see 55th between Lamar and Nall fixed, the street and curbs are atrocious and make it so challenging for cars to pass each other.
Like · Reply · Message · 16w · 3

Irvinlee Leonard
btw 58th and jo dr on riggs...you know where all the slow down kids at play signs are. you need to post no parking signs on one side of the street. the street is congested with parked cars which makes it extremely dangerous for children. ive been compl... See More
Like · Reply · Message · 16w · 2

Jennifer Casper Barton
Obviously, the mall, and SM parkway between Lamar and Metcalf going west
Like · Reply · Message · 15w · 3

Sheila Coakley
I like when you have the art fair and I like when the farmers market is here.
Like · Reply · Message · 16w · 2

Lynn Bain
It would be nice to have a bike rack on each block in the business area along Johnson drive.
Like · Reply · Message · 15w · 4

Lisa DiMaio Arnett
Also, could you trim low hanging trees that are over the streets?
Like · Reply · Message · 16w · 1

2.5 Social Media Polling

SOCIAL MEDIA POSTS: FALL 2020 - WINTER 2020/2021

Facebook Post #3

City of Mission, KS - Government
Published by Cityof Mission · October 26, 2020 ·

Grab a blanket and provide feedback from the comfort of your couch on this snowy fall morning. ❄️🍂

Add your voice. Shape the future of Mission.
https://confluence.mysocialpinpoint.com/mission-home

947 People Reached | 36 Engagements | Boost Post

5 | 4 Shares

Comments:

Verna Whitworth Crane
That unfinished project at Johnson Drive and Roe is an eye sore. I bet if I graded dirt and partly built a house and then walked the city would have a way to get it away from me. This makes the city look bad to not be able to handle this and get something done or get the site cleaned up again.
Like · Reply · Message · 15w · 1

Sheila Coakley
What about finishing where the mall use to be. What is going on with it.
Like · Reply · Message · 16w · 3

Cindy Wood Bowen
How about a shopping center at Johnson Drive and Roe with a drug store, grocery store, dime store, cafeteria, a Macy's, a couple of shoe stores, dress shops, and a place to take music lessons.
Like · Reply · Message · 15w · 2

Marilyn Siebrasse
Cindy Wood Bowen I don't know where that intersection is but what you described sounds just like all the things that were up and down Johnson Drive when we were kids. Especially the dime store - TG&Y I think it was.
Like · Reply · Message · 15w

Reply as City of Mission, KS - Govern...

Nicole Vela
Bathrooms, water fountains, and updated Parks. Mission Parks have not been updated in so many years.
Like · Reply · Message · 10w · 1

Christy Milford
I love that trash service is paid for with our property taxes - would love it if leaf removal services were also included!
Like · Reply · Message · 10w

Facebook Post #4

City of Mission, KS - Government
Published by Cityof Mission · December 17, 2020 ·

How do you envision the future of development, transportation, and housing in Mission?

Add your ideas here:
https://confluence.mysocialpinpoint.com/mission-home

811 People Reached | 89 Engagements | Boost Post

7 | 3 Comments 4 Shares

Comments:

Top Fan
Robyn Dozier Fulks
Bathrooms at Waterworks Park would be #1 on my family's wishlist!
Like · Reply · Message · 10w · 1

Janet Gaines Hartley
For right now and immediate future the city of Mission should be recommending residents to stay home as much as possible and to wear a mask if they must go out.
Like · Reply · Message · 11w

2.5 Social Media Polling

NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Area Polls #1-#3

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.17 - It is Most Important for Housing in Mission to be...

Options	Votes
Affordable	17
Luxury	2
Market Rate	12
Geared towards First-Time Home Buyers	5
Geared towards Seniors	2
TOTAL	*38*

Table 1.18 - Do you Think the Visual Appearance of Mission is...

Options	Votes
Beautiful	3
Attractive	18
Acceptable	21
It needs work	24
TOTAL	*66*

Table 1.19 - What would help you improve your health and well-being?

Options	Votes
More Sidewalks	20
More Bicycle Facilities	5
Enhancements to Parks	10
Walkability Enhancements (Trees, Benches, Etc.)	17
Improved Transit	3
Better Access to Healthy Food	6
Fewer Drive-Thrus	3
Fewer Fast Food Restaurants	10
TOTAL	*74*

2.5 Social Media Polling

NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Next Door Polls #4-#6

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.20 - What Would you Love to see in Mission?

Options	Votes
Enhanced Alleys	39
Murals	12
Iconic Benches	7
Crosswalk Art	7
Art Installations	7
Public Pianos	3
Plaza Space	15
Sculptural Bus Stop	0
Oversized Planters	6
Gathering Space	18
TOTAL	*114*

Table 1.21 - Should Accessory Dwelling Units be Allowed in Mission?

Options	Votes
Yes	104
No	25
I'm not sure	12
TOTAL	*141*

Table 1.22 - What is Most Important for Future Development in Mission?

Options	Votes
Affordability of Housing	20
Roads	15
Building Design/Aesthetics	8
Parking Availability	1
Sustainability and Energy Efficiency	7
Walkability and Bikeability	11
Smart Technology (WiFi)	1
Houses/Neighborhoods	14
Parks (Access to Green Spaces)	11
Variety of Businesses	13
TOTAL	*101*

2.5 Social Media Polling

NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Neighborhood Results for Polls #1-#2

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.23 - It is Most Important for Housing in Mission to be...

NEIGHBORHOOD	Affordable	Luxury	Market Rate	First-Time Buyers*	Seniors*	TOTAL VOTES
East Mission	5	1	5	1	0	*12*
Reeds hill	1	0	0	0	0	*1*
Oakwood	5	0	1	1	1	*8*
Wellington	1	0	0	0	0	*1*
Milhaven	2	0	4	0	0	*6*
Mission Hills Acre	1	1	0	1	0	*3*
Alta Vista Heights	1	0	1	2	0	*4*
Santa Fe Manor	1	0	0	0	0	*1*
Countryside	0	0	1	0	1	*1*
TOTAL	*17*	*2*	*12*	*5*	*2*	*38*

* Homes geared toward

Table 1.24 - Do you Think the Visual Appearnce of Mission Neighborhoods are...

NEIGHBORHOOD	Beautiful	Attractive	Acceptable	It needs work	TOTAL VOTES
Alta Vista Heights	1	2	2	2	*7*
Lido Villas	1	0	0	0	*1*
Mission Village	0	1	0	0	*1*
Reeds Hill	0	1	0	0	*1*
Wellington	0	1	0	0	*1*
Mission Hills Acres	0	3	1	0	*4*
Oakwood	0	3	3	7	*13*
East Mission	0	3	3	7	*13*
Countryside	0	1	1	5	*7*
Milhaven	0	1	5	3	*9*
Walmer Homestead	0	0	1	1	*2*
Santa Fe Manor	0	0	1	0	*1*
TOTAL	*3*	*18*	*21*	*24*	*66*

2.5 Social Media Polling

NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Neighborhood Results for Polls #3

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.25 - What Would Help you Improve your Health and Well-Being?

NEIGHBORHOOD	More Sidewalks	More Bicycle Facilities	Enhancements to Parks	Walkability Enhancements	Improved Transit
East Mission	6	2	0	3	0
Countryside	3	0	2	3	1
Mission Hills Acres	1	0	1	1	0
Oakwood	5	2	3	2	1
Lido Villas	2	0	0	1	0
Alta Vista Heights	1	1	2	0	0
Mission Village	1	0	0	1	0
Walmer Homstead	1	0	0	1	0
Reeds Hill	0	0	1	1	0
Milhaven	0	0	1	4	1
TOTAL	*20*	*5*	*10*	*17*	*3*

NEIGHBORHOOD	Better Access to Healthy Food	Fewer Drive-Thrus	Fewer Fast Food Restauants	TOTAL VOTES
East Mission	4	0	3	*18*
Countryside	1	0	3	*13*
Mission Hills Acres	0	0	1	*4*
Oakwood	1	1	1	*16*
Lido Villas	0	1	4	*5*
Alta Vista Heights	0	1	0	*5*
Mission Village	1	1	4	*1*
Walmer Homstead	0	0	0	*2*
Reeds Hill	0	0	0	*2*
Milhaven	0	0	0	*6*
TOTAL	*6*	*3*	*10*	*74*

2.5 Social Media Polling

NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Neighborhood Results for Polls #4

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.26 - What Placemaking Elements would you like to see in Mission?

NEIGHBORHOOD	Enhanced Alleys	Murals	Iconic Benches	Crosswalk Art	Art Installations
Oakwood	11	4	1	2	1
Countryside	6	1	2	0	1
Milhaven	3	0	0	1	2
East Mission	6	2	2	2	2
Mission Village	4	0	0	1	0
Lido Villas	3	0	1	0	0
Wellington	1	0	0	0	0
Alta Vista Heights	2	2	1	1	1
Mission Hills Acres	3	0	0	0	0
Reeds Hill	0	1	0	0	0
Walmer Homestead	0	1	0	0	0
Santa Fe Manor	0	1	0	0	0
Mission	0	0	0	0	0
TOTAL	*39*	*12*	*7*	*7*	*7*

NEIGHBORHOOD	Public Pianos	Sculptural Bus Stop	Oversized Planters	Gathering Space	TOTAL VOTES
Oakwood	10	0	2	5	*37*
Countryside	0	0	1	4	*15*
Milhaven	2	0	0	1	*11*
East Mission	1	0	0	4	*19*
Mission Village	0	0	1	1	*7*
Lido Villas	0	0	0	0	*4*
Wellington	0	0	0	0	*1*
Alta Vista Heights	2	0	1	1	*11*
Mission Hills Acres	0	0	0	2	*5*
Reeds Hill	0	0	0	1	*3*
Walmer Homestead	0	0	0	0	*1*
Santa Fe Manor	0	0	0	0	*1*
Mission	0	0	1	0	*1*
TOTAL	*15*	*0*	*6*	*18*	*114*

2.5 Social Media Polling

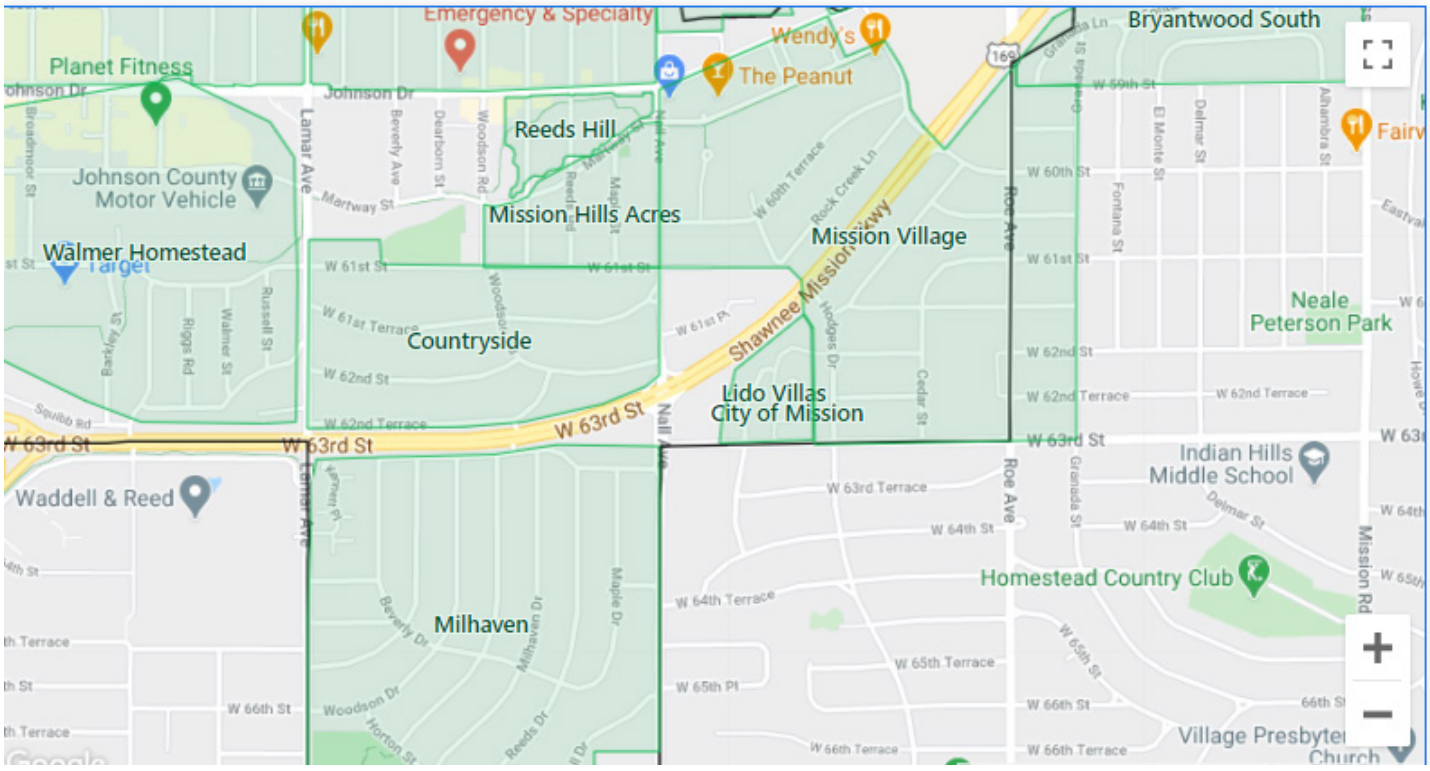
NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Neighborhood Results for Polls #5

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.27 - Should Accessory Dwelling Units be Allowed in Mission (by neighborhood)?

NEIGHBORHOOD	Yes	No	I'm not sure	TOTAL VOTES
Alta Vista Heights	10	2	0	*12*
Walmer Homestead	4	0	1	*5*
Wellington	18	3	1	*22*
East Mission	18	3	1	*22*
Santa Fe Manor	2	0	1	*3*
Oakwood	33	3	4	*40*
Milhaven	15	5	2	*22*
Mission Village	7	3	0	*10*
Mission Hills Acres	3	0	1	*4*
Countryside	10	7	1	*18*
Lido Villas	1	1	0	*2*
Reeds Hill	0	1	1	*2*
TOTAL	*104*	*25*	*12*	*141*



2.5 Social Media Polling

NEXT DOOR POLLS: FALL 2020 - WINTER 2020/2021

Neighborhood Results for Polls #6

Below are the results from a series of Next Door polling completed by the City of Mission using survey questions.

Table 1.28 - What is Most Important for Future Development in Mission?

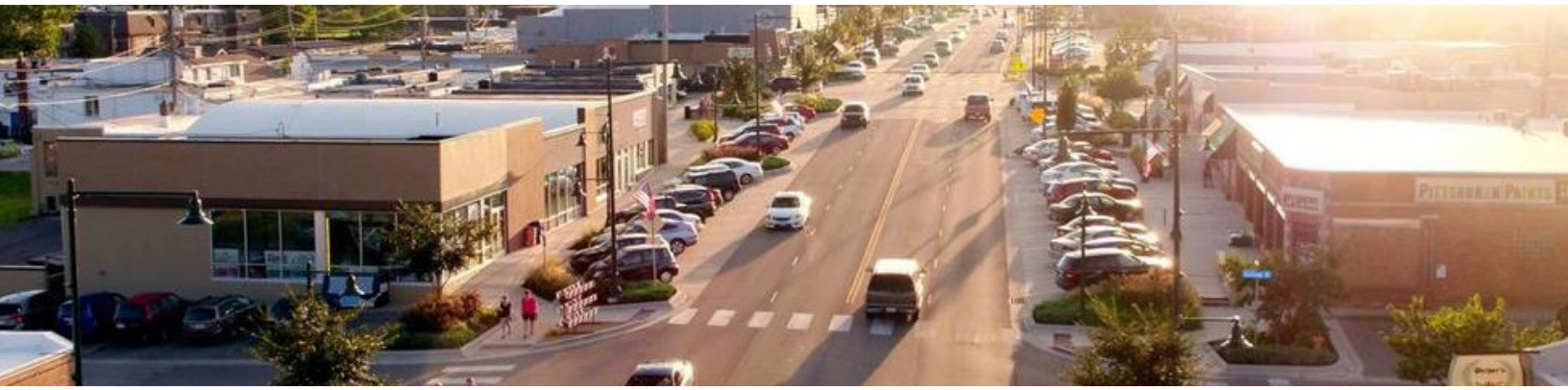
NEIGHBORHOOD	Affordability of Housing	Roads	Building Design /Aesthetics	Parking Availability	Sustainability and Energy Efficiency
Reeds Hill	1	0	0	0	0
Milhaven	4	3	0	0	0
Walmer Homestead	1	0	0	0	0
Wellington	1	0	0	0	0
Countryside	2	6	2	0	2
Oakwood	4	4	2	0	3
East Mission	4	1	1	1	1
Mission Hills Acres	1	0	0	0	0
Lido Villas	1	0	0	0	0
Alta Vista Heights	1	1	0	0	0
Mission Village	0	0	3	0	1
Mission	0	0	0	0	0
Santa Fe Manor	0	0	0	0	0
TOTAL	*20*	*15*	*8*	*1*	*7*

NEIGHBORHOOD	Walk and Bikeability	Smart Technology	Houses/ Neighborhoods	Park Access	Variety of Businesses	TOTAL VOTES
Reeds Hill	0	0	0	0	0	*1*
Milhaven	0	0	2	2	2	*13*
Walmer Homestead	0	0	0	0	0	*1*
Wellington	0	0	0	0	0	*1*
Countryside	2	1	0	1	0	*16*
Oakwood	2	0	4	1	3	*18*
East Mission	2	0	4	1	3	*18*
Mission Hills Acres	1	0	0	1	1	*4*
Lido Villas	1	0	0	0	0	*2*
Alta Vista Heights	1	0	0	1	0	*6*
Mission Village	1	0	0	1	0	*6*
Mission	0	0	1	0	0	*1*
Santa Fe Manor	0	0	1	1	0	*2*
TOTAL	*11*	*1*	*14*	*11*	*13*	*101*

MISSION
NEW VENUE
BOOK NOW

MISSION
MARKET

DEARBORN
ANIMAL
CLINIC



MISSION SQUARE
6220 MARTWAY