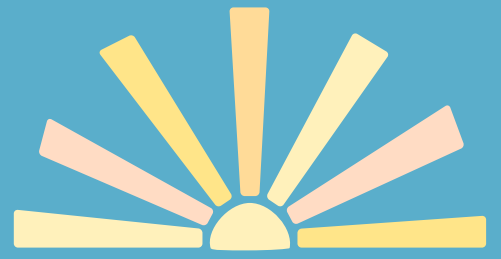


MERRIAM

COMPREHENSIVE PLAN



2040

EXISTING CONDITIONS REPORT



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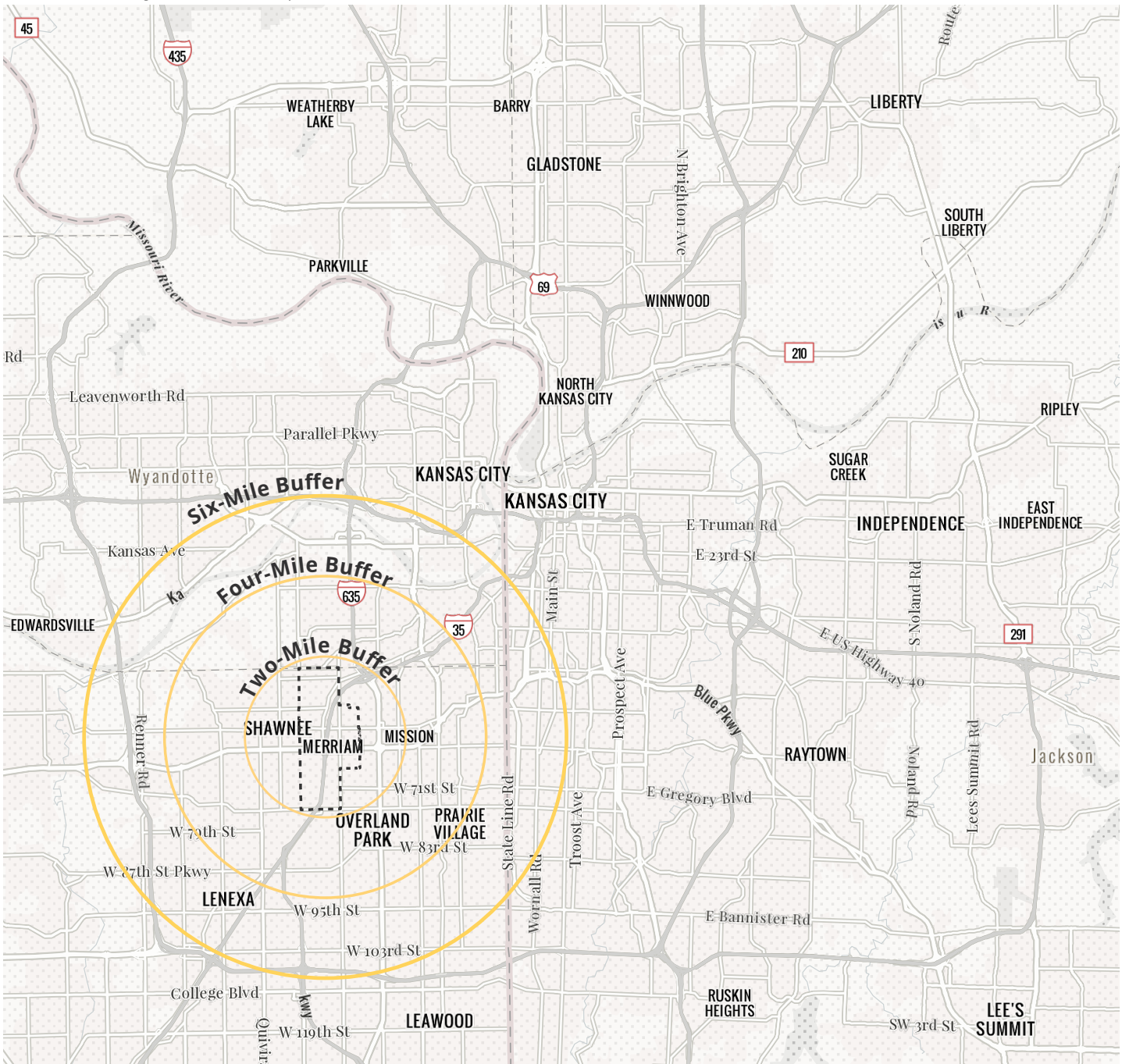
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1. COMMUNITY PROFILE

REGIONAL CONTEXT

Merriam is located in northeast Johnson County, Kansas, which is a southwestern suburban county of Kansas, City, Missouri. Merriam makes up a part of Johnson County's northern border with Wyandotte County, Kansas. Merriam is a landlocked community whose neighboring cities include Shawnee, Mission, Overland Park, Roeland Park and Mission Hills. Merriam is located approximately 8 miles from downtown Kansas City, Missouri, and is bisected by Interstate 35 and Turkey Creek. Interstate 35 is a major interstate serving the Kansas City metro area, connecting Merriam to the region and beyond. Turkey Creek is a tributary stream of the Kansas River and has historically been prone to flooding events, impacting Merriam and greater Johnson County for decades. Merriam's strategic location within the metro provides easy access to downtown Kansas City and suburban job centers such as Overland Park and Olathe.

FIGURE 1.1 Regional Context Map for Merriam, Kansas



POPULATION TRENDS + PROJECTIONS

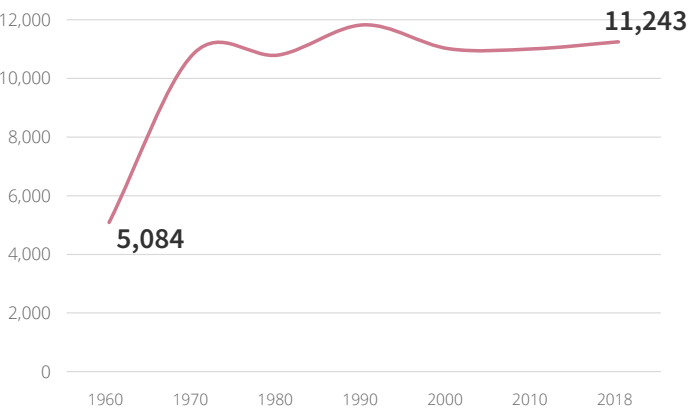
The latest U.S. Census Bureau population estimates for Merriam are from 2018 and indicate an overall population of approximately 11,243. Merriam’s population has remained steady at around 11,200 for the past two decades. As a landlocked and largely built-out community, there has not been any significant new growth in the area, especially compared to other Johnson County suburbs with more flexible growth boundaries. Merriam’s population grew to over 12,000 in the 1990s but saw a decline down to its current size starting around 2000. This could be for a variety of reasons such the decreasing average household and family size in the U.S. or other more regional factors.

A variety of population projection scenarios were completed for Merriam, some of which showed a potential for a population increase in the community. However, these models do not take into consideration the landlocked reality facing Merriam. **Redevelopment of land, an upward trending average household size, or some densification of residential land uses may enable Merriam’s population to see growth, but any growth scenarios will be highly dependent upon policies and strategies regarding redevelopment and density.**

12,532

Average 2040
Projection

FIGURE 1.2 Population Trends 1960-2018



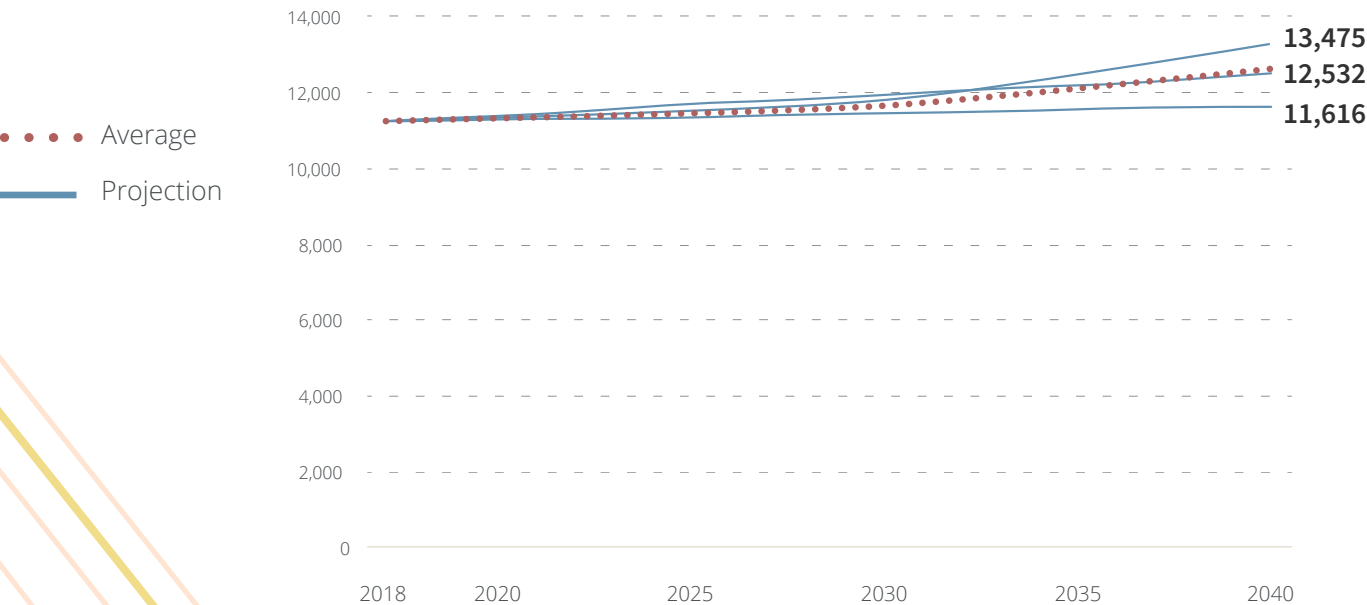
Source: U.S. Census Bureau

TABLE 1.1 Population Trends 2010-2018

Year	Count	Percent Change
2010	11,107	-
2011	11,118	0.1%
2012	11,090	-0.3%
2013	11,147	0.5%
2014	11,191	0.4%
2015	11,232	0.4%
2016	11,248	0.1%
2017	11,259	0.1%
2018	11,243	-0.1%

Source: U.S. Census Bureau

FIGURE 1.3 Population Projection Scenarios 2018-2040



Source: Confluence with inputs from the U.S. Census Bureau

AGE ANALYSIS

Age cohort change analysis helps explain what age groups are experiencing net migration into a community by analyzing how many people from one age group in a reference year (in this case 2000) make it to the cohort ten years later (2010). Some change will be due to fatalities, but they often represent migration in/out of a community. The number of people in age cohorts 0-4 and 5-9 years will always be positive cohort changes because those in this cohort were not yet born in the reference year.

The age cohorts that experienced a **net positive change** in population between 2000 and 2010 were:

- Age 0 to 4 years (new births)
- Age 5 to 9 years (new births)
- Age 20 to 24 years
- Age 25 to 29 years
- Age 30 to 34 years

All other age cohorts experienced a **net decrease** in age cohort population. The age cohorts with the largest number of losses between 2000 and 2010 were:

- Age 40 to 44 years (-311)
- Age 35 to 39 years (-192)

The age cohorts experiencing growth and loss may suggest that many younger adults moved into Merriam in their mid to late twenties, live there for around ten years, then move out of the community. This may be due to a variety of factors including housing options, schools, having children, job changes or some other reason, but the data supports this change. Since children age 10 to 14 and 15 to 19 years also decrease, it may suggest that residents with children are leaving Merriam.

Understanding the changing age demographics can help identify and draft implementation strategies to help combat or reverse the loss of certain age groups or attract more of other age groups.

TABLE 1.3 Age Groups, Merriam (2018)

Age Group	Count	Share
5 to 14 years	1,047	17.0%
Under 18 years	1,915	17.0%
18 to 24 years	1,083	9.6%
15 to 44 years	4,998	44.5%
18 years and over	9,328	83.0%
65 years and over	1,872	16.7%
75 years and over	779	6.9%
TOTAL	11,243	100.0%

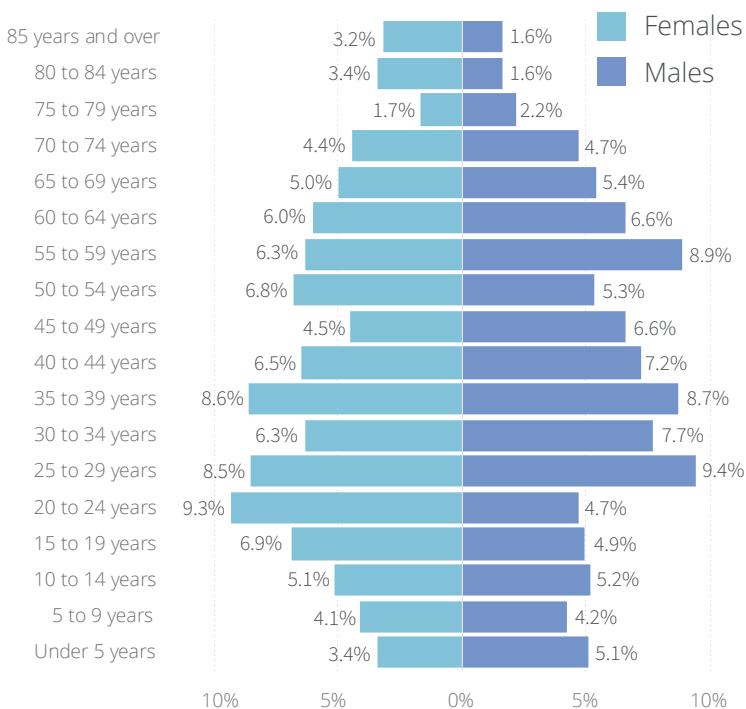
Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

TABLE 1.2 Cohort Change 2000-2010

Age Cohorts	2000	2010	Net Change	Cohort Change
0-4	701	707	6	+707
5-9	630	597	-33	+597
10-14	651	586	-65	-115
15-19	634	527	-107	-103
20-24	681	729	48	+78
25-29	953	1,084	131	+450
30-34	968	895	-73	+214
35-39	958	761	-197	-192
40-44	868	657	-211	-311
45-49	903	792	-111	-166
50-54	758	745	-13	-123
55-59	552	749	197	-154
60-64	404	641	237	-117
65-69	352	483	131	-69
70-74	326	312	-14	-92
75-79	318	260	-58	-109
80-84	166	217	51	-109
85+	185	261	76	-57

Source: U.S. Census Bureau

FIGURE 1.4 Age by Sex, Merriam (2018)



Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates



POPULATION DENSITY

Generally, the western half of Merriam has a higher population density than the eastern half, with Interstate 35 acting as the significant dividing line. The two most densely populated block groups in Merriam are in the northwest corner and southwest corner. The least dense block group is located in the northeast corner of Merriam. Figure 1.4 shows the approximate distribution of density.

Table 1.4 compares block group populations and density levels. The average density of population per square mile in Merriam by block group is 1,544 people per square mile. The block groups that most closely represent the average density level are Block Group 1 of Census Tract 520.01 and Block Group 1 of Census Tract 504. These block groups are located in the south and eastern areas of Merriam, respectively.

The northwest corner of Merriam is the most densely populated part of Merriam. Block Group 3 of Census Tract 522.01 in Merriam has the highest number of people per square mile with just over 3,050 people per square mile.

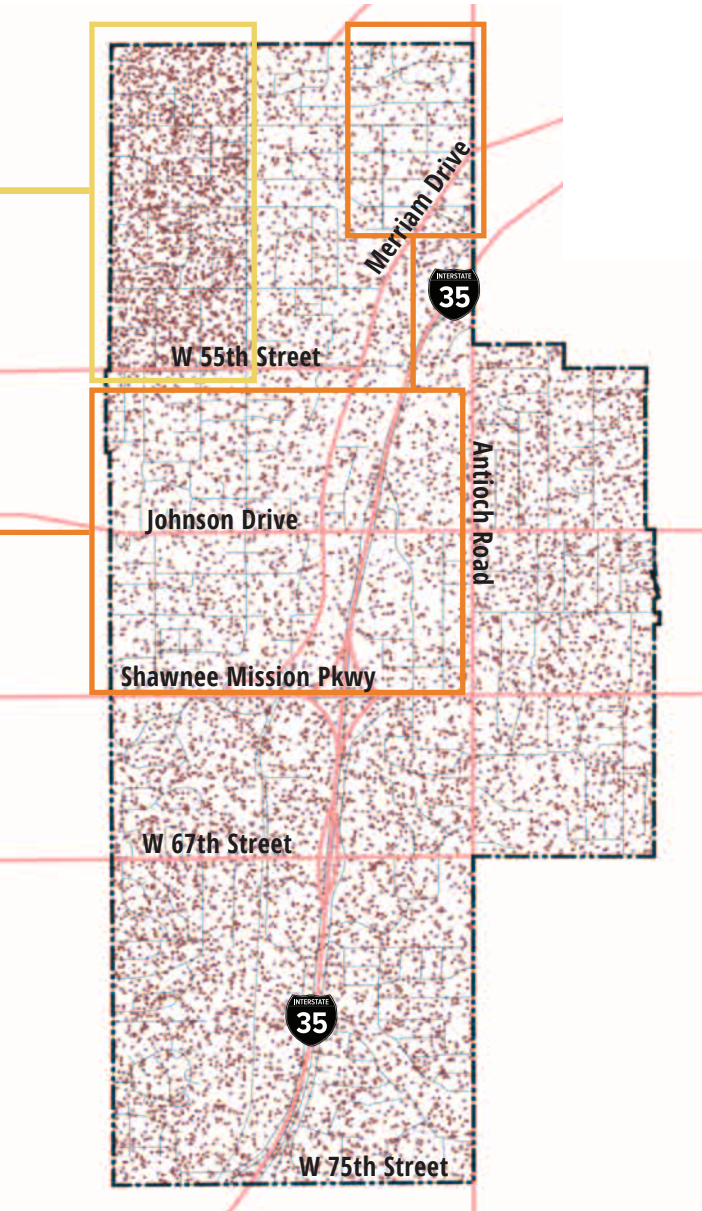
The northeastern corner and west central area of Merriam are the least densely populated area of Merriam. Block Group 1 of Census Tract 522.01 and Block Group 1 of Census Tract 521.01 in Merriam have the lowest number of people per square mile with 906 and 1,079, respectively.

TABLE 1.4 Population Density by Block Group, Merriam (2018)

Block Group Name	Total	Total / Sq. Mi.
Block Group 3, CT 522.01	1,926	3,053.9
Block Group 1, CT 520.04	1,773	1,771.1
Block Group 1, CT 520.01	2,345	1,547.1
Block Group 1, CT 504	1,299	1,526.1
Block Group 2, CT 505	532	1,269.0
Block Group 2, CT 522.01	874	1,205.3
Block Group 1, CT 521.01	1,895	1,079.2
Block Group 1, CT 522.01	239	906.0
AVERAGE	-	1,544.7

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 1.5 Population Dot Density by Block Group (2018)



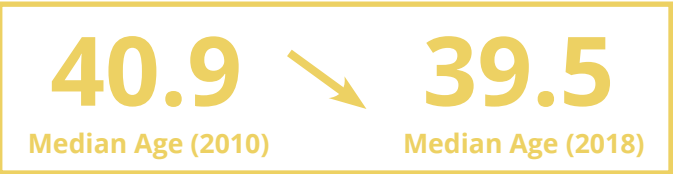
Data Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates



POPULATION DENSITY BY AGE GROUPS

Over 80% of Merriam’s population is made up of adults over age 18. Of those adults, over half are age 15 to 44 years. Nearly 17% of Merriam residents are older, age 65 year and up. Just under 10% of the population is considered a very young adult of between 18 to 24 years or an older adult age 75 years and over.

The median age in Merriam is 39.5 which is lower than the 2010 median age of 40.9 suggesting Merriam is becoming an overall younger community.



Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

The northwest corner of Merriam is home to the largest percentage of residents under age 18. Within these two Block Groups, approximately 27.1% and 25.4% of residents are under age 18. These Block Groups are also have a high number of adults age 35 to 54, presumably mainly parents of the children.

The south central area of Merriam has the highest percentage of . The northeastern Block Group is 14.5% age 75 plus and the southeast central Block Group is 12.6% age 75 plus.

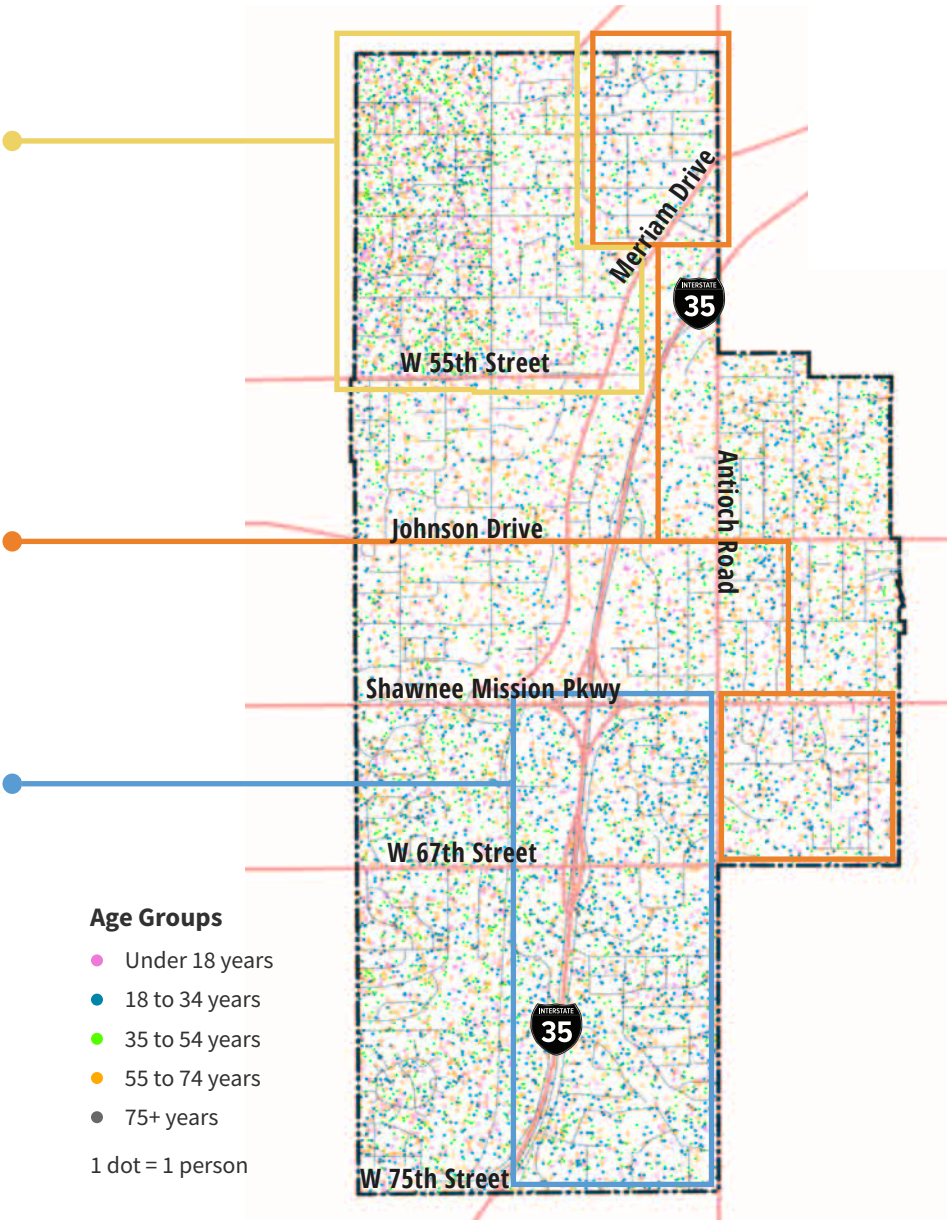
The south central area of Merriam has the highest percentage of young adults age 18 to 34 years. The south central Block Group is 39.8% age 18 to 34 years.

TABLE 1.5 Age Groups 2010 and 2018

Age Group	Count (2018)	Share (2018)	Count (2010)	Share (2010)
5 to 14 years	1,047	17.0%	1,322	11.9%
Under 18 years	1,915	17.0%	2,066	18.6%
18 to 24 years	1,083	9.6%	1,088	9.8%
15 to 44 years	4,998	44.5%	4,643	41.8%
18 years and over	9,328	83.0%	9,041	81.4%
65 years and over	1,872	16.7%	1,488	13.4%
75 years and over	779	6.9%	666	6.1%
TOTAL	11,243	100.0%	11,107	100.0%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 1.6 Population Dot Density by Ages, Block Groups (2018)



Data Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

HOUSEHOLDS + FAMILIES

Merriam has a mix of owner and renter-occupied households and around half of all households are families. Table 1.6 and Figure 1.7 show the summary data for households and families in Merriam as of 2018.

There are approximately 5,100 households living in Merriam as of 2018. Of these, 2,602 are families meaning that they are related through birth, marriage, or adoption. Households, which may be composed of people related or unrelated, have an average household size of 2.17 persons. Families are larger, with an average household size of 2.88.

Nearly 22% of households have at least one person under age 18 living with them. By comparison, nearly 40% of households have a person age 60 or older living in them. Similarly, nearly 40% of households are solitary people living alone.

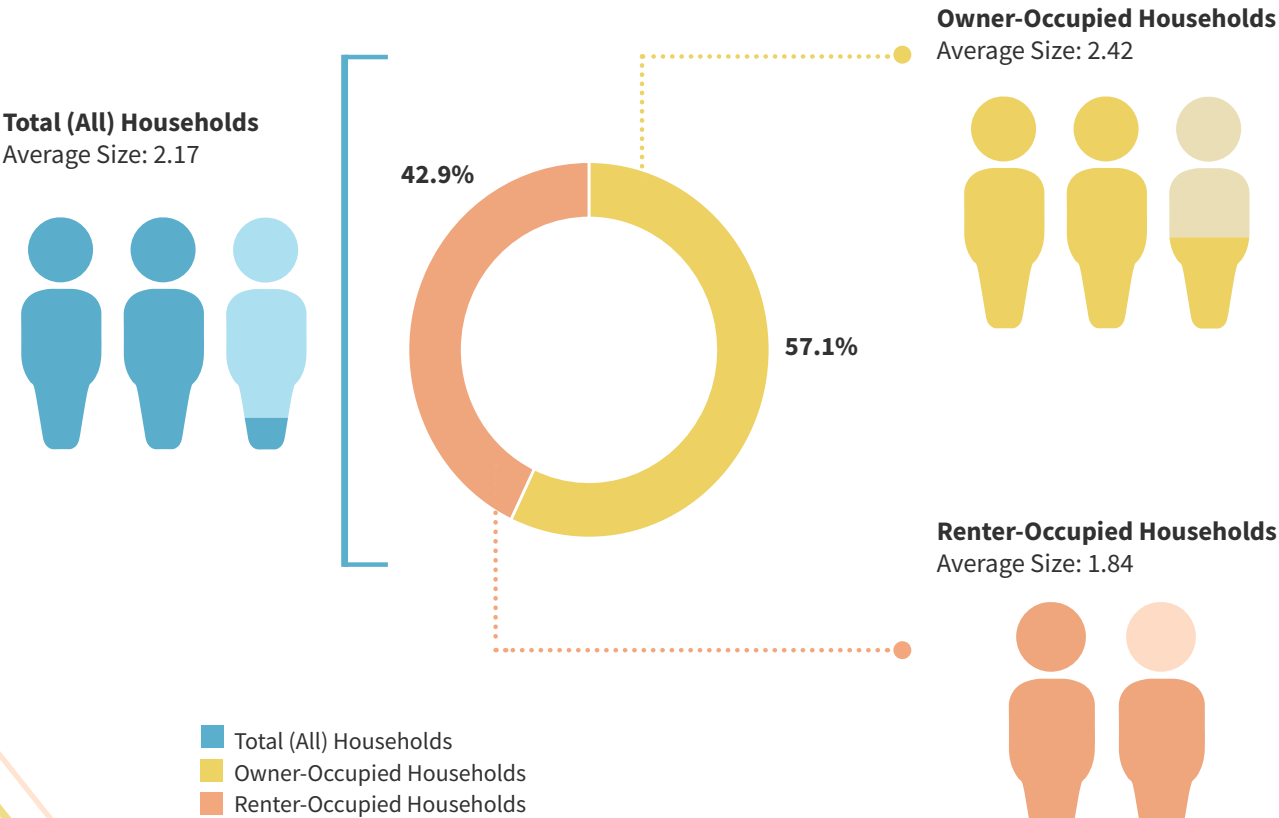
An estimated 57% of households in Merriam are owner-occupied. The average household size for owner-occupied units is 2.42 persons. Renter-occupied households have an average size of 1.84 persons. Overall, households in Merriam have an average household size of 2.17.

TABLE 1.6 Households & Families Summary, Merriam (2018)

Educational Attainment	Count	Share
Total Households	5,100	100.0%
Average Household Size	2.17	-
Total Families	2,602	
Average Family Size	2.88	-
Owner-Occupied Households	2,911	57.1%
Average Owner-Occupied Household Size	2.42	-
Renter-Occupied Households	2,189	42.9%
Average Renter-Occupied Household Size	1.84	-
Households with one or more people under 18 years	-	21.9%
Households with one or more people 60 years and over	-	36.6%
Householder living alone	-	38.7%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 1.7 Household Sizes, Merriam (2018)



Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

EDUCATIONAL ATTAINMENT

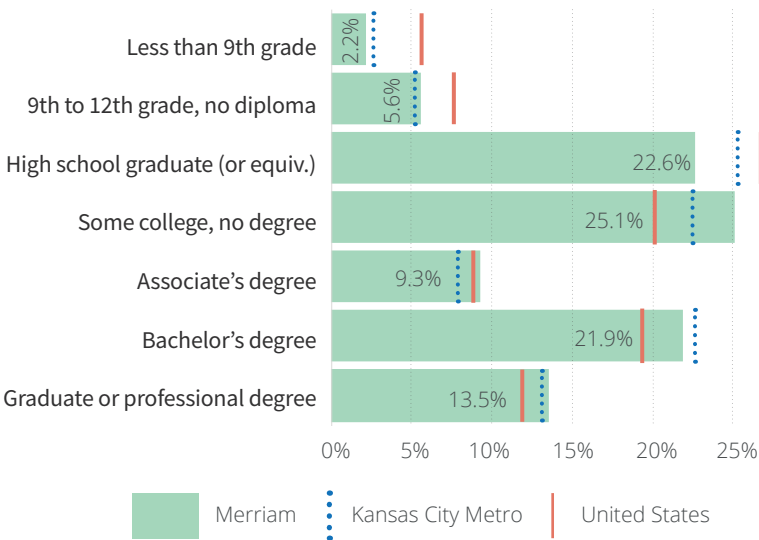
Educational attainment in Merriam is mainly grouped between three main levels with a \$20,000 median income differential. Educational attainment for Merriam is shown in Figure 1.8 with comparison benchmarks for the Kansas City metro (blue dotted line) and the United States (red line). Compared to the metro and nation, Merriam has a higher percentage of some college/no degree residents. It is above national average for bachelor's degrees but still below the average for the Kansas City metro. Merriam is below average for high school graduate (or equivalent) only residents.

Educational attainment in Merriam by sex is shown in Table 1.7. Overall, females in Merriam have higher educational attainment levels than the males of Merriam. Males in Merriam have a higher percentage of some college, no degree residents.

The relationship between educational attainment and median income is shown in Figure 1.9. The placement of the orange circle along the x-axis marks the educational attainment level and the size of the circle indicates how many residents have that educational attainment level. The circle placement along the y-axis represents the median income of people in Merriam with that educational attainment level.

Nearly 3,000 residents have some college/Associates degree with a median income of \$37,840. Bachelor and graduate/professional degree holders represent a combined nearly 3,000 residents and have median incomes of between \$52,000-\$53,000. Generally, the more educated residents are, the higher the median income with the exception of less than high school and high school graduates. However, overall median incomes only vary by \$20,000 across all education levels which is lower than expected and may reflect Merriam's overall lower income levels.

FIGURE 1.8 Educational Attainment Age 25+ Merriam, KC Metro & U.S. (2018)



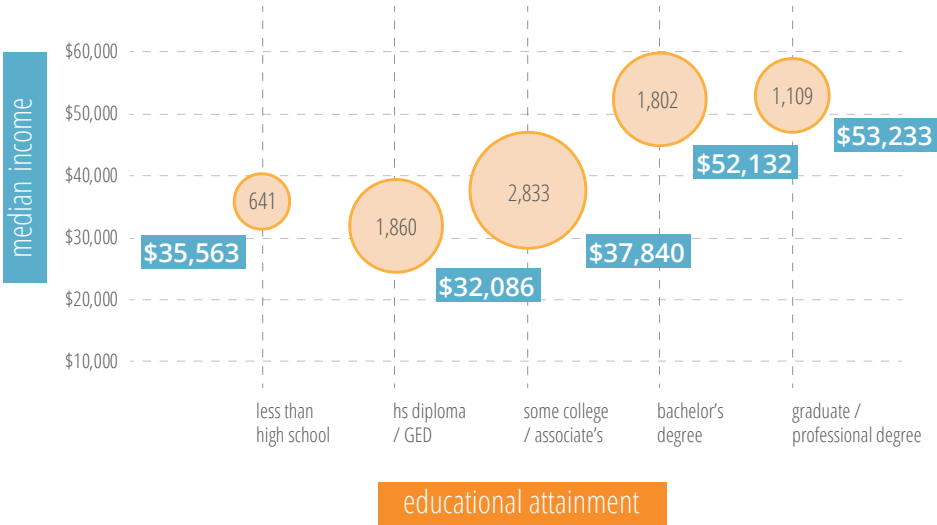
Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

TABLE 1.7 Educational Attainment by Sex Age 25+, Merriam (2018)

Educational Attainment	Female (%)	Males (%)
Less than 9th grade	2.6%	1.7%
9th to 12th grade, no diploma	5.1%	6.1%
High school graduate (or equiv.)	24.0%	21.0%
Some college, no degree	22.0%	28.4%
Associate's degree	10.2%	8.3%
Bachelor's degree	21.8%	22.0%
Graduate or professional degree	14.4%	12.4%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 1.9 Educational Attainment & Median Household Income Age 25+, Merriam (2018)



Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates



DIVERSITY

While Merriam’s population is predominantly White, there is also some pockets of diversity within the community. Approximately 85.4% of Merriam’s population identified as White in 2018. Just over six percent of the population identifies as Black or African-American, 4.6% identify as two or more races and 2.8% identify as Asian. Approximately 8.1% of Merriam residents consider themselves to be Hispanic or Latino. Hispanic or Latino people may identify as different races within the data. Table 1.8 shows the breakdown.

The northwest corner of Merriam is the most racially and ethnically diverse area of the community and the central east section is the least diverse area of the community. Figure 1.10 shows the approximate distribution of population by race / ethnicity.

The northwest corner of Merriam is the most densely population and diverse area of the community. Block Group 3 of Census Tract 522.01 in Merriam has the highest percentage of Persons of Color (non-white) residents. As of 2018, approximately 27.6% of this block group was non-white. Approximately 7.8% of this block group identifies as Hispanic or Latino.

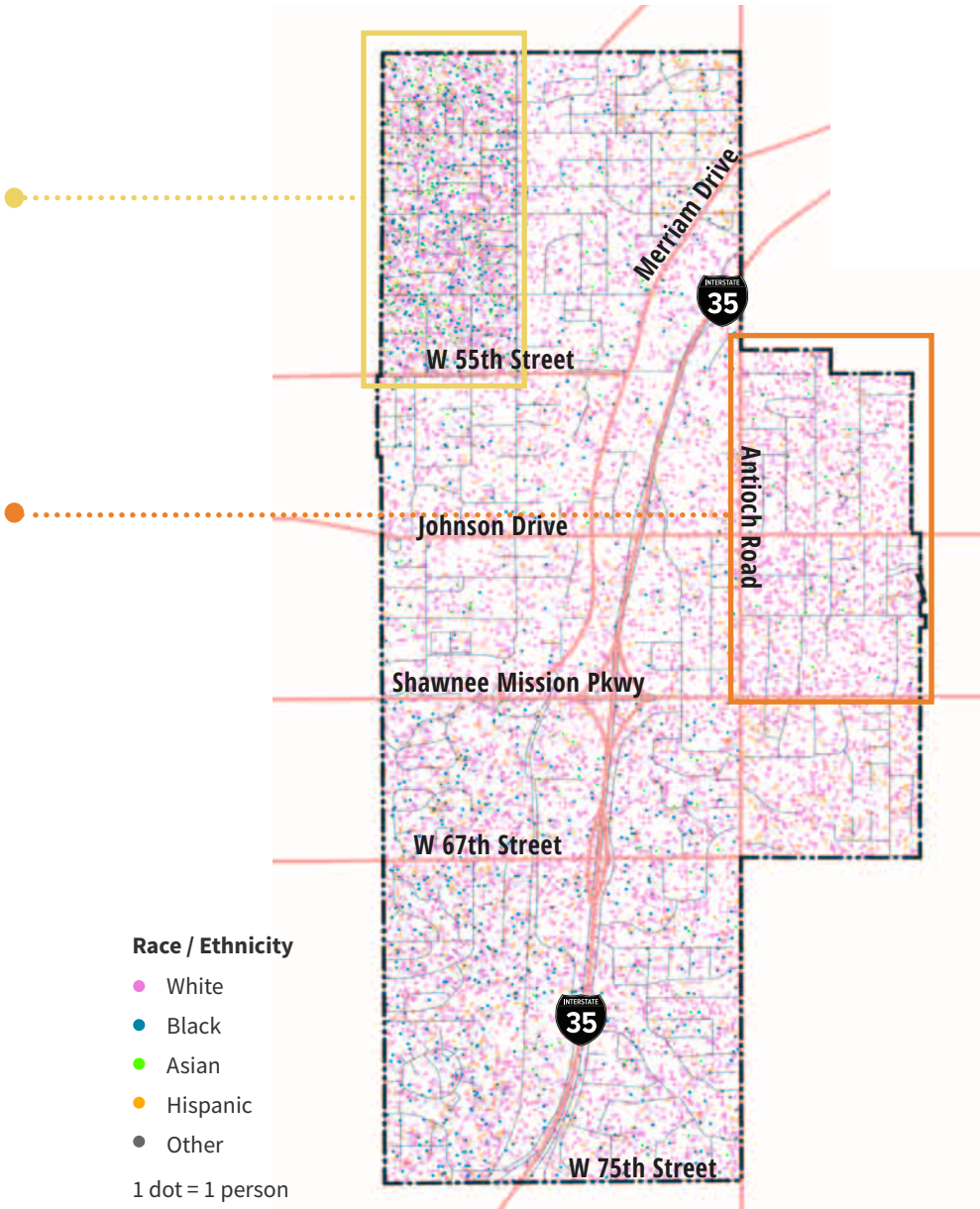
The central east section of Merriam is the least diverse area of the community. Block Group 1 of Census Tract 504 in Merriam has the lowest percentage of Persons of Color (non-white) residents. As of 2018, approximately 5.1% of this block group was non-white. Approximately 3.8% of this block group identifies as Hispanic or Latino.

TABLE 1.8 Race / Hispanic or Latino, Merriam (2018)

Race / Ethnicity	Count	Share
White	9,596	85.4%
Black or African-American	694	6.2%
American Indian or Alaska Native	3	0.0%
Asian	313	2.8%
Native Hawaiian & Other Pacific Islander	5	0.0%
Some other race	114	1.0%
Two or more races	519	4.6%
		-
Hispanic or Latino	907	8.1%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 1.10 Race / Ethnicity Dot Density by Block Group, Merriam (2018)



Data Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

COMMUNITY COMPARISON OVERVIEW SUMMARY

MERRIAM vs. MISSION

2018 estimate	Merriam	Mission, KS
Total Population	11,243	9,437
% Pop. Change 2010-2018	1.2%	-0.5%
Median Household Income	\$59,643	\$60,875
Median Home Value	\$160,100	\$169,500
Percent Non-White	14.6%	19.8%
Percent Below Poverty Line	8.9%	6.3%
Median Age	39.5	34.6
Median Gross Rent	\$902	\$944
Percent Renter-Occupied	42.9%	53.9%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

MERRIAM vs. OVERLAND PARK

2018 estimate	Merriam	Overland Park, KS
Total Population	11,243	188,687
% Population Change 2010-2018	1.2%	10.7%
Median Household Income	\$59,643	\$82,651
Median Home Value	\$160,100	\$293,500
Percent Non-White	14.6%	16.8%
Percent Below Poverty Line	8.9%	5.4%
Median Age	39.5	37.7
Median Gross Rent	\$902	\$1,146
Percent Renter-Occupied	42.9%	37.0%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

MERRIAM vs. SHAWNEE

2018 estimate	Merriam	Shawnee, KS
Total Population	11,243	65,239
% Population Change 2010-2018	1.2%	8.6%
Median Household Income	\$59,643	\$84,507
Median Home Value	\$160,100	\$261,300
Percent Non-White	14.6%	14.6%
Percent Below Poverty Line	8.9%	7.1%
Median Age	39.5	38.5
Median Gross Rent	\$902	\$989
Percent Renter-Occupied	42.9%	25.3%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

MERRIAM vs. ROELAND PARK

2018 estimate	Merriam	Roeland Park, KS
Total Population	11,243	6,796
% Population Change 2010-2018	1.2%	-1.1%
Median Household Income	\$59,643	\$70,514
Median Home Value	\$160,100	\$164,100
Percent Non-White	14.6%	14.2%
Percent Below Poverty Line	8.9%	8.1%
Median Age	39.5	33.9
Median Gross Rent	\$902	\$1,125
Percent Renter-Occupied	42.9%	25.6%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

MERRIAM vs. JOHNSON COUNTY

2018 estimate	Merriam	Johnson County, KS
Total Population	11,243	585,502
% Population Change 2010-2018	1.2%	10.2%
Median Household Income	\$59,643	\$84,915
Median Home Value	\$160,100	\$244,100
Percent Non-White	14.6%	13.7%
Percent Below Poverty Line	8.9%	5.6%
Median Age	39.5	37.5
Median Gross Rent	\$902	\$1,065
Percent Renter-Occupied	42.9%	30.9%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

MERRIAM vs. KANSAS CITY METRO AREA

2018 estimate	Merriam	Kansas City Metro Area
Total Population	11,243	2,142,419
% Population Change 2010-2018	1.2%	7.1%
Median Household Income	\$59,643	\$64,020
Median Home Value	\$160,100	\$173,500
Percent Non-White	14.6%	21.7%
Percent Below Poverty Line	8.9%	11.0%
Median Age	39.5	37.3
Median Gross Rent	\$902	\$929
Percent Renter-Occupied	42.9%	34.8%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates



2. ECONOMIC PROFILE

EXISTING CONDITIONS REPORT



2. ECONOMIC PROFILE

OVERVIEW

Merriam residents enjoy a strong, mainly middle-class income level alongside fantastic access to all of the Kansas City metro area’s major job centers, mainly downtown Kansas City and Johnson County communities along Interstate 29. Healthcare and Social Assistance as well as Retail Services are the largest contributors to area employment and help attract the over 13,000 people commuting into Merriam each day for work.

INCOME TRENDS

Household incomes in Merriam are on par with the metro wide statistics, however, lower than Johnson County and some neighboring more affluent communities such as Overland Park or Shawnee. Table 2.1 reveals how Merriam compares to regional, state, and national statistics on household incomes. Merriam is more comparable to the KC metro and the U.S. than Johnson County. The percent of households in Merriam below the poverty line is 8.9% which is higher than some nearby communities but lower than the metro area, state, and national averages.

Figure 2.1 shows a comparison of households by income bracket for Merriam, Johnson County, the State of Kansas, and the United States. The black dotted line shows Merriam compared to Johnson County (orange dashed), State of Kansas (blue dashed), and United States (yellow). Merriam has more residents in the middle-income ranges (\$50,000 to \$99,999) and far fewer in the higher-end ranges (\$150,000+).

\$59,643

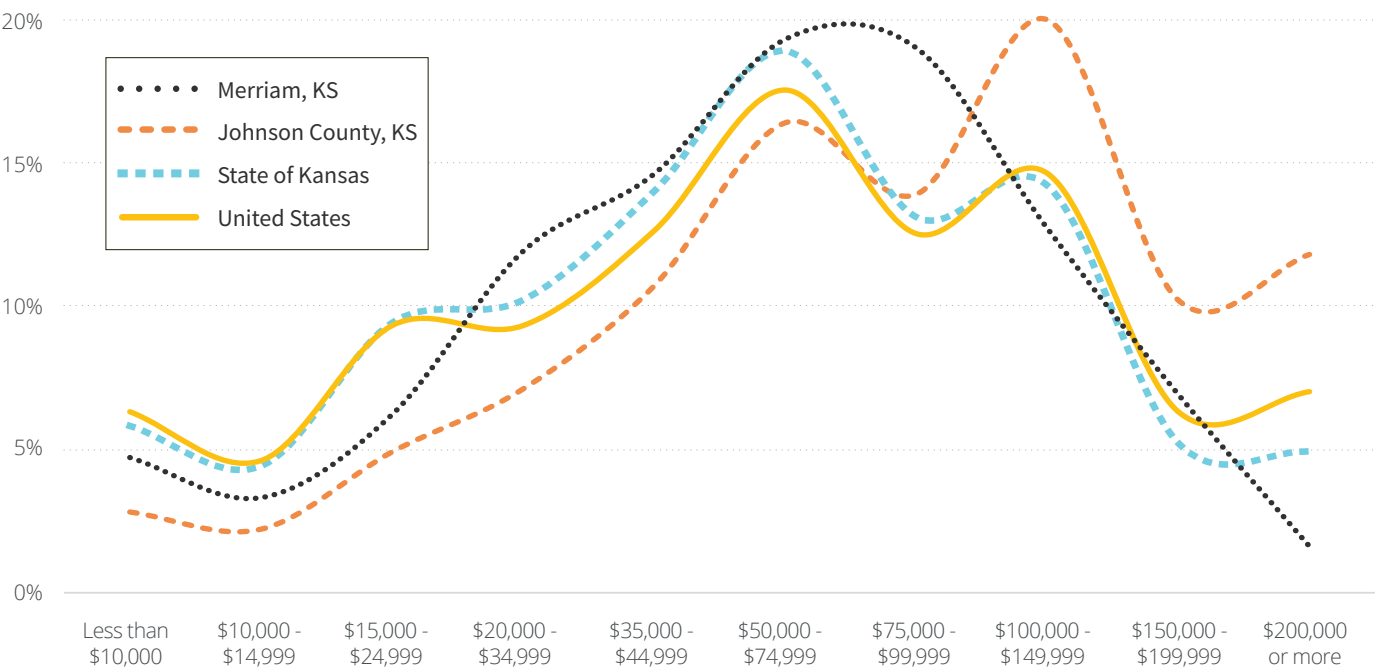
Median Household Income (\$)

TABLE 2.1 Household Income Comparisons (2018)

Community	Median Household Income	Average Household Income	% Below Poverty Line
Merriam, KS	\$59,643	\$72,724	8.9%
Mission, KS	\$60,875	\$74,067	6.3%
Shawnee, KS	\$84,507	\$104,067	7.1%
Overland Park, KS	\$82,651	\$111,072	5.4%
Johnson County, KS	\$84,915	\$114,336	5.6%
Kansas City Metro	\$64,020	\$86,106	11.0%
State of Kansas	\$57,422	\$77,509	12.0%
United States	\$60,293	\$84,938	13.1%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 2.1 Households by Income Bracket Comparison (2018)



Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates



MERRIAM HOUSING COSTS

A majority of homeowners in Merriam are not cost burdened for housing. Like many communities, Merriam renters are significantly more cost burdened than their homeownership counterparts.

Over 60% of renters spend between \$500 and \$900 per month on gross rent. By comparison, nearly 60% of homeowners with a mortgage pay between \$1,000 and \$1,499. The median rent for Merriam residents is \$902 based on the latest available year of Census data (2018). Merriam homeowners with a mortgage pay median monthly housing costs of \$1,315. Unsurprisingly,

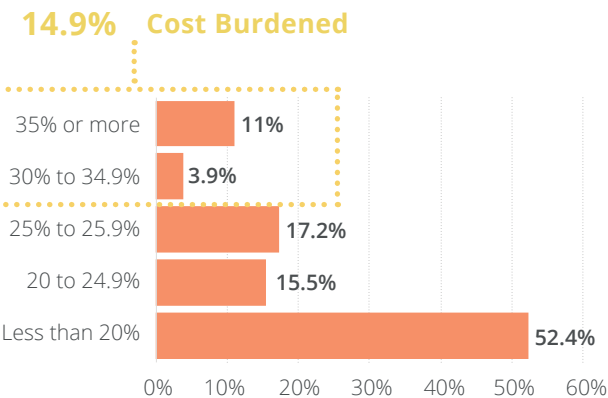
homeowners without a mortgage pay significantly less, only \$528 per month. Despite paying significantly more per month in housing costs, homeowners in Merriam are largely better off.

Generally, households spending 30% or more of their monthly income on housing costs are considered cost burdened. Based on 2018 data, over 40% of Merriam renters fall into the cost-burdened category. By comparison, less than 15% of Merriam homeowners with a mortgage are considered cost burdened.

HOUSING UNITS WITH A MORTGAGE

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 2.2 % Household* Income for Housing Costs



*Owner-occupied units with a mortgage

RENTER-OCCUPIED UNITS

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 2.4 % Household Income for Rent (2018)

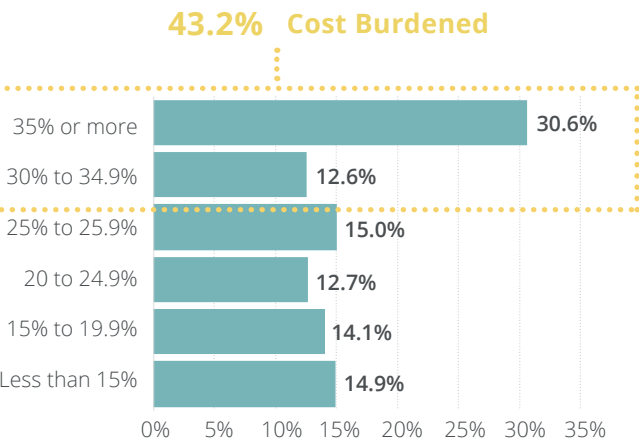


FIGURE 2.3 Monthly Housing Costs* (2018)

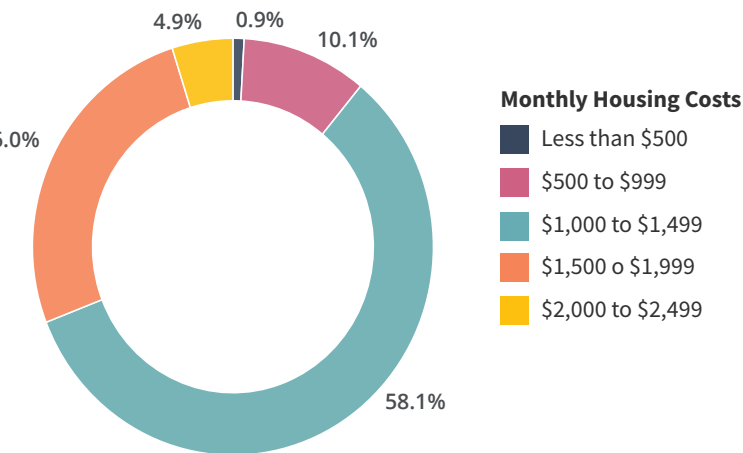
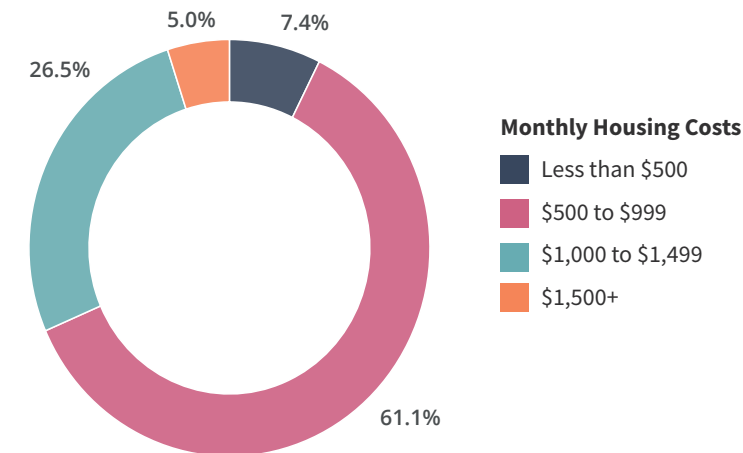


FIGURE 2.5 Gross Rent (2018)

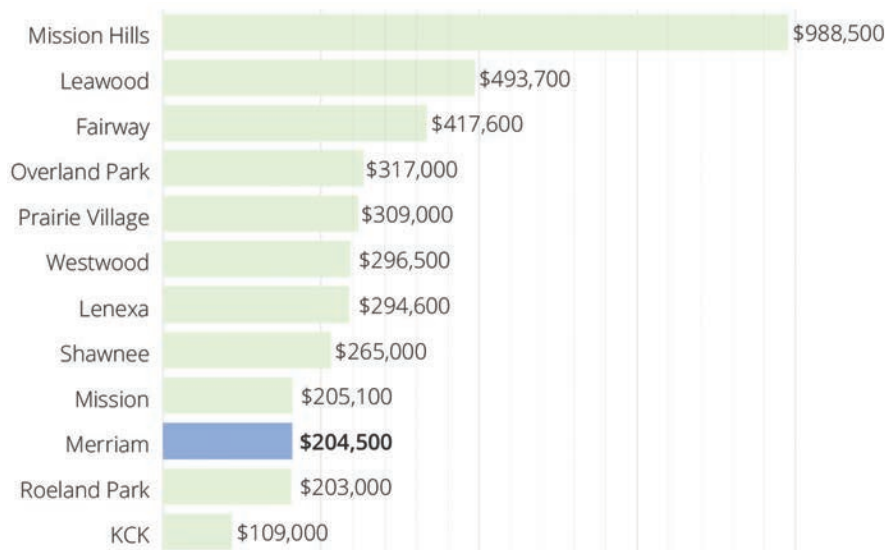


HOUSING MARKET CONDITIONS

FOR-SALE HOUSING

Construction of new for-sale homes in Merriam has occurred on a piecemeal basis since at least 2000, with the 11 homes built in 2013 as the most activity seen in a single year. As such, the residential market in Merriam consists primarily of resale of existing homes. Municipalities in the Merriam vicinity have a wide range of sale prices, anchored at the low end by Kansas City, Kansas, with homes selling in the low \$100,000s, up to Mission Hills, where the median home sells for nearly \$1,000,000. In terms of price, Merriam resales are most comparable to those in Roeland Park, Mission, and the lower end of the Shawnee market – with median re-sales in the low- to mid-\$200,000s.

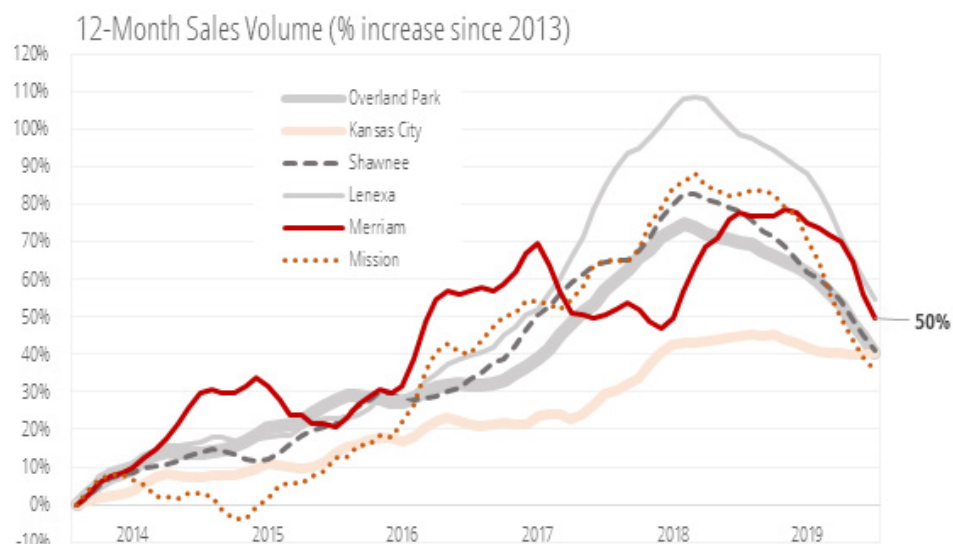
FIGURE 2.6 Median Sale Price of Existing Homes, Merriam and Nearby Cities



Source: Zillow Inc.

The transaction volume of ownership housing in Overland Park, Shawnee, Mission, and Lenexa all stagnated during the national recession, but since 2013 have trended generally upward. Sales volume in Merriam, due in part to the smaller overall sample, was somewhat more volatile – but had rebounded similarly in comparison to nearby cities, with monthly sales volume up 50 percent from 2013 to 2019. Interestingly, all local comparison markets saw a recent downturn in sales volume in 2019, with only Kansas City, Kansas (the most affordable nearby market) seeming to plateau rather than drop in recent months.

FIGURE 2.7 For Sale Housing Sales Volume, Merriam and Nearby Cities



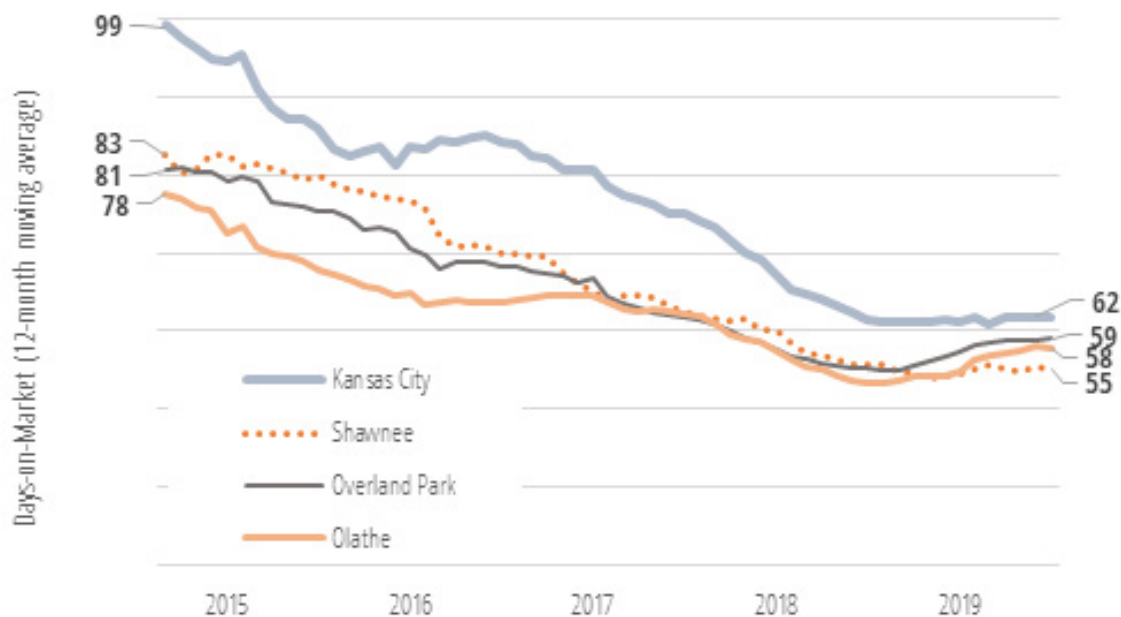
Source: Zillow Inc.



HOUSING MARKET CONDITIONS

Another indicator of pace of sales is the number of days a typical home remains on the market before closing on a purchase. Merriam had insufficient data to reliably track trends for days-on-market, but a comparison of other nearby cities showed Kansas City, Kansas to have the slowest-moving homes. All cities in this grouping saw steady, substantial declines in days-on-market from 2015 through 2019, as sales quickened across the market.

FIGURE 2.8 For Sale Housing, Median Days-On-Market for Nearby Cities



Source: Zillow Inc.



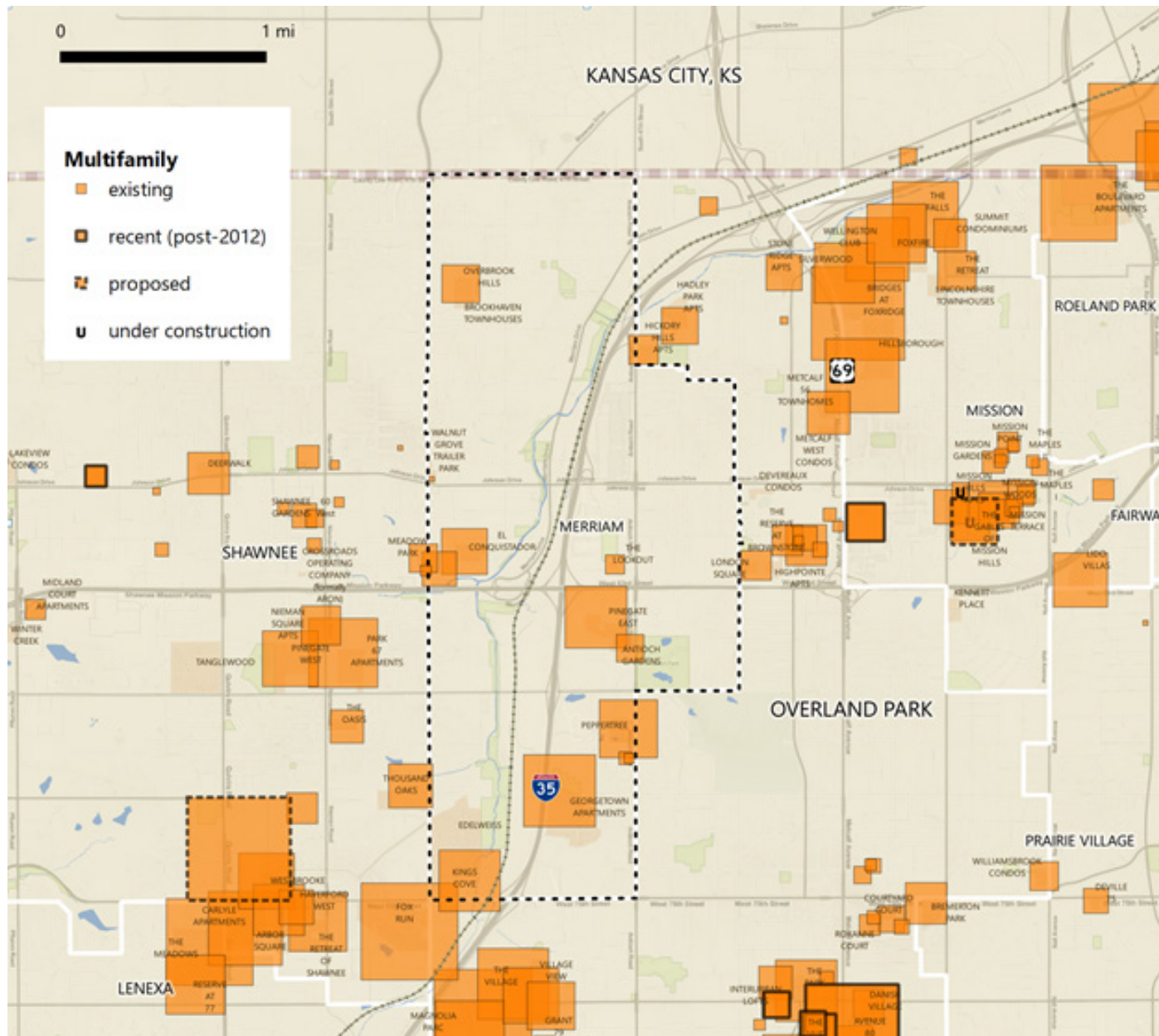
HOUSING MARKET CONDITIONS

MULTIFAMILY APARTMENTS

As with ownership housing, Merriam has seen only limited and sporadic multifamily development activity since 2000. The addition of 100 units to the Peppertree Apartments, as part of that property's 2009 renovation, accounted for 80 percent of all new multifamily construction in the city over the past two decades.

Merriam's apartment supply is primarily found along the Shawnee Mission Parkway and points south. Recent multifamily construction in the immediate vicinity has been limited to eastern Overland Park and one project in western Mission. The 500+ unit Westbrooke Greene on Quivara Rd. in Shawnee is the area's largest proposed project, with some smaller under-construction and proposed projects underway in Mission.

FIGURE 2.9 Multifamily Inventory, Merriam Vicinity



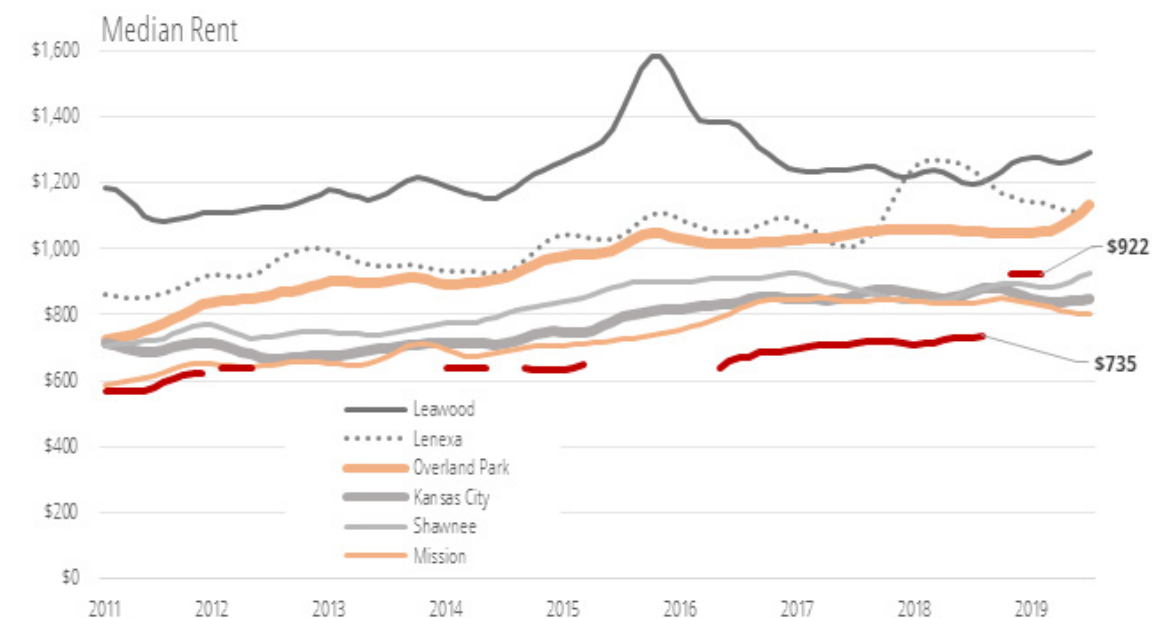
Source: Costar, Inc. and Leland Consulting Group



HOUSING MARKET CONDITIONS

Given the comparisons in for-sale home pricing, it is not surprising that Merriam is also near the lower end in terms of apartment rent levels among nearby municipalities. As of mid-2018, Merriam's apartments had median rent of \$735, rising to over \$900 in early 2019. The region as a whole saw gradually increasing rents over the past decade, with most apartments in Leawood, Overland Park, and Lenexa asking over \$1,000 in monthly rent. Volatility and data gaps for Merriam in the figure below are due to the limited sample of vacant units on the market in Merriam in any given month.

FIGURE 2.10 Multifamily Median Rent Trends, Merriam Vicinity



Source: Costar, Inc. and Leland Consulting Group

Although Merriam's multifamily rents are typically lower than nearby municipalities, most of its apartment units (at least in properties of at least ten units or more) are technically market rate units. According to Costar, Inc., just three properties in Merriam include subsidized affordable units: the El Conquistador Apartments (130 units, mixed affordable/market), Overbrook Hills (70 affordable units), and Sunflower Apartments (108 senior affordable units). All three projects lie west of I-35 and north of Shawnee Mission Parkway.

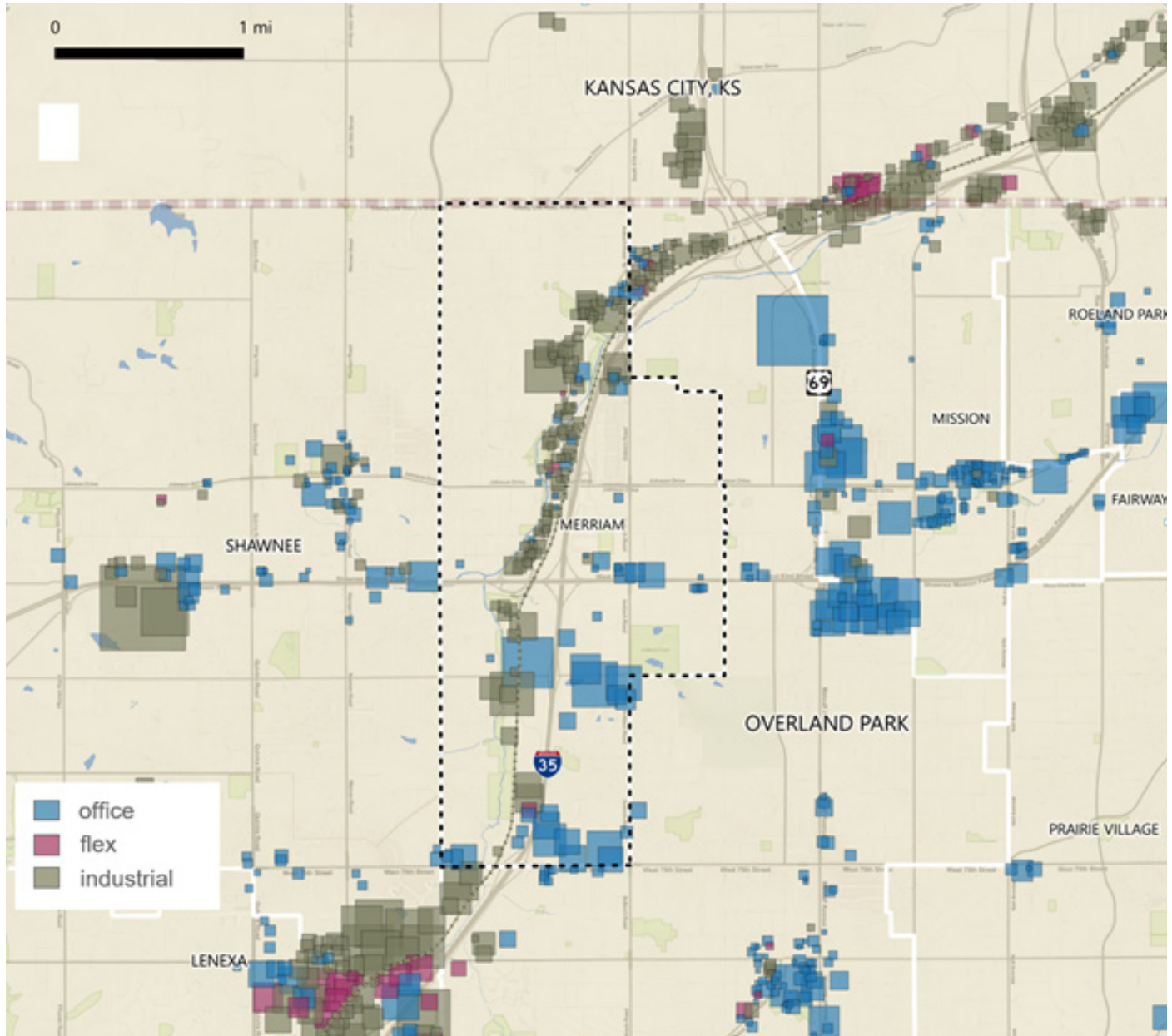
Apartment vacancy is generally low across Merriam with all properties reporting under five-percent vacancy except for the senior affordable Sunflower Apartments reporting just over 9 percent vacancy as of late 2019.



OFFICE, INDUSTRIAL, & FLEX

Merriam has approximately 1.4 million square feet of office space, mostly in pockets along I-35 in the southern half of town. Merriam's office properties are fairly dispersed, with the exception of a cluster of medical and related office, totaling nearly 400,000 square feet, clustered around the Advent Health campus at the southern edge of the city. Office vacancy in Merriam is technically quite low, at 3.7 percent -- well below the rule-of-thumb 10 to 12 percent considered to be at "equilibrium", but that figure is due to increase substantially as Lee Jeans vacates their 146,000 square foot Merriam headquarters office as part of a corporate consolidation. Most of the surrounding market area's office space lies to the east of Merriam, primarily in Mission.

FIGURE 2.11 Office, Industrial and Flex Inventory, Merriam Vicinity



Source: Costar, Inc. and Leland Consulting Group

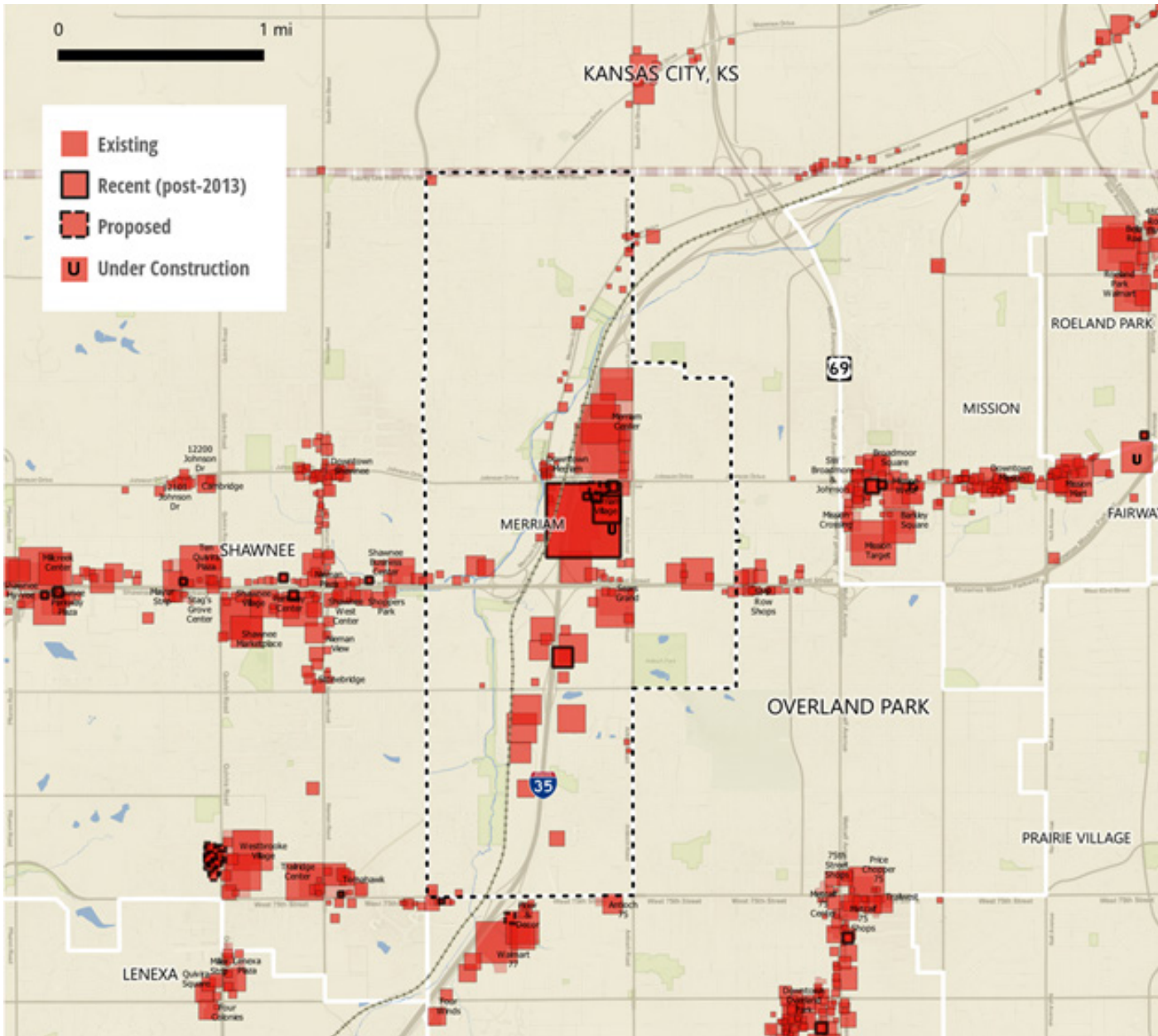
Industrial and flex space in the city totals approximately 1.6 million square feet and is almost all strung along the western frontage of I-35. In the broader market area, southwestern Overland Park is the primary industrial concentration, with another significant concentration in far southeast Kansas City, Kansas.



RETAIL

Most of the 1.9 million square feet of retail space in Merriam was built in the 1990's and in recent post-recession years, with the most significant addition being the 349,000 square foot Ikea completed in 2014. The adjacent 55,000 square foot Hobby Lobby was completed the following year. Most of the Merriam Town Center development (nearly 600,000 square feet, including the 110,000 square foot Home Depot), just north of Ikea on the east side of I-35, was completed in 1998.

FIGURE 2.12 Retail Inventory, Merriam Vicinity



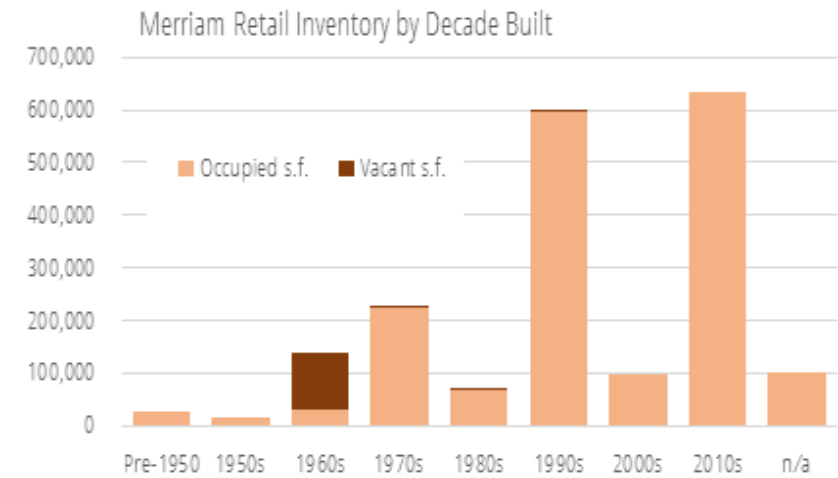
Source: Costar, Inc. and Leland Consulting Group

Automotive retail is a dominant land use in Merriam. Despite having most of its available product inventory parked in outdoor lots, auto dealerships still account for nearly one-third of all indoor retail space in Merriam, with just over 600,000 square feet of indoor area.

As of year-end 2019, Merriam's retail vacancy was near a rule-of-thumb equilibrium level, with 6.1 percent of its 1.9 million square feet vacant, accounted for mainly by the 108,000 square foot former K-Mart, built in 1968.

RETAIL

FIGURE 2.13 Retail Inventory and Vacancy by Date of Construction



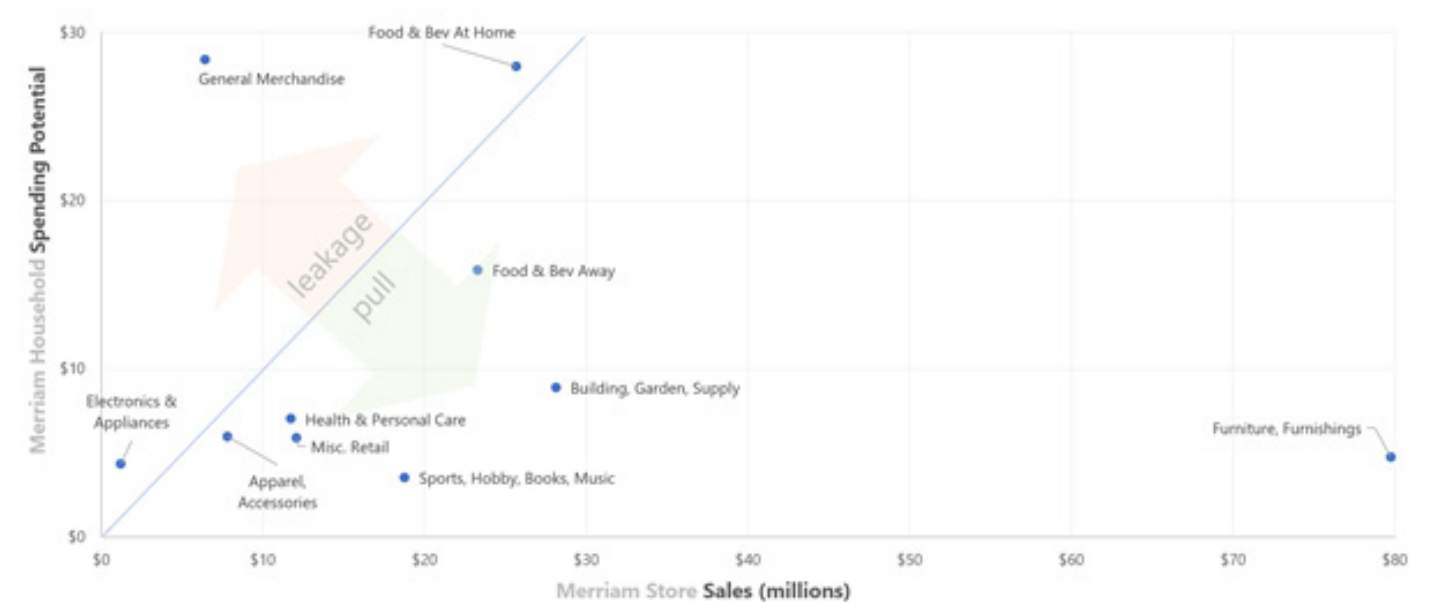
Source: Costar, Inc. and Leland Consulting Group

Supply and demand for retail space can be analyzed by looking at the retail “pull factor” for a given area. Also referred to as a retail gap analysis, this technique compares the estimated store sales to the spending power of households within a selected area. Retail categories that have sales in excess of the spending potential of local households are said to be “pulling” in retail spending from outside the area. Conversely, categories for which local household spending potential exceeds local sales indicate “leakage” of retail spending to establishments outside the area.

In Merriam, a relatively small city with lots of retail, there is strong retail pull across most categories. Only general retail (mainly department stores and discount retailers), food and beverage at home (primarily grocery stores), and electronics/appliances have household spending potential exceeding sales. Leakage in general retail has been exacerbated by the departure of K-mart.

All other categories have strong pull factors. In the case of furniture/furnishings, thanks largely to the presence of the new Ikea, annual retail sales are approximately 15 times higher than what can be accounted for by Merriam households alone. Automotive retail is literally off the chart in terms of pull factor, with annual estimated sales nearly 150 times greater than local resident spending potential for that category.

FIGURE 2.14 Retail Pull / Leakage Analysis, City of Merriam



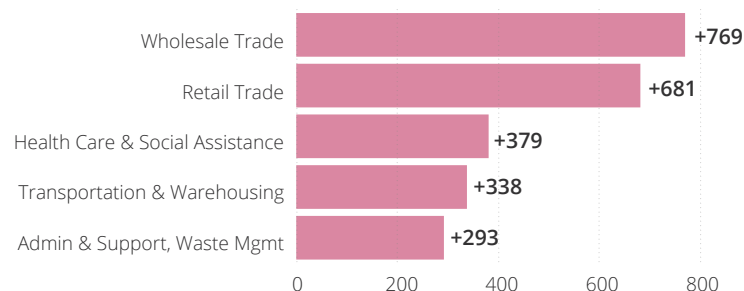
Source: Esri and Leland Consulting Group

JOBS IN MERRIAM

Merriam's employment is largely defined by the healthcare and retail industries. These two sectors vary widely in the likely wages and educational attainment levels needed, but both are service industries often with non-typical working hours. While both industries are major sectors for Merriam workers, many employees in these sectors commute into work as evident in Figure 2.16. Beyond healthcare and retail, Merriam residents are most likely to work in Professional, Scientific & Technical Services, Accommodation & Food Service, or Educational Services.

Figure 2.15 shows the industries that experienced the most positive job growth between 2007 and 2017 in Merriam (Merriam-based jobs) were wholesale trade (+769 jobs), retail trade (+681), and healthcare & social assistance (+ 379). The industries that lost the most jobs in Merriam during this time were professional, scientific & technical services (-233) and construction (-151).

FIGURE 2.15 Industries with Most Job Growth, Merriam (2007-2017)



Source: U.S. Census Bureau, Center for Economic Studies 2017

MAJOR MERRIAM INDUSTRIES

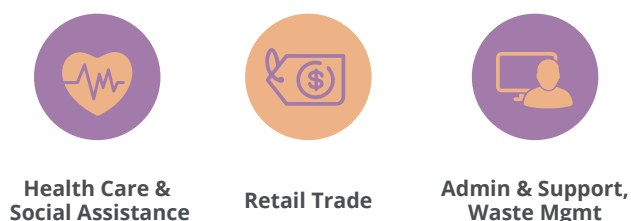
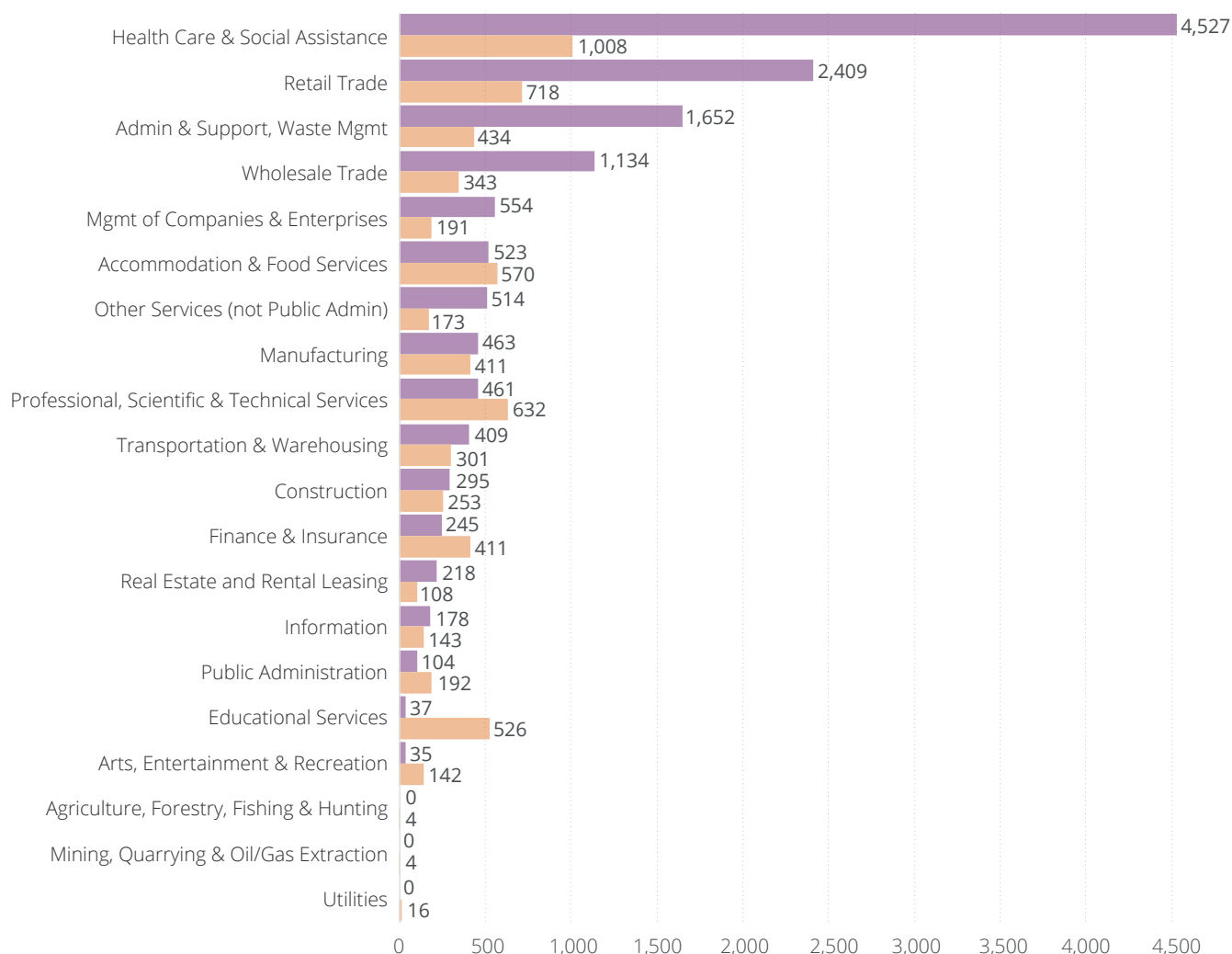


FIGURE 2.16 Merriam Employment (Merriam-Based Jobs / Merriam Resident Jobs) 2017



Source: U.S. Census Bureau, Center for Economic Studies 2017



WORKER PROFILE / MERRIAM-BASED JOBS & MERRIAM WORKERS

Merriam based jobs and resident workers have similar profile with a few exceptions. The two group's profiles are detailed below.

Race / Ethnicity

Close to 85% of Merriam jobs are held by workers that are White alone. Another 10.5% of jobs are held by Black or African American alone workers. Approximately 2.5% are Asian alone and 1.7% are two or more races. Approximately 10.5% of all Merriam workers identify as Hispanic or Latino. Only a slightly higher amount Merriam residents that work are white alone with 86.6%. There are also slightly fewer Black or African American alone workers with 7.5%. Slightly more Merriam residents that work are Asian alone (3.0%) or two or more races (2.1%). Table 2.2 shows the comparison.

Educational Attainment

Educational attainment data is available for workers aged above 29 years. The most common educational attainment level is some college or an associates degree, with 26.2% of Merriam-based job workers. Bachelor's degree or advanced degree holding workers follow with 23.2%. Nearly 20% have their high school diploma or GED. Less than 9% have less than a high school education. Educational attainment levels between Merriam residents that work, and Merriam-based workers were similar. Table 2.3 shows the comparison.

Worker Sex

Slightly more Merriam-based jobs are held by females than males with 55.3% compared to 44.7%. The balance is more equal for Merriam residents with jobs with 48.5% male and 51.5% females.

Worker Earnings

Merriam-based workers are slightly more likely to earn higher wages (48.1% to 44.5%). Slightly more Merriam residents also earn lower wages (23.1% to 18.5%). Table 2.4 shows the comparison.

Worker Age

Merriam based jobs and Merriam resident workers have a similar age breakdown. Slightly more Merriam resident workers are younger, age 29 or younger. Table 2.5 shows the comparison.

TABLE 2.2 Worker Race / Ethnicity (2018)

Worker Race	Merriam Based Workers	Merriam Resident Workers
White Alone	84.5%	86.6%
Black or African American Alone	10.5%	7.5%
American Indian or Alaska Native Alone	0.7%	0.6%
Asian Alone	2.5%	3.0%
Native Hawaiian or Other Pacific Islander	0.1%	0.1%
Two or more race groups	1.7%	2.1%
Hispanic or Latino	10.5%	9.6%

TABLE 2.3 Worker Educational Attainment (2018)

Educational Attainment	Merriam Based Workers	Merriam Resident Workers
Less than high school	8.7%	8.2%
High school or equivalent	19.7%	20.4%
Some college or Associate's degree	26.2%	23.0%
Bachelor's or advanced degree	23.2%	22.4%
Data not available (workers age 29 or younger)	22.2%	26.1%

TABLE 2.4 Worker Monthly Earnings (2018)

Monthly Earnings	Merriam Based Workers	Merriam Resident Workers
\$1,250 per month or less	18.5%	23.1%
\$1,251 to \$3,333 per month	33.4%	32.4%
More than \$3,333 per month	48.1%	44.5%

TABLE 2.5 Worker Age (2018)

Worker Age	Merriam Based Workers	Merriam Resident Workers
Age 29 or younger	22.2%	26.1%
Age 30 to 54	53.2%	51.0%
Age 55 or older	24.6%	22.9%

Source: U.S. Census Bureau, Center for Economic Studies 2017



INFLOW & OUTFLOW OF WORKERS

Most jobs in Merriam are held by people living outside of the community. Of the estimated 13,758 people employed in Merriam-based jobs, approximately 97% (13,339) workers live outside of Merriam (inflow). According to 2017 data, only 419 people both live and work in Merriam. There are around 6,100 Merriam residence that commute out of the community for work (outflow).

Typically, workers that commute into a community each day could be considered possible future residents since they already spend a considerable amount of time there. In a mostly built-out community like Merriam, however, this may not be fully possible.

There are many reasons that an individual may choose to commute for work including cost of living / affordability, housing choice/diversity, schools, spouse/

significant other's employment, or various other factors. Similarly, there are many reasons people may choose to work elsewhere but live in Merriam. The jobs available in Merriam may not match the skill set or educational attainment of Merriam residents.

Overall, Merriam has a high amount of employment-based commercial / office space compared to other suburbs so their in-commute numbers are likely high in part due to the sheer number of jobs in the community.

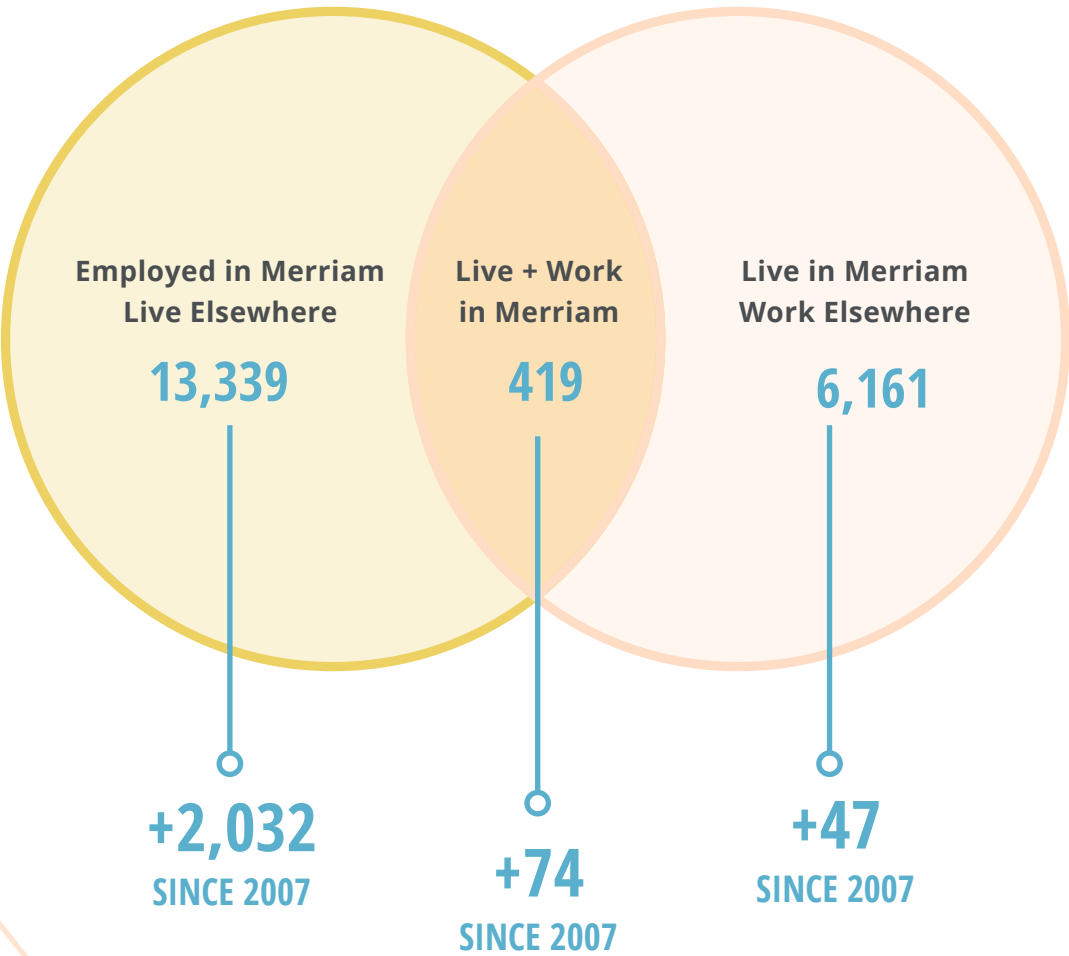
Between 2007 and 2017, the total number of workers commuting into Merriam for work increased by 2,032, an increase of approximately 18%. The total number of people living and working in Merriam or living in Merriam but working elsewhere also increased but by far less.

FIGURE 2.17 Merriam Worker Inflow / Outflow (2017)

INFLOW WORKERS



OUTFLOW WORKERS



INFLOW & OUTFLOW WORKER PROFILE

The worker profile for in- and out-commuting jobs are similar with in-commuters earning slightly more higher wages and slightly fewer percentage of jobs in the service industry. Some basic characteristics of outflow and inflow workers are compared below. Factors considered include worker age, monthly wages, and worker industry classes.



Outflow Job Characteristics

There are approximately 6,161 Merriam residents that commute out of Merriam for work. Roughly half (50.70%) of these resident workers are between the ages of 30 to 54. Another nearly 27% are workers age 29 or younger. The remaining 23% are older workers aged 55 plus.

Worker wages are categorized into lower (earning \$1,250 per month or less), medium (earning \$1,251 to \$3,333 per month) or higher (more than \$3,333 per month) wages. Nearly half (44.7%) of out-commuters earn higher monthly wages. Approximately 32% of workers earn the medium wage category and the remaining 23% the lower wage.

Around 10% of out-commuters work in the goods producing or manufacturing-related industry class. Around 21% of outflow jobs are in the trade, transportation, and utilities industry class. The remaining 68.8% work in the service industry.

TABLE 2.6 Outflow Job Worker Characteristics (2017)

Characteristic	Count	Share
Outflow Jobs	6,161	100.0%
Worker Age	Count	Share
Age 29 or younger	1,639	26.6%
Age 30 to 54	3,124	50.7%
Age 55 or older	1,398	22.7%
Worker Monthly Wages	Count	Share
\$1,250 / month or less	1,420	23.0%
\$1,251 to \$3,333 per month	1,987	32.3%
More than \$3,333 per month	2,754	44.7%
Industry Class	Count	Share
Goods Producing	640	10.4%
Trade, Transportation & Utility	1,285	20.9%
All Other Services	4,236	68.8%

Source: U.S. Census Bureau, Center for Economic Studies 2017



Inflow Job Characteristics

There are approximately 13,339 Merriam-based jobs held by people living outside of Merriam. Over half (53%) are aged 30 to 54. Almost a quarter of workers are older aged 55 or above. The remaining 22% are younger aged 29 and below.

Table 2.7 shows the wage breakdown. Nearly half of all in-commuters earn higher wages, slightly more than out-commuters. Fewer in-commuters earn the lowest wage category by comparison as well.

Overall, there are more in-commuters working in the trade, transportation, and utilities industry class than out-commuters. There are also slightly fewer workers in the service industry than out-commuters but service industry workers still account for 65% of all jobs.

TABLE 2.7 Inflow Job Worker Characteristics (2017)

Characteristic	Count	Share
Inflow Jobs	13,339	100.0%
Worker Age	Count	Share
Age 29 or younger	2,983	22.4%
Age 30 to 54	7,085	53.1%
Age 55 or older	3,271	24.5%
Worker Monthly Wages	Count	Share
\$1,250 / month or less	2,439	18.3%
\$1,251 to \$3,333 per month	4,449	33.4%
More than \$3,333 per month	6,451	48.4%
Industry Class	Count	Share
Goods Producing	726	5.4%
Trade, Transportation & Utility	3,859	28.9%
All Other Services	8,754	65.6%

Source: U.S. Census Bureau, Center for Economic Studies 2017

3. PHYSICAL + PLACE PROFILE

EXISTING CONDITIONS REPORT



3. PHYSICAL + PLACE PROFILE

OVERVIEW

The third portion of the existing conditions analysis involves a detailed overview of the physical make-up of the community including the developed and undeveloped land. The analysis assesses the type, style, and density of development as well as documents the natural features located within the community. Also considered is the location, distribution and make-up of Merriam's housing and the character of its development styles. Lastly, the transportation & mobility and infrastructure systems that connect the community are also reviewed.

EXISTING LAND USE

For a suburban community, Merriam has strong commercial, office and industrial uses along the Interstate 35 corridor as well as other major arterial streets. Much of the remainder of the community is residential. Table 3.1 and Figure 3.1 shows the breakdown by land use type.

Roughly half of the existing land use in Merriam is low-density residential. A mixture of high and medium-density residential account for another 7% of land. For a suburban community, Merriam's mixture of commercial, office and industrial land is a positive and unusual feature. The taxes from the retail, office and industrial land can all help offset the tax burden of residential land. Different uses, however, also bring different users so thoughtful buffering between single-family homes and other uses are beneficial.

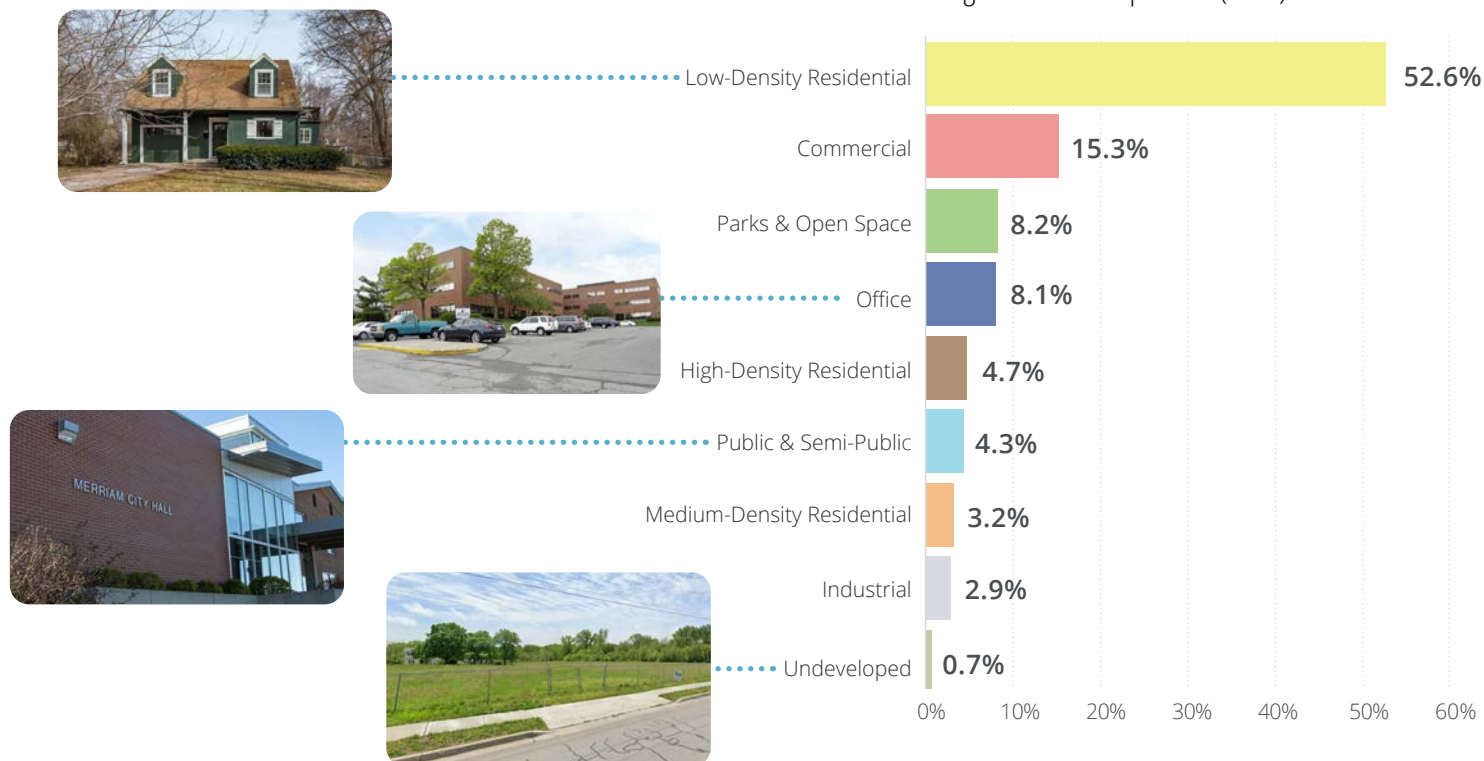
TABLE 3.1 Existing Land Use Breakdown by Acres (2020)

Existing Land Use	Acre	Share
Low-Density Residential	1,152	52.6%
Commercial	334	15.3%
Parks & Open Space	179	8.2%
Office	178	8.1%
High-Density Residential	102	4.7%
Public & Semi-Public	95	4.3%
Medium-Density Residential	70	3.2%
Industrial	64	2.9%
Undeveloped	16	0.7%
TOTAL	2,190	100.0%

Source: Confluence with inputs from Johnson County & City of Merriam

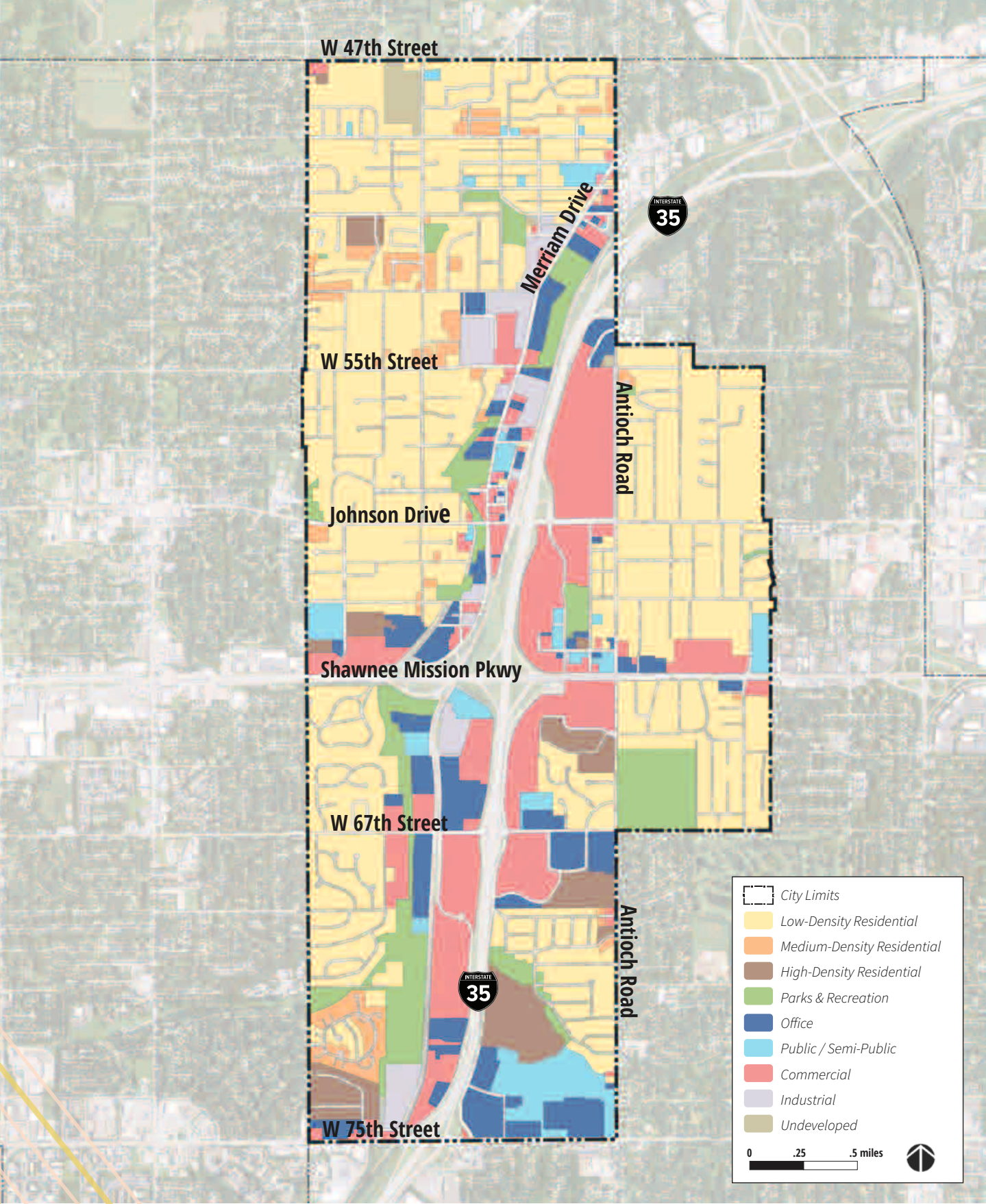
EXISTING LAND USE COMPOSITION

FIGURE 3.1 Existing Land Use Composition (2020)



EXISTING LAND USE MAP

FIGURE 3.2 Existing Land Use Map (2020)



DEVELOPMENT CHARACTER ANALYSIS

Merriam is defined by a collection of neighborhoods, commercial and institutional centers, districts and transportation corridors. Each of these elements have differing urban form characteristics but collectively, create the patchwork that is Merriam, Kansas.

The purpose of this analysis is to understand the varying development styles and patterns in the community and those impact the accessibility, mobility options and character of Merriam. This analysis was conducted to better understand the existing conditions of the community and to identify strengths that can be built off of as well as challenges to be improved upon in the future.

NEIGHBORHOODS

Residential neighborhoods make up over 60% of the land use within the City of Merriam. As the predominant development pattern, the character of the neighborhoods impacts the overall character of the city greatly. Neighborhoods in Merriam include, South Park, Switzer Meadow, Dana-Darl, Wellington Woods, Hickory Hills, Goodman Heights, Eby's, Terrydale, Pinegate, Vernon Place, Peppertree, Edelweiss, Antioch Hills, Georgetown Apartments, King's Cove, Forest Park, West Vernon Place, Sherwood Forest, Homewood Acres, Mastin's Subdivision, Hocker Mills, Jan's Meadow, Somerset Woods and Overbrook.

Single-family homes account for just over 58% of the residential land use in Merriam and display an overall consistent character for the community. As a first-ring suburb, Merriam saw most of its population growth in the mid-1900s with much of the housing stock, reflecting the scale and style of that time period. The majority of the oldest housing stock (pre-1940) is located around the Downtown District and in the Northeast areas of the city. Given that the Kansas City metropolitan region expanded outwardly from Downtown Kansas City, this pattern is expected. Between 1940 and 1960, the highest period of growth for Merriam, development was widespread across the city with infill occurring throughout the existing homes as well as new developments to the west and south. Since 1960, several multi-unit residential complexes have been added to Merriam with the majority of those developments located in the southern areas of the city.

Homes built prior to 1940 tend to have larger lot sizes with an average of .57 acres while the homes are modest in style and scale. Many of these

homes were built in a craftsman or bungalow style with detached garages being a common feature. Ranch homes tend to be more common in this older group and those with multiple stories, the second story is often smaller in footprint. From a curb-side character point of view, the second story is typically incorporated into the roofline of the home with dormers and windows providing light and air to those elevations. Front porches are common but are small in scale and act as an extension of the entryway into the home versus a place for passive recreational uses.

As previously mentioned, homes built between 1940 and 1970 are the most common in Merriam due to the building boom and suburban expansion that followed World War II. The most common architectural styles amongst these homes are ranch, two-story, cape cod and split level, all of which represent modest and affordable housing options for that time period. These homes tend to be built on slightly smaller lots than those prior to 1940 with an average lot size of .43 acres. Attached garages became more common with homes built during this time period and we see that reflected in the homes in Merriam, though garages often accommodated only one vehicle.

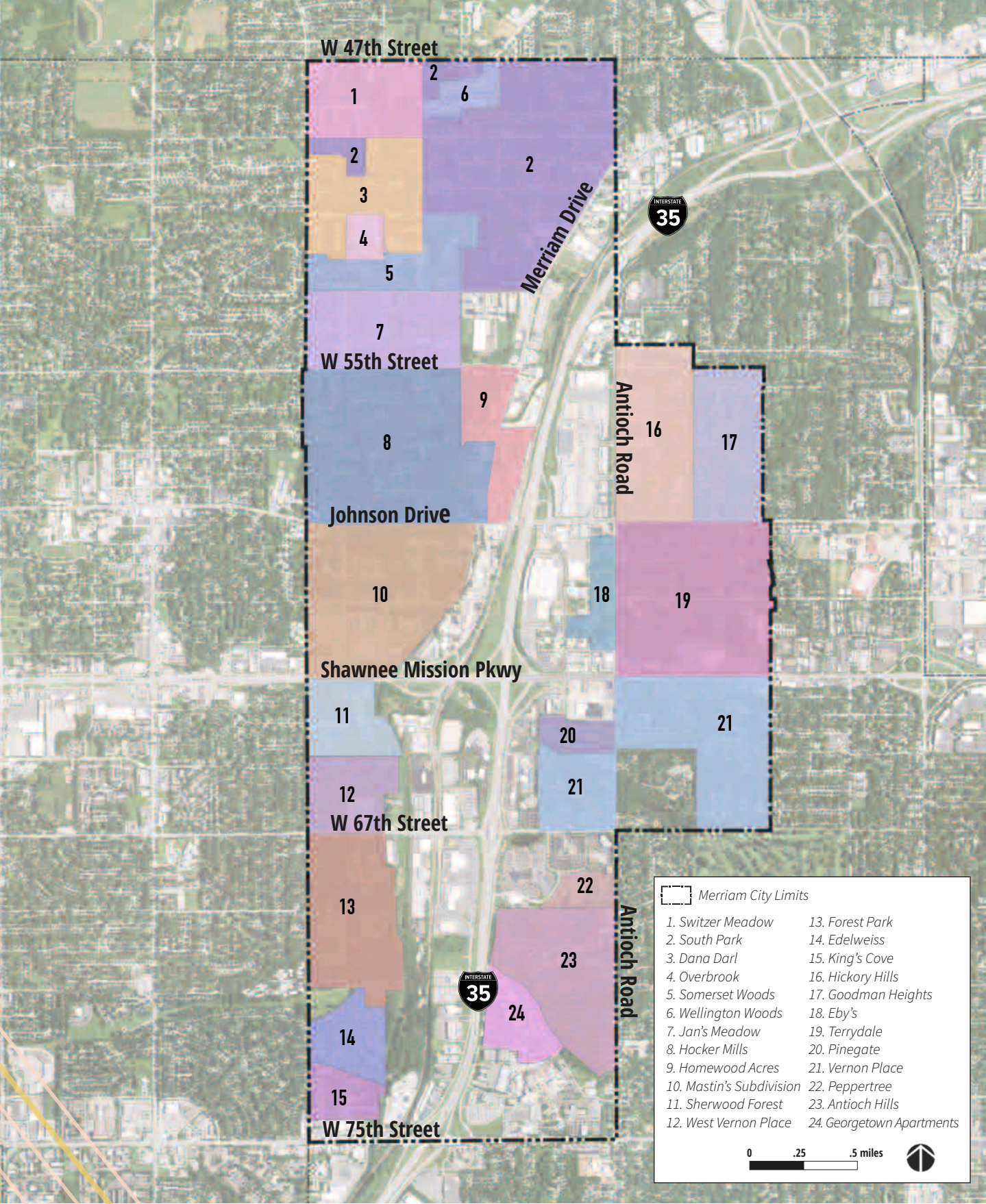
Only 2.2% of the single-family homes in Merriam have been built since the year 2000. Homes built in this timeframe utilized the relative few vacant properties within the city or replaced an existing home. These newly constructed homes reflect a range styles and scales but in general, they conform to the existing character of the surrounding neighborhood. Only one apartment complex has been built since 2000 which reflects the limited amount of larger developable land available to build such housing options. Most of the multi-unit dwellings were constructed during the 1970s.

The residential neighborhoods in Merriam, especially those with older housing stock, have ample tree coverage with mature oaks being a common foliage type. Neighborhoods are highly walkable with sidewalk access well distributed throughout Merriam with a typical street section including a sidewalk along one edge of the street. Generally, streets in Merriam connect to other arterials but more contemporary developments have a more suburban pattern with curvilinear streets and in some cases, cul-de-sacs. Some neighborhoods that were built in this style, especially the older suburban neighborhoods, have a lower walkability level with the absence of sidewalks.



NEIGHBORHOOD MAP

FIGURE 3.3 Merriam Neighborhoods Map (2020)



DEVELOPMENT CHARACTER ANALYSIS

CENTERS

Merriam Town Center

The Merriam Town Center (~60 acres) is a high-intensity collection of commercial buildings with many “big-box” retailers surrounded by expanses of surface parking lots. Some of the retailers include Marshalls, The Home Depot, Cinemark and PetSmart. The center once had a grocery store, Hen House Market, but the store shuttered in 2018. The development is located at the intersection of Johnson Drive and Antioch Drive, two major arterials within the City. Merriam Town Center is setback from the roadways and along Antioch Drive, a prominent landscaped berm, while providing an aesthetically pleasing buffer from the homes across the street, severely diminishes the views into the retail center.

Merriam Village

Merriam Village (~30 acres) is another commercial center in Merriam located along Johnson Drive and surrounded by Interstate 35 to the west and Slater Street to the east. At the northern end of the site, along Johnson Drive, several pad sites are mostly fast food establishments as well as a Quik-Trip which sees a high amount of traffic. IKEA, a major destination retailer, is located in Merriam Village and sits prominently on the site with high visibility from Johnson Drive and Interstate 35. Bordering this center to the south is the new Merriam Community Center, Merriam Police Department and City Hall. Ikea Drive, which courses through the middle of Merriam Village, connects to Shawnee Mission Parkway.

Former K-Mart

Located on Shawnee Mission Parkway, the former K-Mart site (~13 acres) is primarily dominated by the empty big box store. Three smaller pad sites located on the northern edge of the site with one, Freddy's, being recently completed. This site has a prominent location along Shawnee Mission Parkway and the intersection of Antioch Road with easy vehicular access to Interstate 35 and E Frontage Road.

Advent Health Medical Center

Located on W 75th St between Antioch Road and Interstate-35, the Advent Health Medical Center is a major employer in Merriam and in the greater Kansas City metro. The main complex of buildings is setback towards the northern edge of the site, away from W 75th St, with several new medical office buildings being constructed along the corridor in recent years. The site is primarily surrounded by medium to low density residential on three sides.

DISTRICTS

Downtown

The primary district within the city of Merriam is the Downtown District. In general, the district is defined by Turkey Creek to the west, W 55th Street to the north, I-35 to the east and Carter Avenue to the south. This is the center of Merriam and is characterized by a collection of historic commercial buildings that are tight against the ROW and create a walkable urban district along Merriam Drive. However, along the east side of downtown, adjacent to the rail lines, the land use is dominated by auto-oriented uses with buildings setback further from the streets and large surface lots abundant with vehicles. This pattern infiltrates the urban core slightly, creating a patchwork of different densities and building aesthetics. On-street parking is common throughout this district with both parallel and diagonal parking present on various streets.

Two notable public facilities are located in the downtown district, the Merriam Marketplace and the Irene B. French Community Center. These facilities are located across Merriam Drive from each other and represent two facilities that attract large crowds for various community events. The Irene B. French Community Center is currently being replaced by a larger community center near Merriam City Hall, but recent plans recommend to retain the historic original building and enhance the grounds to ensure that this facility remains an important activity generator within the community and more specifically, within the downtown district. In addition to hosting the Merriam Farmer's Market weekly, the Merriam Marketplace also hosts events such as live music, car shows and other family-oriented activities.

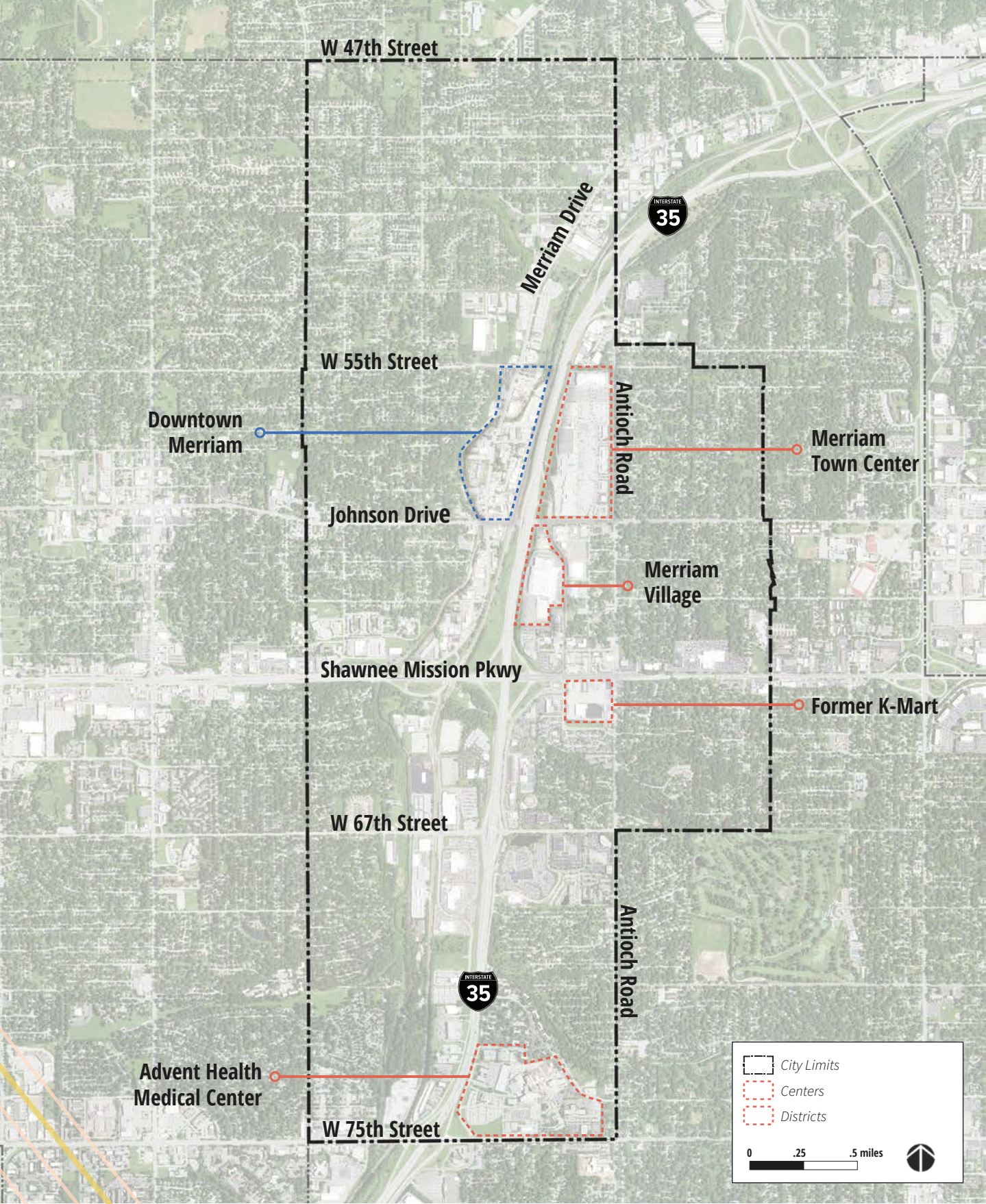
Turkey Creek is the western edge of the downtown district and while it offers great recreational opportunities for residents via the Turkey Creek Trail, it also poses a significant flooding threat for this area of the city. A large percentage of the downtown district is within the Turkey Creek flood plain which demonstrates a challenge for both businesses and property owners. Studies continue in an effort to develop a plan for how best to deal with the flooding threat, but any investment towards those improvements are still far off into the future.

Johnson Drive, a major arterial corridor, traverses through the heart of the downtown district. With a high-volume of vehicular traffic, this corridor represents an important entrance into downtown Merriam. Despite that fact, there is currently a lack of gateway features that announce traveler's arrival into downtown. However, the Turkey Creek bridge along Johnson Drive, is festooned with lighting, planters and light pole banners which creates a nice visual celebration of Merriam.



CENTERS & DISTRICTS MAP

FIGURE 3.4 Merriam Centers and Districts Map (2020)



DEVELOPMENT CHARACTER ANALYSIS

CORRIDORS

Merriam has several arterial corridors that provide ample vehicular connections within the city, to adjacent communities and throughout the Kansas City metro. Below, each major corridors are described based on their character and role they play within the community.

Antioch Road

As the only continuous north/south corridor in Merriam, Antioch Road is a key arterial that extends from the Johnson County line to the Overland Park border. North Antioch Road straddles residential neighborhoods before intersecting with Merriam Drive, an important gateway into downtown Merriam. South of I-35, Antioch Road buffers single-family homes to the east and larger commercial centers to the west. Through the residential areas, there are primarily 4-lanes of traffic with the road widening to 5-lanes through the commercial areas.

West 47th Street

As the northern boundary between Merriam and Kansas City, Kansas, West 47th Street also represents the boundary between Johnson County and Wyandotte County. At about 1-mile in length, this stretch of West 47th Street is primarily residential and has some of the only larger undeveloped parcels that remain in the city of Merriam. West 47th Street connects with Shawnee Drive where users can connect to the interstate. West 47th Street is a two-lane secondary arterial corridor.

West 55th Street

Extending from the Shawnee/Merriam city line, West 55th Street terminates at Merriam Drive just north of the downtown district. The land use along West 55th Street is primarily residential with a few commercial properties located near the intersection with Merriam Drive. West 55th Street is a two-lane secondary arterial.

Johnson Drive

Johnson Drive represents the perceived southern edge of downtown Merriam. Johnson Drive has some of the highest traffic volumes in Merriam because of its access to Merriam Town Center and Village. Immediately west of the I-35 access ramps, the busy BNSF rail line crosses Johnson Drive which can often create traffic backups. The road width varies but includes as many as 7-lanes with a small median to 4-lanes at its narrowest.

Shawnee Mission Parkway

Shawnee Mission Parkway is another primary arterial corridor that traverses through the city. The corridor supports large amounts of retail and commercial

businesses including automotive dealerships, restaurants and hotels. Shawnee Mission Parkway is a major entry point into the community from both the east and west as well as from I-35 due to a large interchange exit. Major nodes along the parkway include at Antioch Road and at Merriam Drive. Notably, the former K-Mart site is located at the intersection with Antioch Road and represents a major opportunity for redevelopment. Several municipal amenities such as the Antioch Branch of the Johnson County Library, Merriam City Hall and Police Department as well as the new Merriam Community Center are located just north of the parkway off of Eby Ave (IKEA Way) and Slater Street.

W 67th Street

West 67th Street, which terminates at Antioch Road, is another primary corridor that runs east/west through Merriam. With direct connection to Interstate 35, many commercial and office uses can be found along this corridor. Recent redevelopment brought Carmax to West 67th Street and further redevelopment of the former Lee Jean's Corporate site and adjacent office buildings represent opportunities for revitalization in this area. West of the interstate, the corridor transitions from commercial land use to primarily residential.

W 75th Street

As the southern boundary of Merriam, West 75th Street is the final major east/west arterial before leaving the city limits to the south. Anchoring this corridor is the Advent Health Medical Center, a major employer in the Kansas City region. With an expansive campus and easy access from Interstate 35, the hospital is an asset to the city of Merriam while producing high traffic volumes in the immediate vicinity. Smaller commercial centers pepper this corridor as well, with medium-density residential neighborhoods not far to the north.

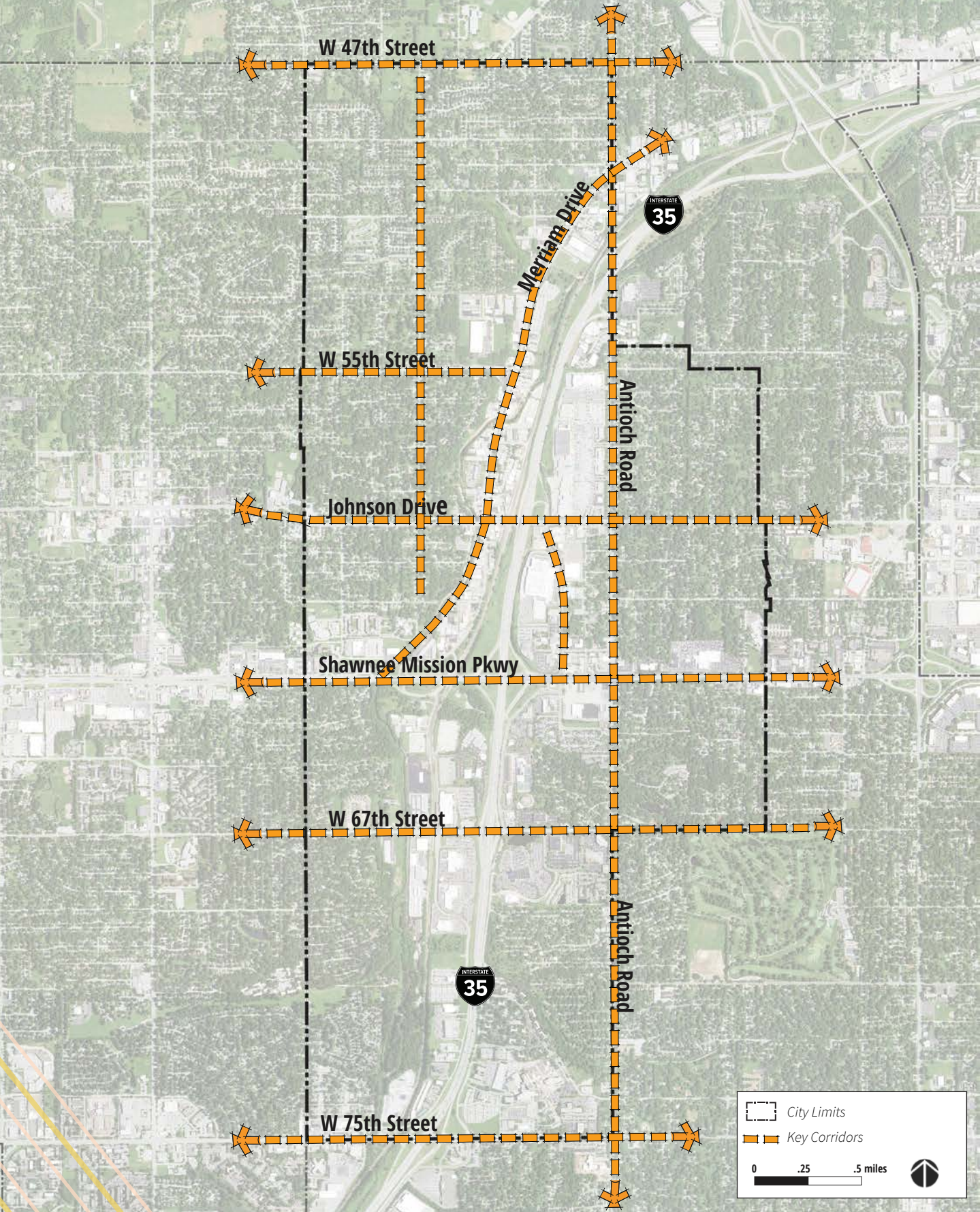
Merriam Drive

Merriam Drive is a north/south oriented corridor that extends from the city limit at Antioch Road to the north and Shawnee Mission Parkway to the south. Merriam Drive is the main corridor through historic downtown Merriam and ranges from a 4-lane configuration, 3-lane through the urban core and a brief stretch of two-lanes before terminating at Shawnee Mission Parkway. This corridor is dominated by auto-oriented businesses. Merriam Drive runs parallel to Turkey Creek and as such, floods during higher rainfall events.



KEY CORRIDORS MAP

FIGURE 3.5 Merriam Key Corridors Map



HOUSING

Merriam’s housing stock is mostly composed of single-family detached homes with a healthy mix of multi-family options. Table 3.2 summarizes the available housing types by total number of units available. Figure 3.6 shows the distribution of housing by housing type.

SINGLE-FAMILY RESIDENCES

Single-family residences are detached dwelling units with no shared walls. This category includes the typical single-family homes with front, side and rear yard setbacks and access to a local street.

DUPLEXES, QUADRAPLEXES, & TOWNHOUSES

Duplexes are housing units with two dwelling units with a shared wall. Quadraplexes have four dwelling units. Both unit types can be vertically or horizontally attached. A townhouse is a dwelling unit attached to one or more similar houses with shared walls.

APARTMENTS

Apartments in Merriam come in four categories. The most common are garden style apartments between 1-3 stories. High-rise apartments are those buildings with 3+ stories. There are also federally subsidized apartment buildings and dwellings converted into apartments, typically found in large, older single-family homes.

MERRIAM HOUSING STOCK

Nearly 60% of all dwelling units in Merriam are single-family detached homes. The second most common housing type are garden apartments. There are approximately 12 garden style apartment complexes in Merriam, with a combined 1,441 dwelling units representing 27.0% of all dwelling units in Merriam.

A distant third most common housing type is duplexes, representing 5.5%, or 292 of all dwelling units. There are 148 quadraplexes. There is one high-rise apartment complex and one federally subsidized apartment complex representing a combined 178 dwelling units (108 and 70, respectively).

Overall, for a suburban community the housing diversity of Merriam is above average. A diverse housing stock can help meet the needs of residents of all ages, lifestyles and income levels.

TABLE 3.2 Housing Composition / Dwelling Units (2019)

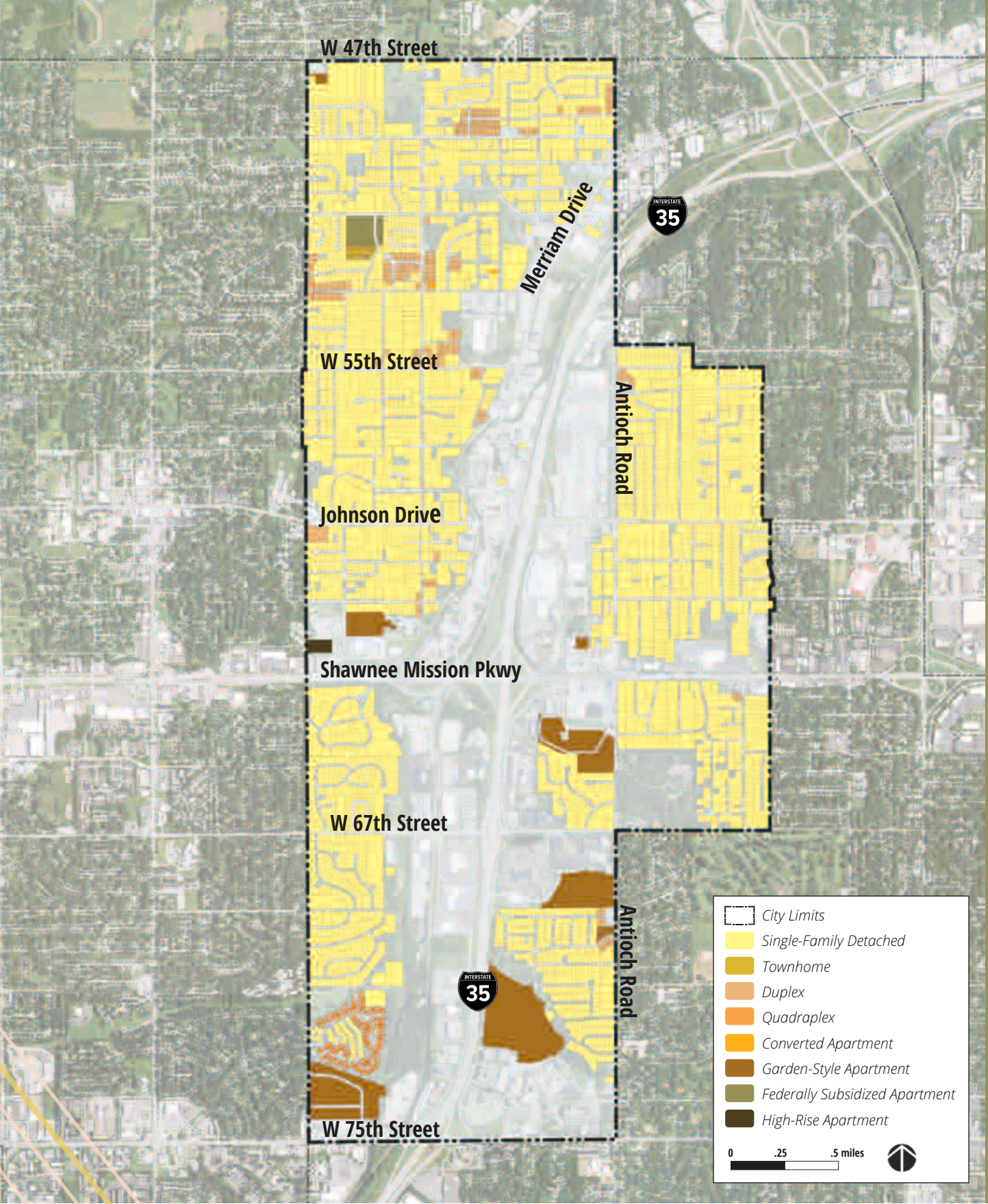
Housing Type	Dwelling Units	Share
Duplex	292	5.5%
Dwelling Converted into Apartment	5	0.1%
Federally Subsidized Apartments	70	1.3%
Garden Apartment	1,441	27.0%
High-Rise Apartment	108	2.0%
Quadraplex	148	2.8%
Single-Family Residences	3,144	58.9%
Townhouses	126	2.4%
TOTAL	5,334	100.0%

Source: Johnson County Tax Assessor



EXISTING HOUSING BY TYPE MAP

FIGURE 3.6 Merriam Housing by Type Map



HOUSING AGE ANALYSIS

Merriam's single-family detached housing stock is composed of a mixture of housing ages with a large amount of mid-century, post-World War II homes. The age of the housing stock for all types is discussed below.

YEAR BUILT

Table 3.3 shows the number of single-family homes by year built. Approximately half of all single-family homes in Merriam are mid-century homes, built between 1940 to 1969. Another nearly 30% of homes were built between 1970 to 1989. Around 350 homes in Merriam were built before 1940 with 51 of those homes being 100 years older or more. Over the last thirty years, there have been approximately 258 single-family detached homes built in Merriam. While only 28 of these homes were built between 2000 and 2009, 49 have been constructed since 2010, representing a slight uptick in single-family home construction for Merriam.

The median year built for single-family detached homes in Merriam is 1961 and the average year built in 1960. Fewer than 8% of all single-family homes were built in the past thirty years.

All of Merriam's apartment buildings, excluding dwellings converted into apartments, were constructed after 1965. The median year built for all apartment buildings is 1970. Many of the garden apartment buildings were built in the mid-1960s and early 1970s with another set built in the mid-1980s. Merriam's sole high-rise apartment building was constructed in 1979. The federally subsidized apartments were built in 1980.

All of the townhomes in Merriam were built in 1971.

Duplexes and quadraplexes were mainly built in the 1970s and 1980s with some construction for duplexes occurring in the late 1990s and early 2000s. The median year built for duplexes and quadraplexes are 1973 and 1977, respectively.

Figure 3.7 shows the location of homes in Merriam by year built.

TABLE 3.3 Single-Family Homes by Year Built

Housing Type	Count	Share
Before 1920	51	1.4%
1920 to 1929	145	4.0%
1930 to 1939	159	9.1%
1940 to 1949	329	9.1%
1950 to 1959	730	20.2%
1960 to 1969	881	24.4%
1970 to 1979	634	17.5%
1980 to 1989	427	11.8%
1990 to 1999	181	5.0%
2000 to 2009	28	0.8%
2010 or later	49	1.4%
TOTAL	3,614	100.0%

Source: Johnson County Tax Assessor

TABLE 3.4 Median / Average Year Built by Housing Type

Housing Type	Median	Average
Duplex	1973	1974
Dwelling Converted into Apartment	1913	1913
Federally Subsidized Apartments*	1980	1980
Garden Apartment	1969	1972
High-Rise Apartment*	1979	1979
Quadraplex	1977	1979
Single-Family Residences	1961	1960
Townhouses	1971	1971
TOTAL	1964	1962

* Only one example so median / average is the actual year built

Source: Johnson County Tax Assessor

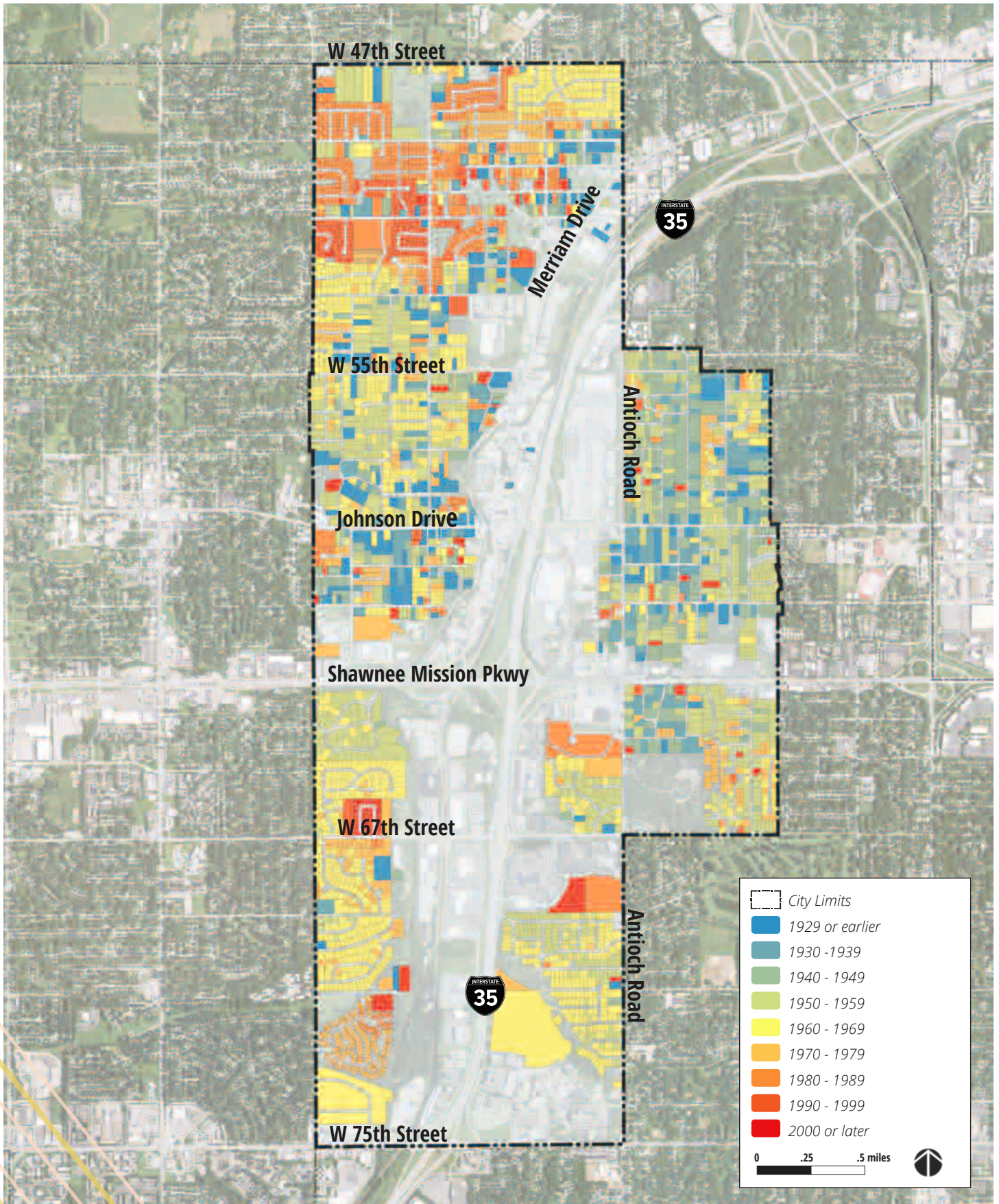
1964 Median Year Built Merriam Housing

Source: Johnson County Tax Assessor



HOUSING BY YEAR BUILT

FIGURE 3.7 Merriam Housing by Year Built



HOUSING CHARACTERISTICS

Merriam’s single-family detached housing stock is composed of a mixture of housing ages with a large amount of mid-century modern homes.

These two sectors vary widely in the likely wages and educational attainment levels needed, but both are service industries often with non-typical working hours. While both industries are major sectors for Merriam

Please note, data was analyzed from both Johnson County parcel and the U.S. Census Bureau’s latest available American Community Survey. Parcel data is from 2019 and the Census data is from 2018. There will be discrepancies in the total number of households and housing units due to statistical error but represent the best available data for the city.

HOUSING TENURE

Housing tenure refers to the financial arrangements under which a person lives in their household. Tenure typically divides households into owner-occupied and renter-occupied units. Owner-occupied units may own their home or pay a monthly mortgage. Renter-occupied units typically pay rent to a landlord who owns the property. In Merriam, the 2018 housing tenure breakdown is 57.1% owner occupied and 42.9% renter occupied. Generally, this is a higher than expected renter-occupied number than is typically seen in suburban communities. Johnson County has an overall owner-occupancy rate of 69.1% by comparison. Nearby communities such as Overland Park, Shawnee, Fairway and Roeland Park all have higher owner-occupied percentages. The neighboring community of Mission does have a significantly lower owner-occupancy percentage, but this appears to be somewhat of an outlier in the area. Merriam’s location and convenient access to Interstate 35 and more diverse housing stock likely make the community an attractive community for renters.

HOME VALUES

The 2018 median value for owner-occupied homes in Merriam is \$160,100. Nearly three-fourths (74.4%) of owner-occupied homes in Merriam are valued between \$100,000 and \$200,000. There are approximately 7% of homes in Merriam valued below \$100,000. Less than 3% of homes are valued in the higher-end home values (\$300,000 or more). Around 16% of homes are valued between \$200,00 and \$299,999. Figure 3.8 shows the breakdown.

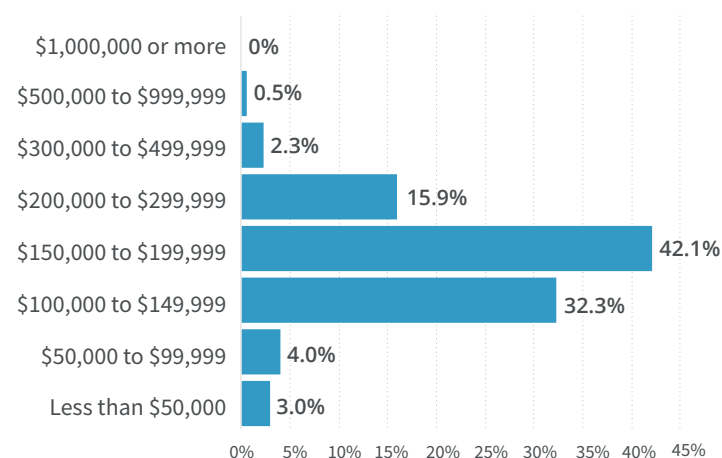
Compared to neighboring communities, Merriam homes are more modestly valued. Roeland Park and Mission are the closest in median value, both slightly above Merriam. Communities such as Overland Park, Shawnee or Fairway are significantly higher as is the county. Table 3.6 shows the comparison.

TABLE 3.5 Housing Tenure Comparison (2018)

Jurisdiction	Owner Occupied (%)	Renter Occupied (%)
Merriam, KS	57.1%	42.9%
Shawnee, KS	72.7%	27.3%
Mission, KS	47.3%	52.7%
Overland Park, KS	63.4%	36.6%
Fairway, KS	91.9%	8.1%
Roeland Park, KS	74.4%	25.6%
Johnson County, KS	69.1%	30.9%

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

FIGURE 3.8 Home Values, Owner-Occupied Units (2018)



Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates

TABLE 3.6 Median Home Value Comparison (2018)

Jurisdiction	Median Owner-Occupied Home Value
Merriam, KS	\$160,100
Shawnee, KS	\$225,900
Mission, KS	\$169,500
Overland Park, KS	\$261,200
Fairway, KS	\$352,200
Roeland Park, KS	\$164,100
Johnson County, KS	\$244,100

Source: U.S. Census Bureau, ACS 2015-2018 5-Year Estimates



CRIME ANALYSIS

CRIME COMPARISON

Figure 3.9 shows the crime index comparison for Johnson County communities in 2018. Merriam does have higher crime index rates compared to other Johnson County communities. However, there could be several explanations and caveats necessary to better understand these numbers. First, crime indexes are based on the full-time residential population. Compared to other communities in Johnson County, Merriam has a relatively small residential population, similar to that of Mission. Both Merriam and Mission have similar crime indexes. However, Merriam has a very different daytime population as there are over 13,000 people who come into Merriam for work, a large amount of commercial and retail land uses as well as a major interchange with several interchanges in the community. Because indexes are calculated based on the nighttime (residential) population, these crime indexes are likely artificially high and inflated, which can lead to a misperception of Merriam's crime.

The Kansas Bureau of Investigation, which is the source of the data, warns that comparing crime rates between different locations should generally be avoided because this ignores factors known to affect the volume of crime occurring from place to place. There are many factors that affect crime levels, but those that seem especially important for Merriam include stability of population with respect to residents, mobility and commuting patterns and the modes of transportation and highway systems. These two factors may also contribute to the number of crimes, particularly property crimes.

As shown in Figure 3.9, the range of crime indexes for violent crime and property crime in Johnson County communities are much different. Violent crime offense indexes range from around 0.7 (Leawood) to 2.9 (Merriam). For property crime the range is much larger; the high is 39.1 (Merriam) and the low is 4.3 (Lake Quivira). This suggests that property crime offenses are the real outlier for the Merriam community much of which might be explained by the large amount of commercial land in Merriam.

Another factor to consider is the geographic distribution of crimes in Merriam. Figure 3.10 on the following page shows the heat map for all reported crimes in Merriam between 2010-2019. The heat map shows clusters or density of activity. The darker red areas show areas with higher density of crimes. The areas with the most crime over the ten-year period were distinctly in the commercial areas of the community, especially the Merriam Town Center and areas near interchanges along Interstate 35. Figures 3.11-3.14 show some other heat maps by crime type - all of which support the conclusion that crime is mainly focused to the commercial areas and not the residential areas.

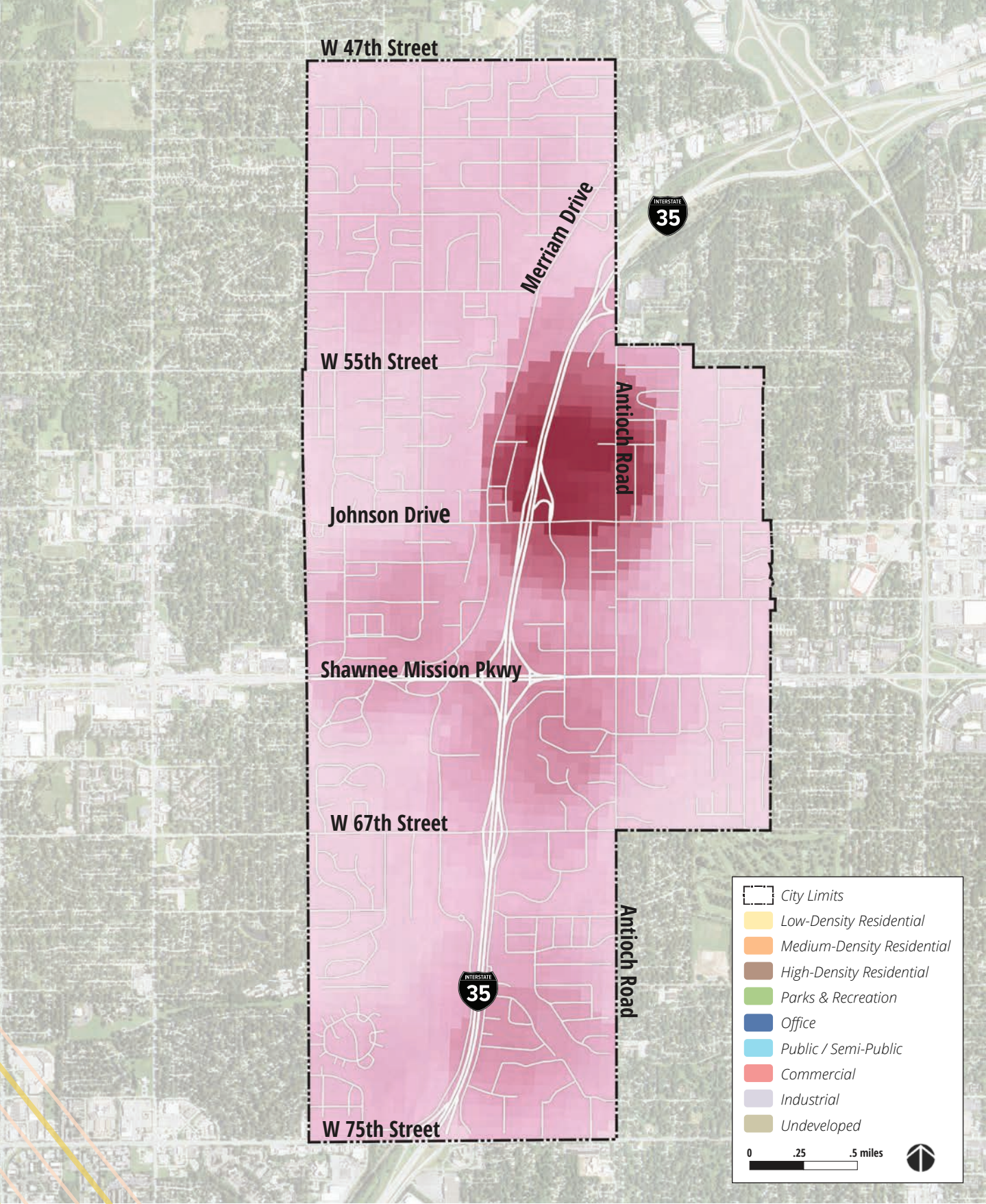
FIGURE 3.9 Crime Index - Johnson County, Kansas Communities, 2018

Reporting Agency	2018 Estimated Population ²	Months Reported	Crime Index Offenses		Violent Crime Offenses		Agg.				Property Crime Offenses		Motor Vehicle			Arson ⁷
			Total	Rate/1,000	Total	Rate/1,000	Murder	Rape	Robbery	Assault/Battery	Total	Rate/1,000	Burglary	Theft	Theft	
Johnson County 04600																
Sheriff	20,897	12	282	13.5	61	2.9	0	6	1	54	221	10.6	37	155	29	4
Fairway PD	3,969	11	39	9.8	0	0.0	0	0	0	0	39	9.8	6	30	3	0
Leawood PD	35,070	12	594	16.9	26	0.7	0	0	3	23	568	16.2	80	447	41	0
Merriam PD	11,238	12	472	42.0	33	2.9	0	3	4	26	439	39.1	39	320	80	1
Mission PD	9,421	12	361	38.3	21	2.2	0	5	5	11	340	36.1	33	256	51	0
Olathe PD ⁵	139,154	12	2,320	16.7	308	2.2	3	77	23	205	2,012	14.5	149	1,678	185	7
Overland Park PD ⁵	193,877	12	4,307	22.2	393	2.0	3	54	80	256	3,914	20.2	389	3,158	367	24
Prairie Village PD ⁴	Agency Did Not Report Data in 2018															
Roeland Park PD ⁵	6,777	12	164	24.2	16	2.4	0	3	5	8	148	21.8	5	120	23	0
Shawnee PD	65,983	12	1,285	19.5	165	2.5	3	22	15	125	1,120	17.0	146	824	150	8
Lenexa PD	54,349	12	987	18.2	108	2.0	0	12	12	84	879	16.2	106	688	85	2
Westwood PD	2,276	12	64	28.1	2	0.9	0	0	1	1	62	27.2	2	51	9	0
Gardner PD	21,945	12	368	16.8	55	2.5	0	7	3	45	313	14.3	28	267	18	2
Mission Hills PD ³	3,587	5	26	7.2	1	0.3	0	0	0	1	25	7.0	7	14	4	0
Spring Hill PD ⁴	Agency Did Not Report Data in 2018															
Johnson Co Park PD	NA	12	60	N/A	4	N/A	0	1	0	3	56	N/A	1	55	0	0
Lake Quivira PD	939	12	4	4.3	0	0.0	0	0	0	0	4	4.3	0	3	1	0
SN Mission Pub Schools	NA	11	8	N/A	0	N/A	0	0	0	0	8	N/A	0	8	0	0
Blue Valley USD 229 ⁹	NA	10	11	N/A	0	N/A	0	0	0	0	11	N/A	0	11	0	1
County Total	569,482		11,352	19.9	1,193	2.1	9	190	152	842	10,159	17.8	1,028	8,085	1,046	49



CRIME ANALYSIS

FIGURE 3.10 All Crimes 2010-2019, Merriam, KS



CRIME ANALYSIS

FIGURE 3.11 Merriam Auto Burglary, 2010-2019

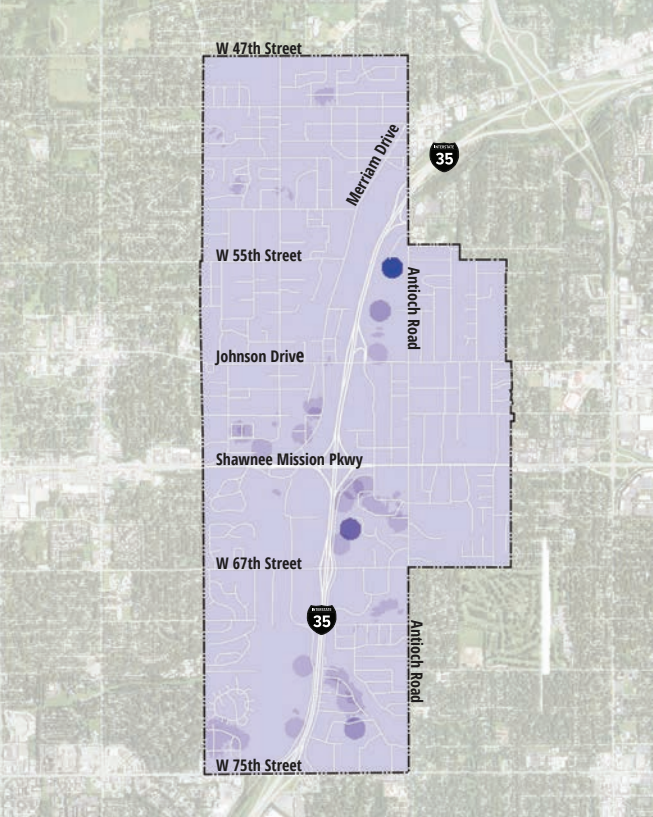


FIGURE 3.12 Merriam Motor Vehicle Theft, 2010-2019

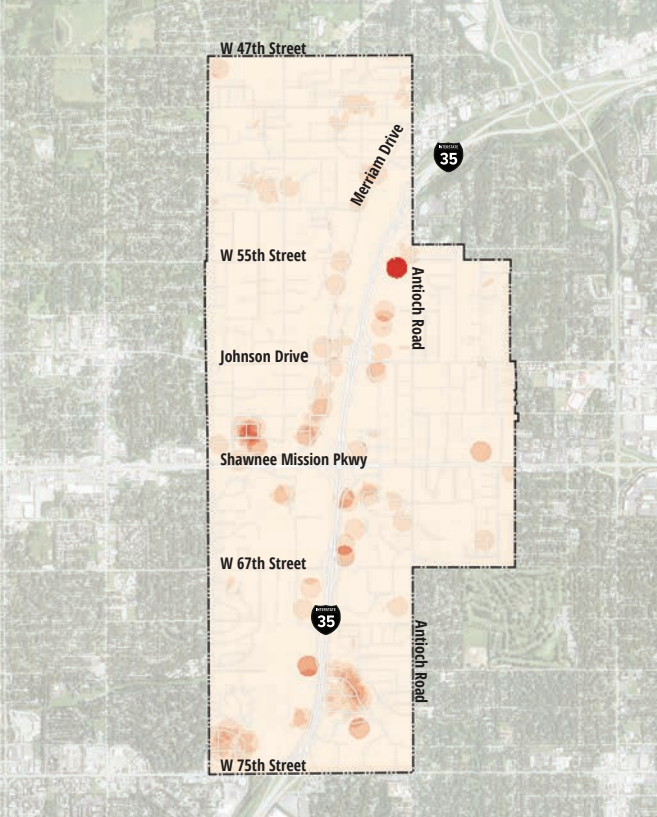


FIGURE 3.13 Merriam Aggravated Robbery, 2010-2019

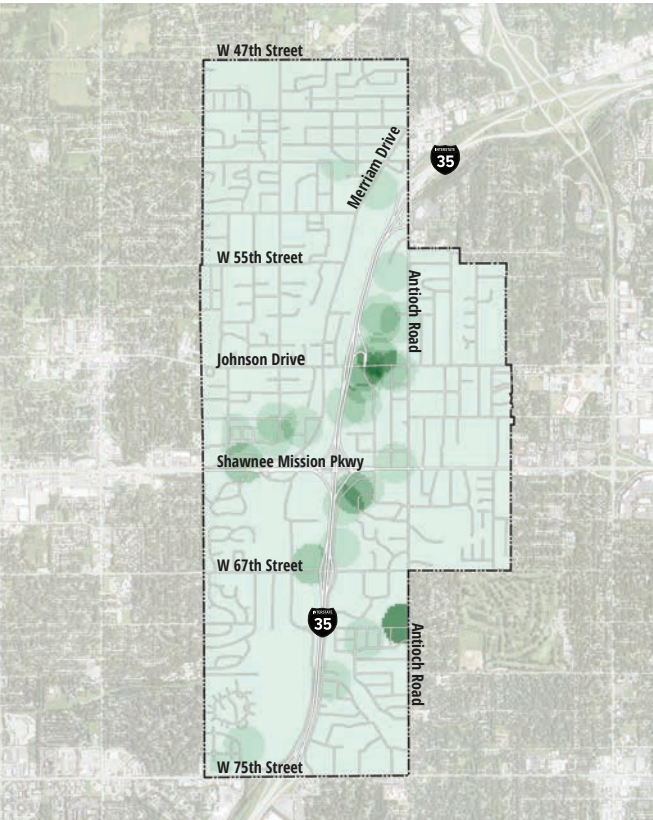
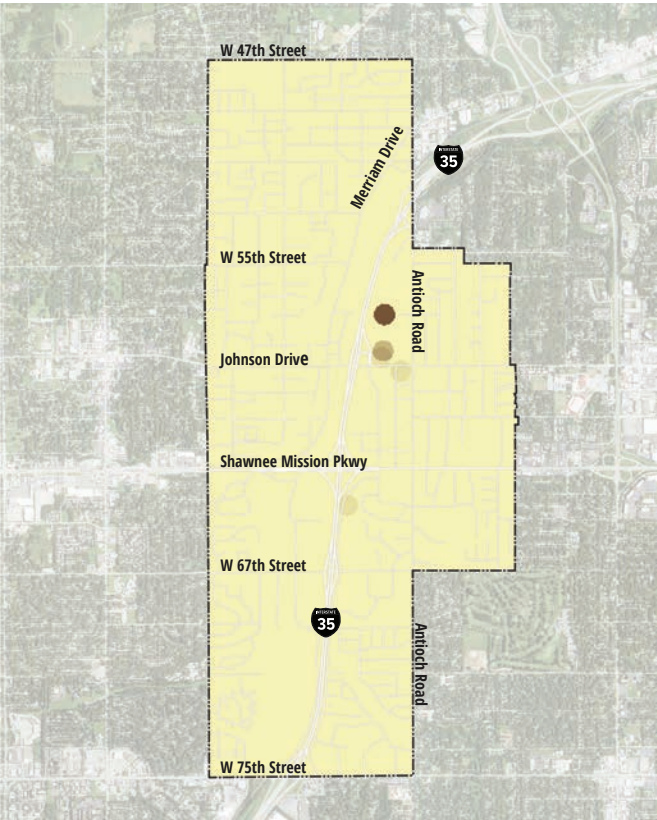


FIGURE 3.14 Merriam Property & Services Theft, 2010-2019



NATURAL FEATURES

Natural features include environmentally sensitive or significant areas in Merriam. These features help dictate where development should and should not occur.

FLOODPLAIN

The floodplain is typically defined as the land in low-lying areas around water bodies that is inundated with water during periods of heavy rain or snowmelt. There are several floodplain classifications, but two main types are the 100- and 500-year floodplain.

100-Year Floodplain

Defined as the areas of land in which flooding has a 1% chance of occurring in each given year.

500-Year Floodplain

Defined as the areas of land in which flooding has a 0.2% chance of occurring in each given year.

FLOODPLAIN IN MERRIAM

Merriam's main source of floodplain comes from Turkey Creek which meanders north-south through the City along the spine of Interstate 35. Turkey Creek is a tributary of the Kansas River that flows through the urbanized areas of Johnson and Wyandotte Counties in Kansas. Some other areas of floodplain are around the tributary streams that branch out from Turkey Creek into nearby neighborhoods. Figure 3.15 shows the floodplain extents.

Floodplain in Merriam's downtown is a major barrier to redevelopment and investment. The cost of flood insurance is high and can deter potential new buyers. Existing owners may also question the value of new investment in their property. Over time, Merriam has purchased portions of the historic downtown core to protect from flooding events. Current plans approved by the Merriam City Council and the U.S. Army Corps of Engineers call for the construction of levies and flood walls between downtown and Turkey Creek.

October 4, 1998 Flood

Merriam's last major flood took place in October 1998. The flood caused over \$12 million in damages, and inundated Interstate 35. After the flood, Merriam and Johnson County purchased over 30 properties to clear out the affected area.

TURKEY CREEK WATERSHED

Watersheds are the areas of land in which all the area's water flow ends up at a certain outflow point such as a reservoir or ocean. There are several levels of watershed - some small and others very large, composed of many subwatersheds. The Turkey Creek watershed is close to 20,000 acres and is home to over 100,000 residents

spread throughout Johnson and Wyandotte Counties. The Turkey Creek watershed has had two major studies conducted by the U.S. Corps of Engineers both in 1987 and in 2007. The latest 2007 flood study focused on urban ecosystem restoration, habitat conservation and recreation and trail expansion.

Watershed Pollutants

The Mid-America Regional Council (MARC) lists the pollutants of concern for the Turkey Creek watershed as bacteria, elevated nutrients, dissolved solids, sediments and other trace elements from point sources including wastewater effluent and non-point sources including stormwater runoff, leaky sewage lines and septic tanks.

Turkey Creek Streamway Trail

The Turkey Creek Streamway Trail runs alongside the creek segment that runs through Merriam. The streamway trail offers transportation benefits from the ability to provide a safe alternative route for non-vehicular transportation such as walking or biking. There are health and safety benefits including physical activity from recreation. The environmental benefits of trails along streams are flood prevention, from having more green, permeable surface in the floodplain. There can also be water quality improvements, streambank stability and habitat for wildlife that comes out of a mostly undeveloped floodplain. Greenways can also serve as a location for environmental education classes for children and adults.

Streamway trails may also help encourage business development because certain industries will want to market their access to trails. Residential property values may also increase around trails because homeowners can market their access to the trail as an amenity feature. Trails can bring in people from outside your community creating a tourism boost and an overall increase in the quality of life in a community.

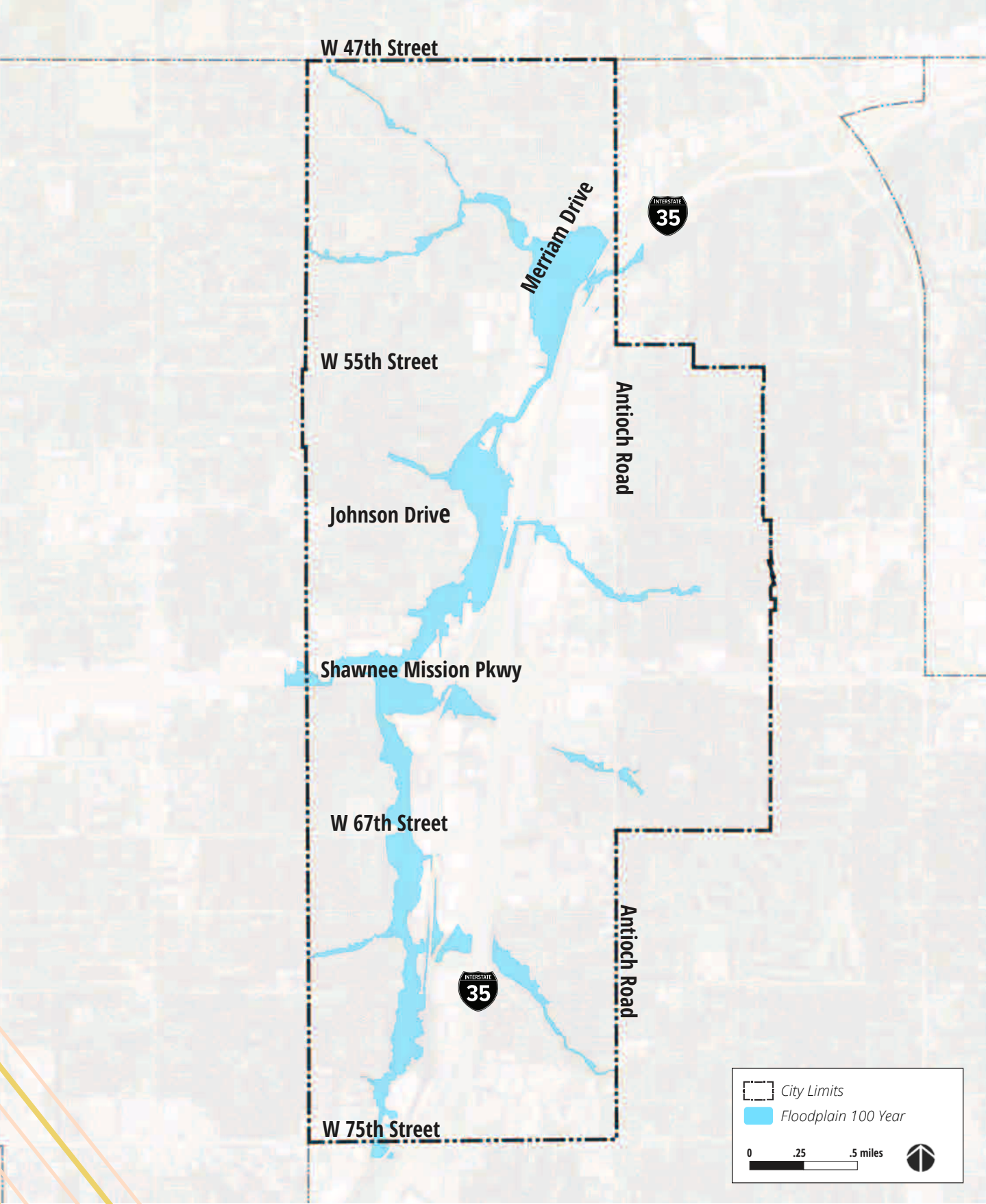
TREE COVER

Tree cover, especially in an urban environment, is a key feature that provides a variety of ecological functions including preventing urban heat island effect, providing oxygen and absorbing carbon, providing natural shade cover, acting as a source of bird and wildlife habitat, and creating scenic views which add to property values. The approximate tree cover in Merriam is shown in Figure 3.16. Tree species diversity and replenishment are key factors to maintaining a sustainable tree canopy.



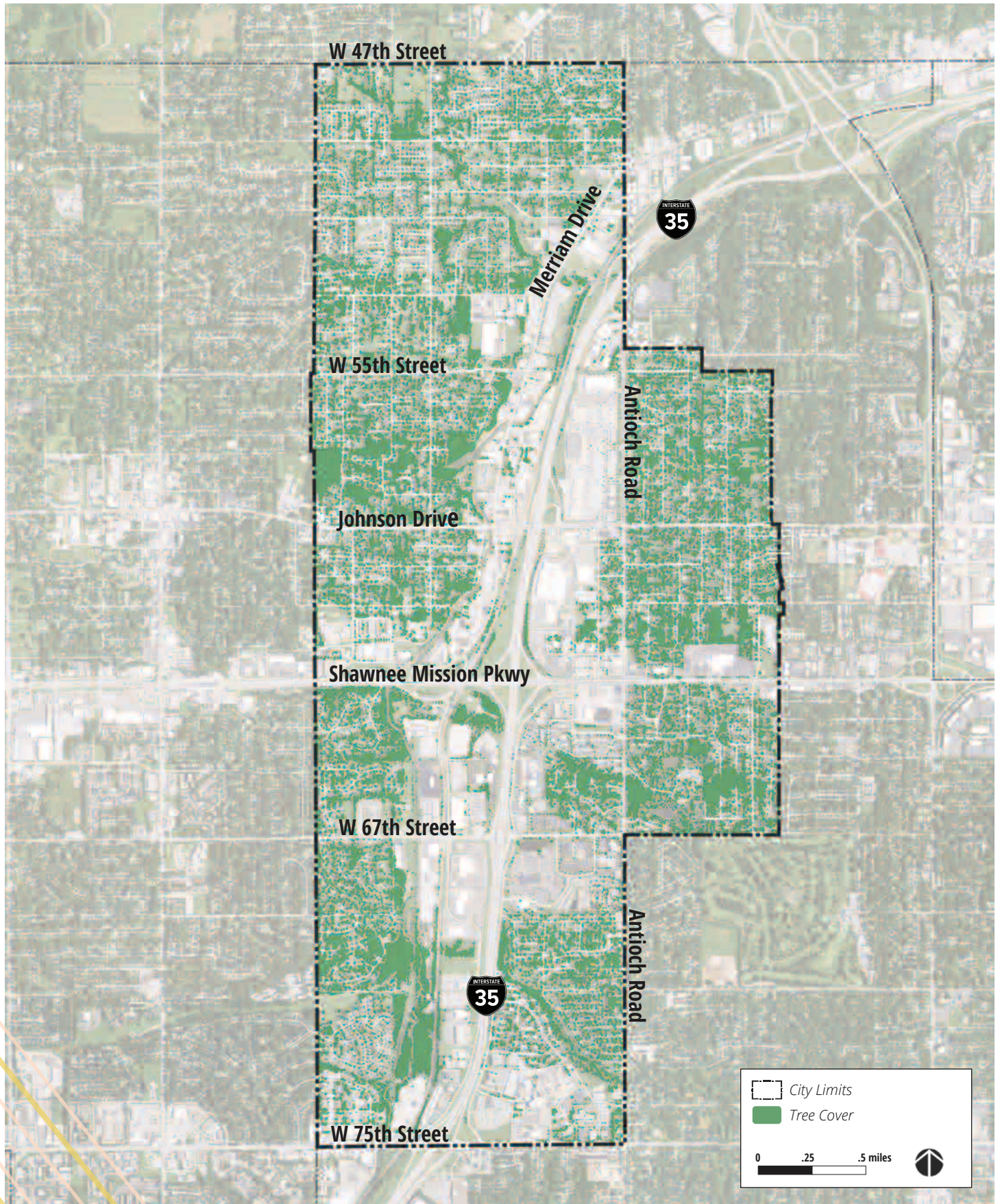
FLOODPLAIN

FIGURE 3.15 Floodplain Map



TREE COVER MAP

FIGURE 3.16 Tree Cover Map



EXISTING TRANSPORTATION SYSTEM

Transportation in Merriam is defined by three major themes: Access, Barriers and Safety

ACCESS

Merriam enjoys excellent access to transportation networks geared towards motor vehicle travel. I-35 runs through the length of the city with five interchanges within Merriam on city streets providing access to I-35. Most of Merriam is within a 5-minute drive from the interstate, which makes access to other destinations in the Kansas City Metropolitan Area within short drive times. Major employment centers across Johnson County and in Downtown Kansas City are all within a typical commute time of around 20 minutes. The convenient highway access also makes Merriam an attractive destination for regionally focused businesses such as Ikea, the AdventHealth Hospital, MerriamTown Center, and the many car dealerships.

BARRIERS

However, this vehicle access to the highway along with the railroad line pose major barriers for cross-town motor vehicle, bicycle, and pedestrian traffic. Shawnee Mission Parkway poses another major barrier, especially for bicycle and pedestrian traffic. These barriers can make it difficult for residents on the east side of I-35 to access the amenities such as Downtown Merriam, the Turkey Creek Greenway, and the major employment centers. Alternately, Antioch Park, the new Merriam Community Center, Ikea, Town Center, AdventHealth Hospital and other important destinations can be difficult to access by residents on the west side of Merriam.

SAFETY

Traffic safety is another major transportation concern in Merriam. Over the most recent 10-year period that data was available, there was an annual 2.8% increase in fatal & injury crashes, which accumulated to a total 32% increase since 2010. In that time frame, six people were killed and nearly 1,200 were injured in traffic crashes. Based on the average crash costs, the crashes during this period cost society nearly \$186 million. This cost is the money lost by residents, businesses, and visitors due to property damage, medical bills, lost productivity, and insurance. Injuries and deaths due to traffic crashes are clearly a very serious issue in Merriam.

The following sections highlight various aspects of the existing transportation system in Merriam.

STREETS AND ROADWAYS

Merriam's street system provides efficient and easy vehicular movement throughout most the City. Merriam has a robust network of collectors and local streets that feed into the larger system. City streets then access I-35 at five interchanges in the city, providing excellent access to the highway and larger Kansas City Metropolitan Area. Some congestion exists on Merriam streets, notably on Shawnee Mission Parkway through the entire city and Johnson Drive between I-35 and Antioch Road. The remainder of the streets experience very little congestion throughout the day.

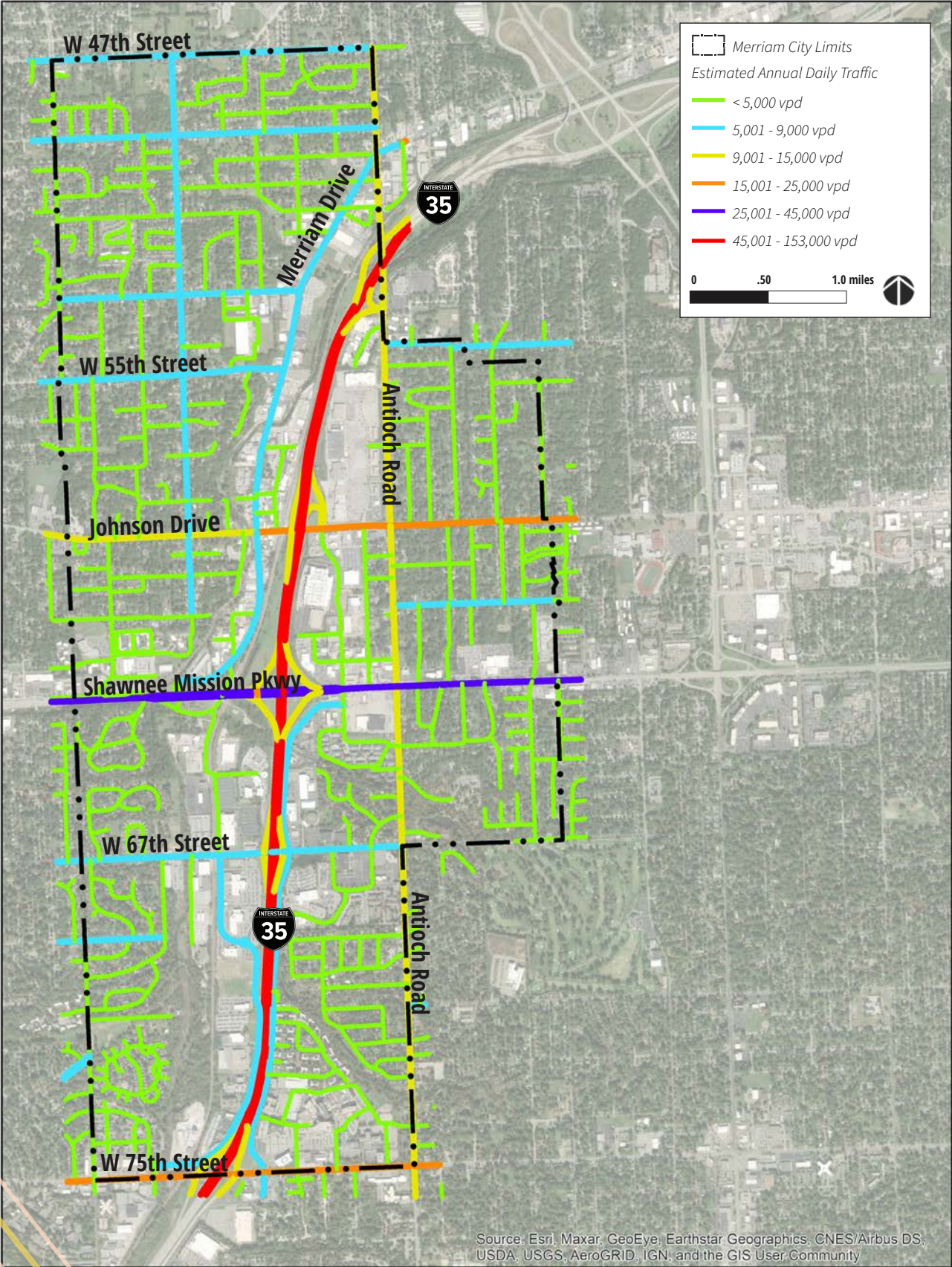
Figure 3.17 shows Merriam streets by traffic volumes. Starting with the highest functional classification of streets, I-35 is major interstate running primarily in the north/south direction which serves the largest number of vehicles with anywhere from 45,000 to 153,000 average daily vehicles. I-35 feeds into the City's major arterials including interchange connections with Antioch Road, Johnson Drive, Shawnee Mission Parkway, Merriam Drive, 67th Street, and 75th Street. Of these, Shawnee Mission Parkway handles the second largest subset of vehicles with nearly 40,000 daily. All other arterials carry between 9,000 and 25,000 daily users. Some of the City's major collectors include 47th Street and 55th Street handling approximately 3,000-9,000 daily users while all other streets are considered local roads and carry much less daily traffic.

Corresponding with traffic volumes and functional classification, Figure 3.19 shows all the city street's by speed limit. I-35 is governed by a 60-mph speed limit. Shawnee Mission Parkway has a posted speed limit of 45 mph all while other principal arterials are governed by a 35-mph speed limit. Most major collectors show 30 mph posted speed limits and minor collector show 25 mph while local road have a 20-mph speed limit. Higher speed limits are correlated to more severe traffic crashes.



ESTIMATED ANNUAL DAILY TRAFFIC

FIGURE 3.17 Estimated Annual Daily Traffic Map



EXISTING TRANSPORTATION SYSTEM

BICYCLE AND PEDESTRIAN FACILITIES

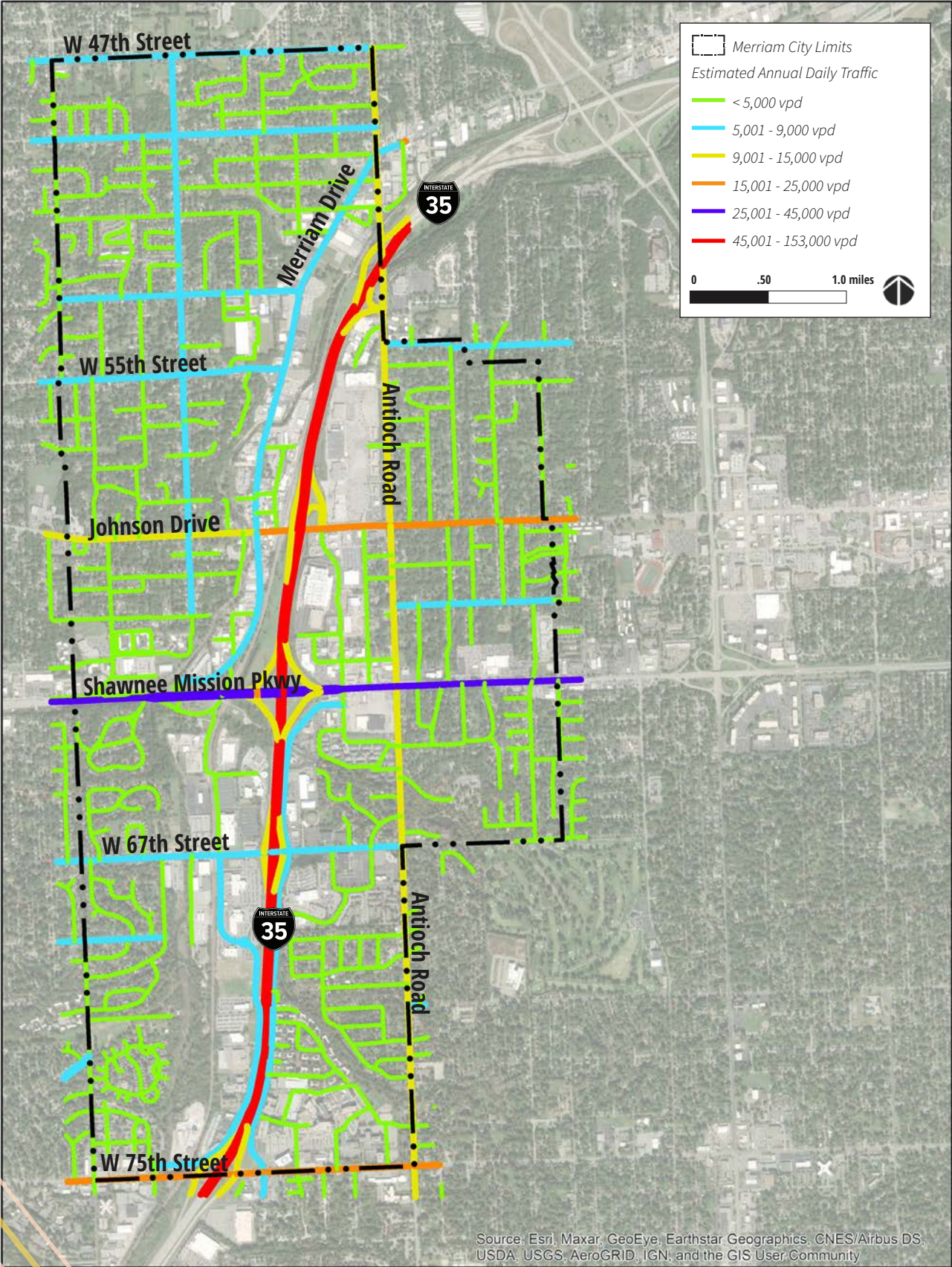
Sidewalks provide the most basic form of pedestrian facilities. Most streets in Merriam have sidewalks adjacent to them. Most residential streets and other local and collector streets include sidewalk on only one side of the street. Most arterial streets include sidewalks on both sides of the street. The sidewalk network is relatively complete and connected; however, gaps exist at key locations and pedestrian crossing opportunities of arterial streets is very limited. The most notable gaps in the sidewalk network are at the crossings of I-35. Shawnee Mission Parkway has no sidewalks on the bridge over I-35, and the sidewalks at 75th Street, 67th Street, Johnson Drive, and Antioch Road are narrow and uncomfortable through the interchanges due to their proximity to high speed traffic, need to cross uncontrolled right-turn slip lanes, and limited protection.

Existing major bicycle and shared use trail facilities are shown in Figure 3.20. Merriam contains no on-street dedicated bike facilities, but does contain several off-street trail facilities. The Turkey Creek Trail forms a key spine in the trail system. This trail extends the length of the city and forms a high-quality continuous off-street trail with safe and comfortable street crossings. This trail provides excellent bicycle and pedestrian transportation access through the city. However, bicycle and pedestrian access to the trail for Merriam residents is severely limited. As noted previously, pedestrian access across I-35 is difficult so the Turkey Creek Trail remains largely inaccessible to residents on the east side of Merriam unless they drive to the trail. Antioch Park and Chatlain Park in the middle of the city and Brown Memorial Park and Waterfall Park to the north of the City all provide shared use paths for pedestrian and bicyclists within the parks. Additionally, Antioch Rd is marked as share the road facility providing opportunity for bicyclists to ride the entire length of the road within city limits.



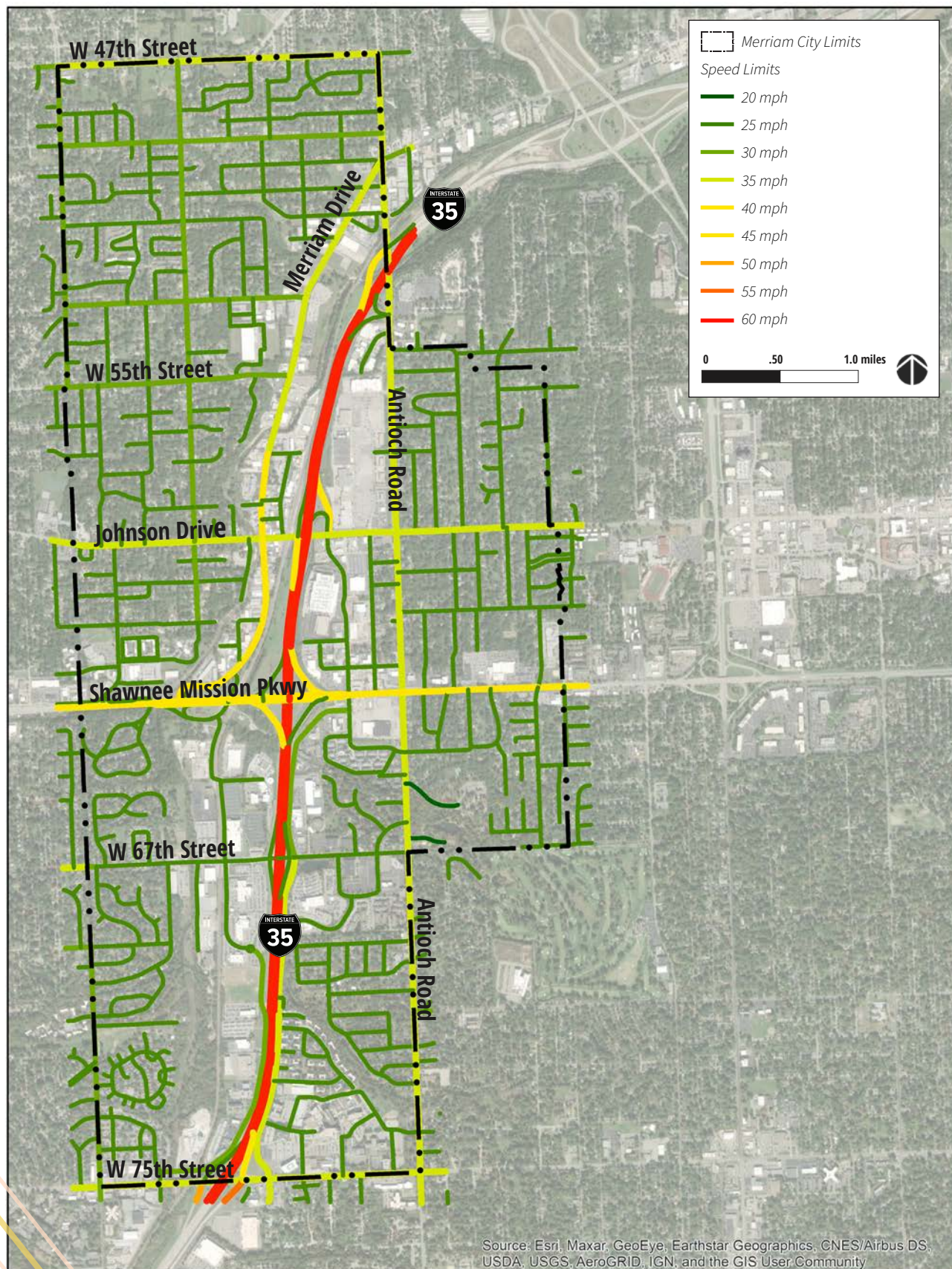
ESTIMATED ANNUAL DAILY TRAFFIC

FIGURE 3.18 Estimated Annual Daily Traffic Map



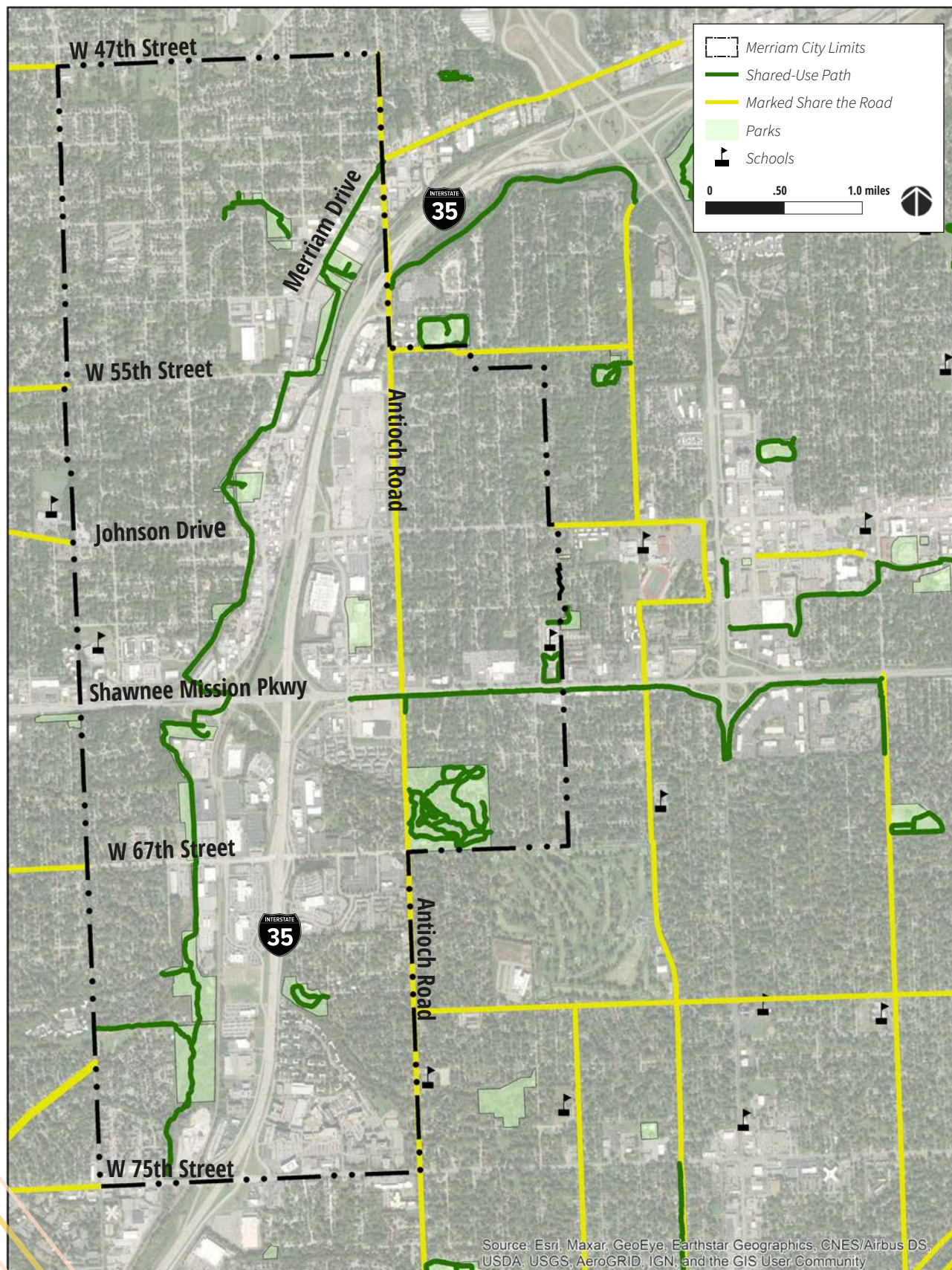
SPEED LIMITS

FIGURE 3.19 Speed Limits Map



BIKE / PEDESTRIAN FACILITIES IN MERRIAM & NEIGHBORING CITIES

FIGURE 3.20 Bike / Pedestrian Facilities, Merriam & Neighboring Cities



EXISTING TRANSPORTATION SYSTEM

RAILROAD NETWORK

Running almost parallel just west of I-35, is a set of Burlington Northern Santa Fe (BNSF) railway track where more than 40 trains travel through the city each day, as shown in Figure 3.21. There are four intersections where the railway meets the roadway network at-grade. These grade crossings represent a major obstruction to vehicle and bicycle/pedestrian traffic. With the volume of trains per day, the crossings are often blocked for crossings. The surfaces of the crossings are generally well maintained but any grade crossing represents an uncomfortable experience for users crossing the tracks.

Three of these crossings (Johnson Drive, 67th Street, and Carter Street) utilize train wayside horns to meet FRA requirements for horns at crossings while minimizing the train noise heard by the surrounding neighborhoods by mounting horns that sound like train horns on 14-foot poles at each crossing. This allows the horn sound to be more localized, reducing the impact of the horn in the local neighborhoods by the crossings and is nearly 80% cheaper than conventional quiet zones. The wayside horns were installed in 2017, making Merriam one of the first in the KC Metro Area to utilize the technology. Quiet zones, where no train horn is utilized at all, were investigated at the time of implementing the wayside horns. It was determined at the time that wayside horns were more financially feasible.



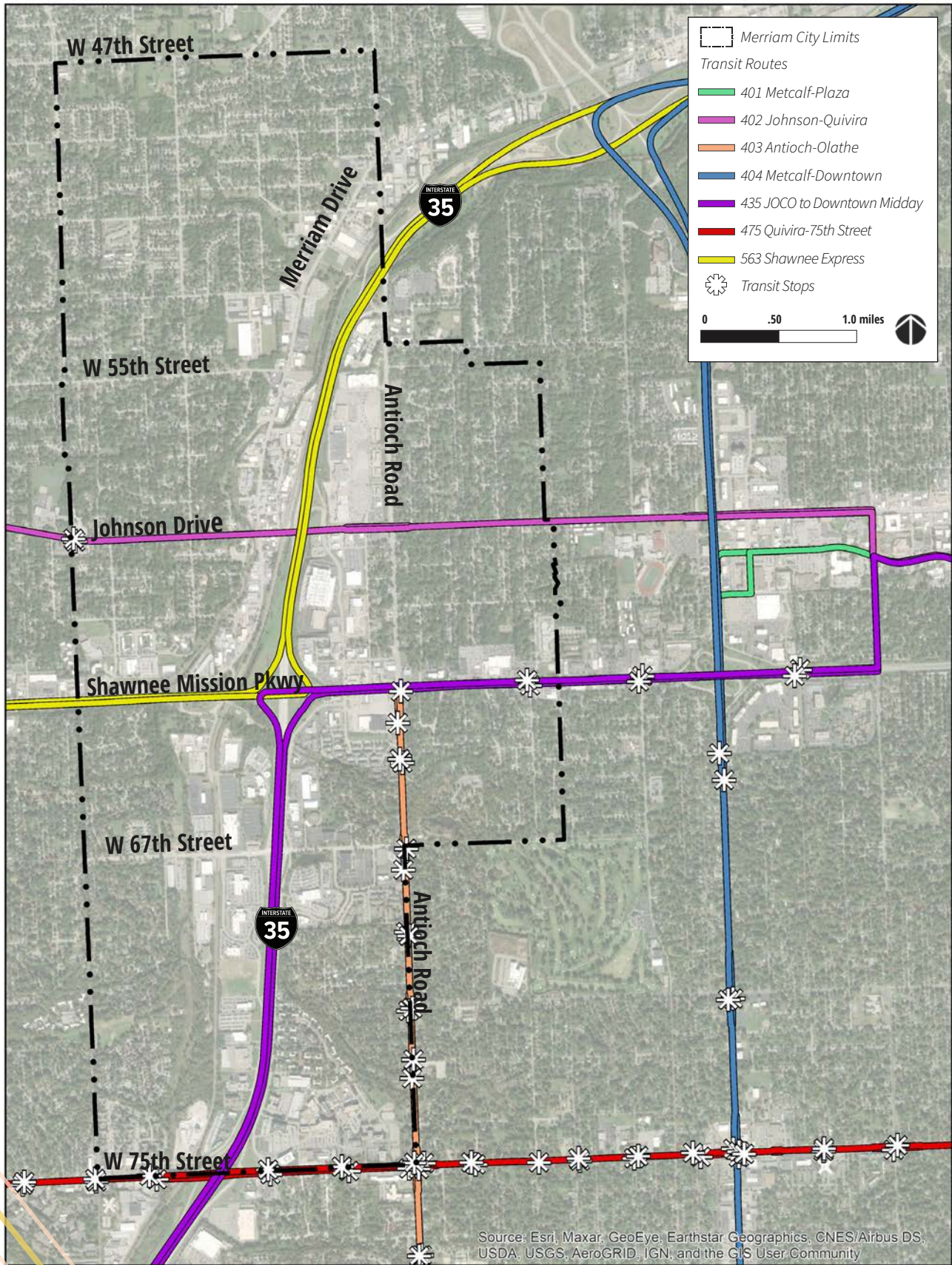
RAILROAD - EXISTING FACILITIES

FIGURE 3.21 Railroad, Existing Facilities



RAILROAD - EXISTING FACILITIES

FIGURE 3.22 RideKC Bus Routes Serving City of Merriam and Surrounding Area



EXISTING TRANSPORTATION SYSTEM

PUBLIC TRANSIT

RideKC is the main transit operator in Johnson County, Kansas. Previously referred to as Johnson County Transit or “The JO”, the transit agency today operates under the RideKC umbrella along with the Kansas City Area Transportation Authority (KCATA), IndeBus of Independence, Missouri, Unified Government Transit of Wyandotte County, Kansas (UG), and the KC Streetcar Authority in downtown KCMO. Transit service in Johnson County is funded at the county level with revenue generated from a county-wide property tax. The City of Merriam does not directly allocate funding to the RideKC transit services operating in and around its boundaries.

Access to transit service today in Merriam is limited. Currently RideKC operates seven fixed bus routes within or boarding the City of Merriam. The majority of these transit routes are commuter express routes that are largely focused on moving passengers from Johnson County to and from downtown Kansas City

Missouri in the morning and afternoon rush hours. Transit service in Merriam is provided on these routes on weekdays only. Headways, or the interval between buses, is long at 60 minutes. Only one all day fixed bus route operates in Merriam, Route 475 – Quivira / 75th Street, and this route only serves the southern city limit. This means that the residential areas of Merriam have highly constrained access to transit as currently provided.

As of September 2020, the entire City of Merriam is within the RideKC Microtransit zone. The Microtransit service is offered weekdays and Saturdays from 6 am until 8 pm. Microtransit is a ride hailing transit service that functions similar to Uber or Lyft, where passengers use a mobile application or can call in to request a trip in real-time, with no advanced reservation needed. Trips are made door to door within the Microtransit zone utilizing vans that are compliant with the Americans with Disabilities Act (ADA).

FIGURE 3.23 RideKC Microtransit Service Area



EXISTING TRANSPORTATION SYSTEM

PUBLIC TRANSIT

Table 3.7 below provides a detailed service profile of all bus routes operating in, or near Merriam. The majority of this bus service is not targeted toward Merriam residents to move within the city or connect to adjacent community for shopping, health care or employment needs outside of downtown Kansas City, MO. The availability of transit service in Merriam is also limited by the hours that bus routes operate and days of the week in operation. The majority of routes that serve Merriam are peak only and offer only two or three trips into/out of downtown Kansas City in the morning and evening rush hours. Johnson County Microtransit service is the most effective service for Merriam residents in that

area to make unscheduled daily trips but is limited to the microtransit service area.

Transit service in Johnson County and across the Kansas City metro was significantly reduced due to lower passenger volumes resulting from the COVID-19 pandemic. Many transit routes in the Merriam area experienced reduced headways in the peak travel times to better match passenger volumes and service availability as a way to reduce service costs. These service reductions were temporary until the pandemic receded.

TABLE 3.7 RideKC Bus Service Route Profile, Merriam Area

Route Name	Route Number	Days / Week in Operation	Span of Service	Frequency			
				AM	Midday	PM	Evening
Metcalf - Plaza	401	M-F	5:30am - 10:45pm	60	60	60	60
Johnson - Quivira	402	M-F	5:00am - 8:30am 3:00pm - 6:30pm	60	-	60	-
Antioch - Olathe	403	M-F	5:20am - 8:20am 3:15am - 6:30pm	60	-	60	-
Metcalf - Downtown	404		5:45am - 7:40pm 4:15am - 7:00pm	60	-	60	-
JoCo to Downtown Midday	435	M-F	11:50am - 2:40pm	-	60	-	-
Quivira - 75th Street	475	M-F	5:20am - 11:20pm	60	60	60	60
Overland Park Flex	482	M-F	6:15am - 12:45pm	Flex service within zone. 24-hour prior reservation required			
Microtransit	499	M - Sat	6:00am - 8:00pm	Trips requested via mobile app for travel within microtransit zone			
Shawnee Express	563	M-F	5:40am - 7:50am 4:10pm - 6:20pm	60	-	60	-

Table 3.8 displays boarding and deboarding of RideKC bus routes within Merriam. These counts were collected from a full count of the RideKC system in Johnson County conducted in 2017, the most current data available. As seen in the table, transit usage in Merriam is very low. This may be attributed to the RideKC system serving the area geared toward commuter express trips, and not focused on local trip making.

TABLE 3.8 RideKC Bus Routes - Boarding & Alighting by Route, Merriam (2017)

Route	Onboarding	Offboarding
401	0	0
402	1	0
403	3	3
404	0	0
435	0	0
475	4	1
482*	0	1
499**	2	3
563	0	0
TOTAL	8	5
* Flex Route **Microtransit data from Jan. 2019 - Aug. 2020		



EXISTING TRANSPORTATION SYSTEM

Table 3.9 displays boarding and deboarding counts (from 2017 data) at bus stops within Merriam that noted at least one boarding, or deboarding. Overall there are 28 bus stops in the city. Of these 28 stops, only three are connected by continuous sidewalks. This presents another challenge to utilizing the transit routes service Merriam, especially for those with mobility limitations. Bus stops in Merriam have limited accommodations such as concrete pads for passengers to wait out of the grass/mud, benches, etc. This is somewhat of a ‘chicken and egg’ issue. With low passenger volumes Johnson County and RideKC are not able to invest in transit infrastructure, and with limited passenger amenities and basic connectivity to bus stops, using transit is less attractive and convenient for potential passengers.

TABLE 3.9 RideKC Bus Stop Boarding / Alighting Locations in Merriam (2017)

Stop Location	Onboarding	Offboarding
W 75th Street at Grandview Street	1	0
W 75th Street at Melrose Lane	1	0
W 75th Street at Switzer Road	0	1
W 76th Street and Antioch Road	0	1
Antioch and 64th Terrace	1	1
Courtesy at Shawnee Mission Medical Center	1	0
On 75th Street at Frontage Road EB FS	0	1
On Antioch Road at Frontage Road	0	
On Antioch Road at 64th Street SB		0
On Antioch Road at 75th Street NB		
On Johnson Drive at Brittany / W 59th Place EB	1	0
TOTAL	8	5

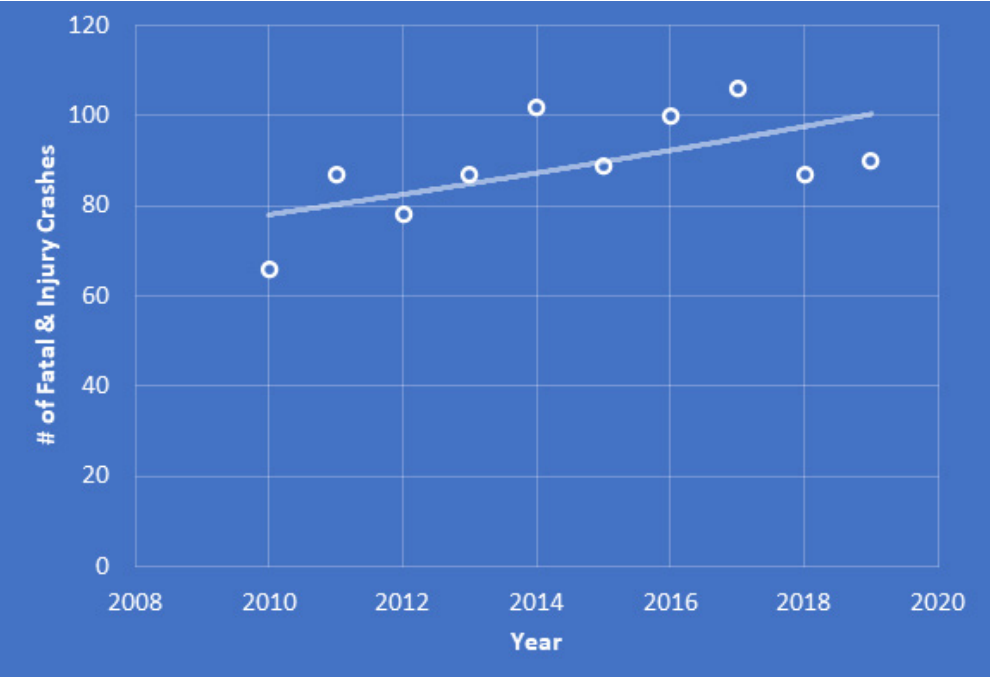


EXISTING TRANSPORTATION SYSTEM

TRAFFIC SAFETY

The most recent 10-year period of available crashes were obtained from MARC and reviewed to determine if there are any underlying safety issues citywide that could be improved by recommendations later in this Plan. Overall, during the 10-year period, there was an annual 2.8% increase in fatal & injury crashes, which accumulated to a total 32% increase since 2010 (Figure 3.24). In that time frame, six people were killed and nearly 1,174 were injured in traffic crashes. Based on the average crash costs, the crashes during this period cost society nearly \$186 million. This cost is the money lost by residents, businesses, and visitors due to property damage, medical bills, lost productivity, and insurance. Injuries and deaths due to traffic crashes are clearly a very serious issue in Merriam.

FIGURE 3.24 Fatal & Injury Traffic Crashes in Merriam (2010-2019)



Crash costs provide a good method to normalize different crash types because they weight each type of severity (property damage, injury, fatal) based on their impact to society. The three crash types which incurred the most cost to society were vehicle-vehicle collisions (\$146 million), vehicle-fixed object (\$19 million), and vehicle-pedestrian/bicyclist (\$16 million). It should be noted that even though pedestrian and bicyclist only accounted for 1% of crashes based on frequency, they accounted for 9% of the total cost since collisions involving pedestrians/bicyclists tend to be more severe. 15% of the deaths and 20% of the serious injuries were pedestrians or cyclists.

An overview of the contributing circumstances for the fatal and injury crashes recorded in the 10-year period are shown in Table 3.10. Generally, most of the crashes occurred during the daytime with dry roads. While young or distracted drivers were involved in two-fifths of the crashes, an almost equal number of crashes did not record any driver-related contributing factors. This indicates that street design plays a large role in many of the traffic crashes.

TABLE 3.10 Contributing Factors for Fatal and Injury Crashes

Contributing Factor	Percent of Crashes Recorded
Dry Weather	89%
Daytime	76%
Young Drivers	43%
Distracted Drivers	40%
No Driver Behavior Cited	38%



EXISTING TRANSPORTATION SYSTEM

The fatal and injury crashes were mapped and attributed to the segments they occurred on. Then the crash rates for the segments were calculated based on the volumes shown in Figure 3.17. I-35 was removed from the analysis, as it is an interstate highway and is under KDOT's jurisdiction. Crash rates are used to determine the relative safety compared to segments that have similar volumes and lengths. Crash rates are useful to determine streets with elevated risk because the rates are calculated based on number of crashes compared to number of vehicles driving on the street. This gives an apples-to-apples comparison from one street to the next showing which streets actually have higher crash risks even though they have fewer overall crashes. The crash frequency and calculated crash rates are shown in Figure 3.25 and Figure 3.26, respectively.

Generally speaking, the frequency of crashes was more intense on the higher volume roads, like Shawnee Mission Parkway, while the rates were higher on 4-lane undivided roadways. In fact, while 4-lane undivided roadways only account for 7% of Merriam Streets, over 25% of all injury and fatal crashes occurred on them. This is especially prevalent on these four roads:

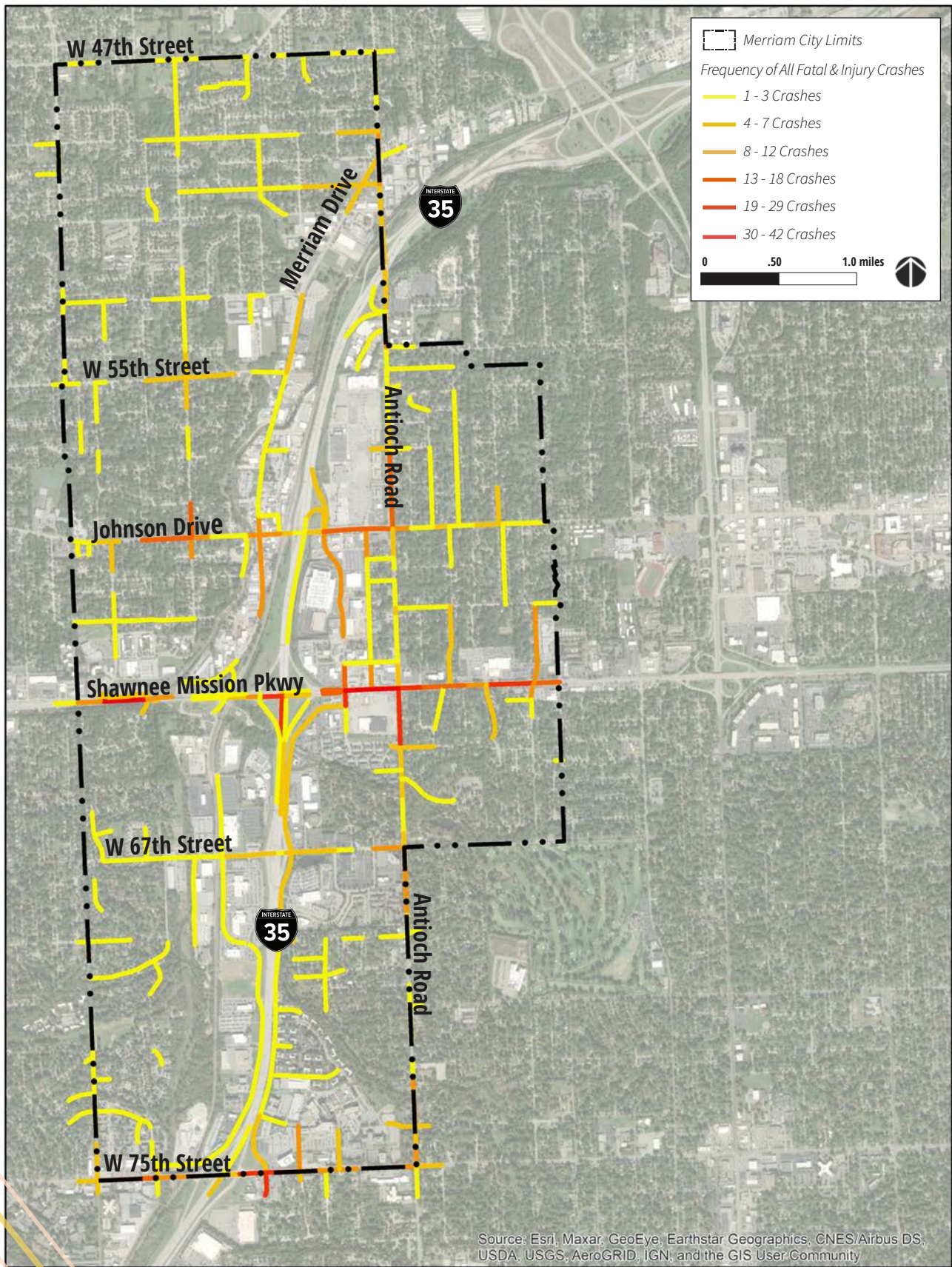
- Antioch Road
- Johnson Drive
- 67th Street
- Merriam Drive

The frequency of fatal and injury bicycle and pedestrian crashes was mapped in a similar way in Figure 3.27. Generally speaking, the same 4-lane undivided roadway also experienced the most crashes involving pedestrian and bicycles.



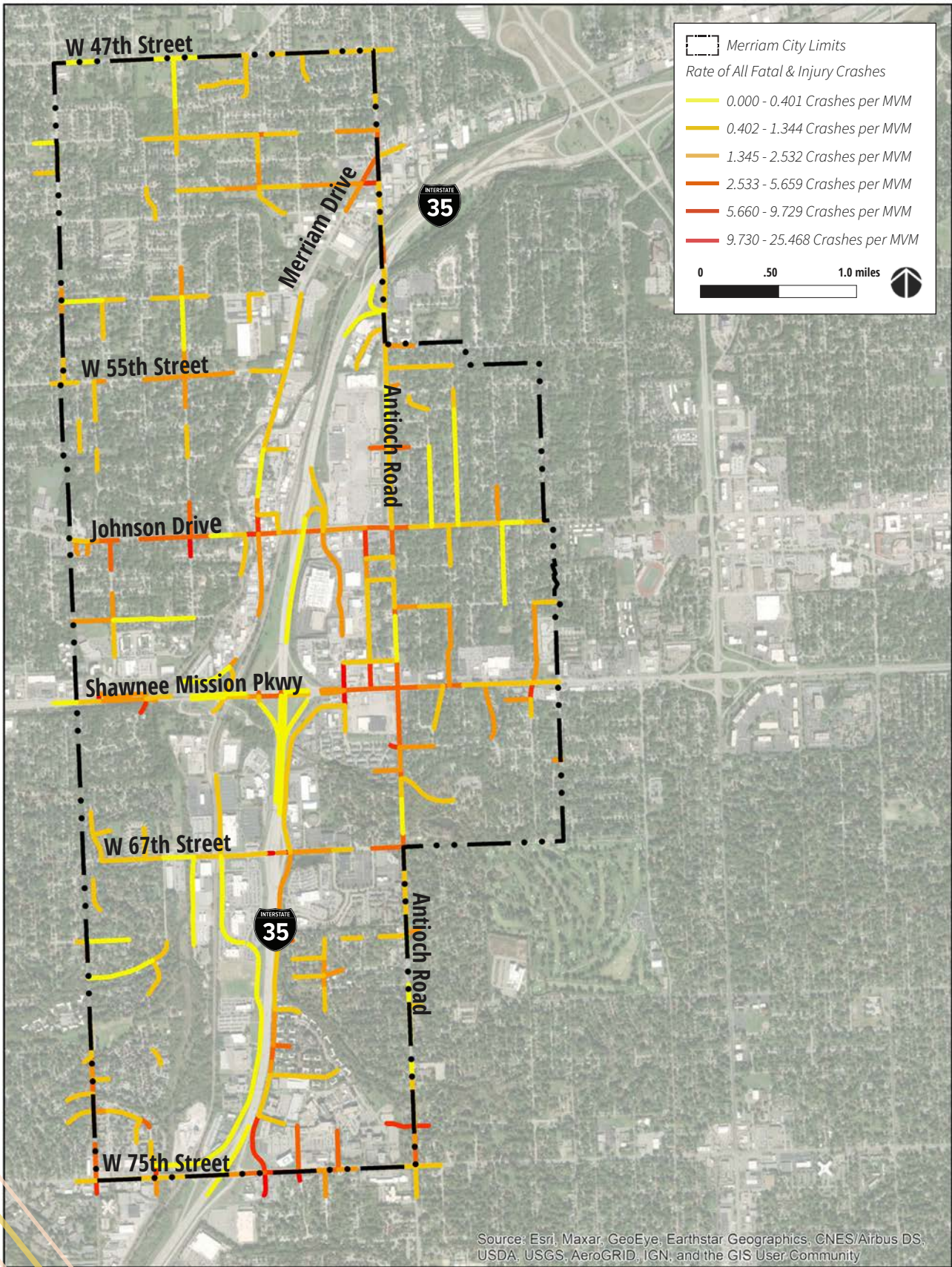
FREQUENCY OF ALL FATAL & INJURY

FIGURE 3.25 Frequency of All Fatal & Injury Crashes



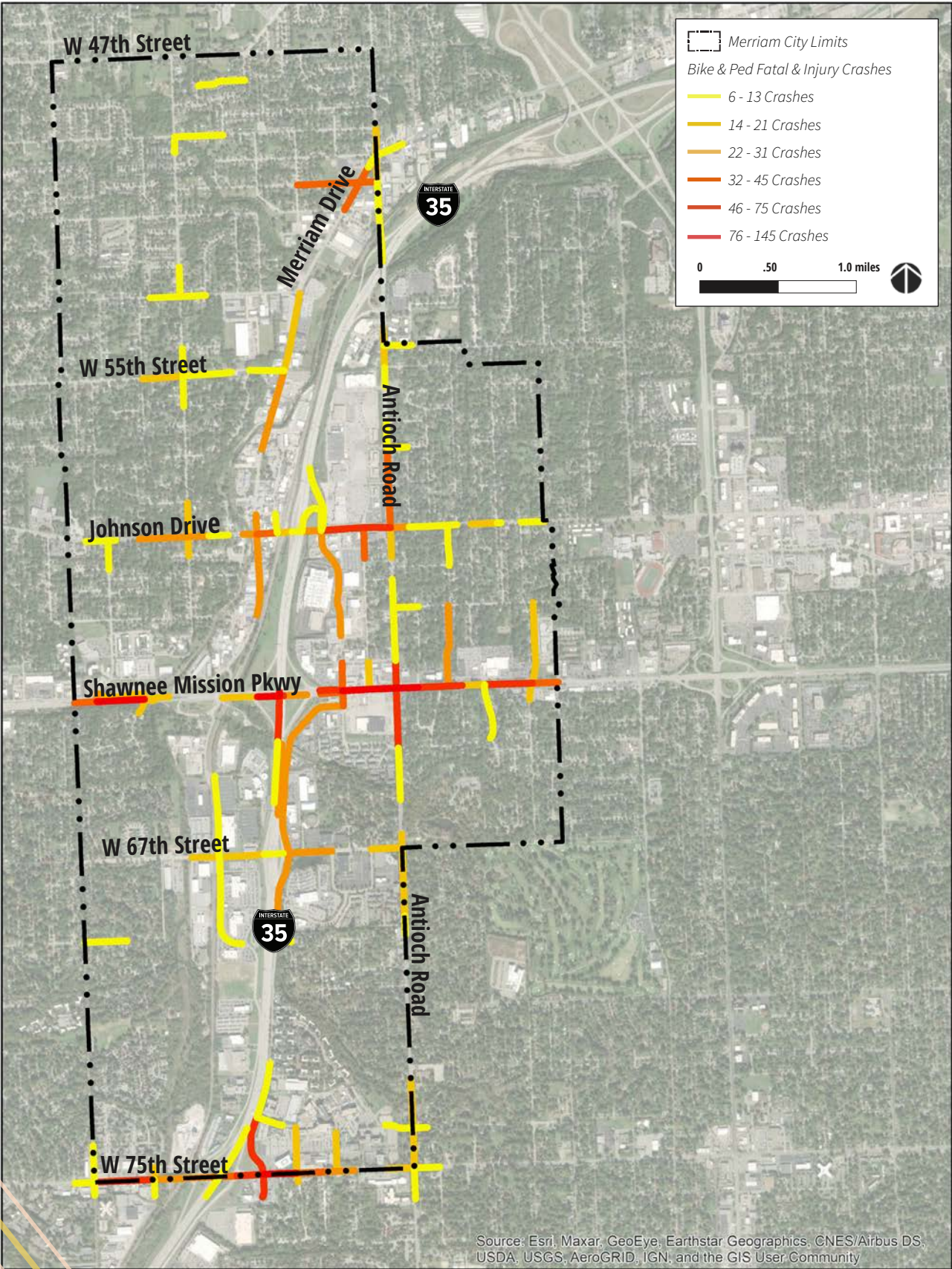
RATES OF ALL FATAL & INJURY

FIGURE 3.26 Rate of All Fatal & Injury Crashes



BIKE & PEDESTRIAN FATAL CRASHES & INJURY

FIGURE 3.27 Bike & Pedestrian Fatal Crashes & Injuries



PARKS SYSTEM - EXISTING CONDITIONS

Merriam has a well distributed, linear park system that takes full advantage of the nearby Turkey Creek Stream. Parks are a key component to consider in evaluating the physical characteristics and quality of life in a community. Below, Merriam's parks are categorized and evaluated for overall level of service and accessibility.

PARK CATEGORIES

Parks are often divided into park types or categories. Common park categories include mini/parklet, neighborhood or community parks. The differences in park types is a combination of uses / facilities present, size, and service area. Mini parks are small and often occur on usual shaped parcels or in downtown areas. Neighborhood parks can vary in size, usually between 3 and 8 acres and serve the immediate neighborhood's residents. Community parks are larger and typically include amenities that would attract people from throughout the community such as a water feature, pool, or specialized playground. Special Use parks are another common park type that are set aside areas for specific facilities or recreation types including skate parks, dog parks or a cluster of athletic fields.

Table 3.11 categorizes Merriam's parks into Mini, Neighborhood, Community and Trail Acres parks. Note, that parks listed in the table include Antioch Park and Robinson Park, both of which are owned and operated by entities other than the City of Merriam. Antioch Park is under control of Johnson County and Robinson Park is technically part of the Overland Park system but partially enters Merriam's eastern city limits. Collectively, Merriam's parks add up to a total of approximately 146.0 acres. Most of Merriam's parks are located along the popular Turkey Creek Streamway Trail, connecting them as a linear park system along the stream.

TABLE 3.11 Merriam Parks by Type & Acres

Park Name	Category	Acre
Antioch Park*	Community	43.5
Brown Memorial Park	Neighborhood	8.5
Campbell Park	Neighborhood	4.6
Chatlain Park	Neighborhood	9.1
Merriam Historic Plaza	Mini	1.4
Quail Creek Park	Neighborhood	6.6
Robinson Park**	Mini	1.2
Turkey Creek Streamway Park	Trail Acres	40.2
Vavra Park	Neighborhood	7.5
Waterfall Park	Neighborhood	15.8
Werner Park	Neighborhood	2.9
TOTAL	—	141.3

* Johnson County Park **Overland Park City Park

Source: Confluence, with inputs from Johnson County & City of Merriam

TABLE 3.12 Merriam Park Type by Acres Summary

Park Name	Total Park Acres
Mini Parks	2.6
Neighborhood Parks	55.0
Community Parks	43.5
All Parks	141.3

Source: Confluence, with inputs from Johnson County & City of Merriam



PARKS SYSTEM MAP

FIGURE 3.28 Merriam Park System Map



PARK SYSTEM ANALYSIS

Parks can be evaluated using a combination of metrics. Some standard metrics for evaluating a parks system are an acre-based level of service analysis based on population and a walk-time analysis identifying service areas of parks. Below, are summaries of each analysis for the Merriam park system.

LEVEL OF SERVICE ANALYSIS

A level of service analysis is often performed to evaluate how well a park system is serving the community. Level of service (LOS) analysis compares the total acres of parks, often by park type, per 1,000 residents. This LOS level is then compared to national and regional standards based on other area's reported park acres. Table 3.13 shows how Merriam's LOS for total park acres compares to national standards. The overall LOS for parks in Merriam is approximately 12.6 acres per 1,000 residents.

WALK TIME ANALYSIS

Another way to evaluate a park system is to consider how accessible parks are to residents. One measure of accessibility is to determine how much of a community lives within a reasonable (5 to 15-minute) walk time of a park. A walk time analysis was completed for the entrances to parks located in Merriam using GIS technology that analyzes average walking speed on pedestrian-friendly streets. Figure 3.29 shows the results.

Using parcel data and the walk time service areas, an estimated percent of household parcels falling within the walk times were created. Table 3.14 shows the summary. An estimated 27.9% of households live within a 5-minute walk time, an estimated 67.5% live within 10-minutes, and approximately 93.2% of household parcels live within 15-minutes walk of a park. These are high percentages and indicate a high quality of services.

As the walk time analysis map shows, almost the entirety of Merriam's city limits falls within the 5, 10 or 15-minute walk time service area. There are a few patches of land that fall outside the service area: one in the northeast (NE quadrant of Antioch Road and Johnson Drive) and another in the west (Sherwood Forest neighborhood south of Shawnee Mission Pkwy and west of I-35). A closer examination of those areas reveals, however, that there are two parks just outside the city limits in the northeast underserved area and a new sidewalk that connects the Sherwood Forest neighborhood to Chatlain Park. Overall, the estimated walk time access of Merriam appears to be high.

TABLE 3.13 Merriam LOS Analysis

Park Name	Count
Total Park Acres	141.3 acres
Existing LOS	12.6 acres / 1,000 residents
Recommended LOS	10.5 acres / 1,000 residents
Park Acres Needed	0.0 acres

Source: Confluence with inputs from Johnson County & City of Merriam

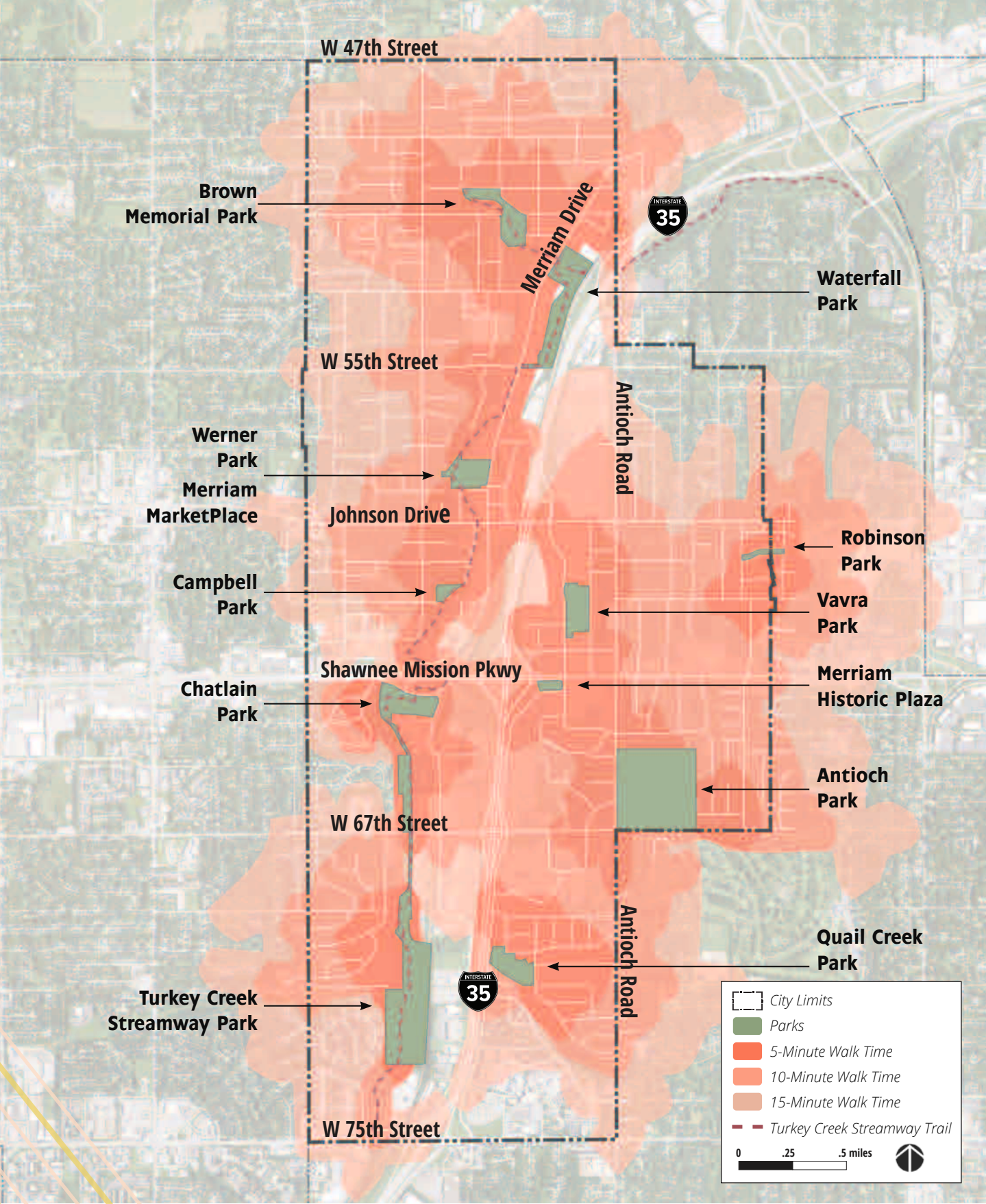


TABLE 3.14 5, 10 and 15 Minute Walk Time Results

5-Minute Walk Time	Count / Share
Housing Parcels	1,022
Dwelling Units	2,570
Total Average HH Size	2.17
Estimated Population	5,577
Estimated % Household Parcels	27.9%
10-Minute Walk Time	Count / Share
Housing Parcels	2,476
Dwelling Units	5,288
Total Average HH Size	2.17
Estimated Population	11,475
Estimated % Household Parcels	67.5%
15-Minute Walk Time	Count / Share
Housing Parcels	3,418
Dwelling Units	6,333
Total Average HH Size	2.17
Estimated Population	13,743
Estimated % Household Parcels	93.2%

PARK WALK TIME ACCESSIBILITY ANALYSIS

FIGURE 3.29 Merriam Park Walk Time Map



PUBLIC FACILITIES ANALYSIS

The City of Merriam employs approximately 111 people across multiple departments. The city provides a wide variety of services directly to Merriam residents in addition to partnering with neighboring communities for several services such as fire protection.

CITY GOVERNMENT

Merriam city government is formed from two elected council members from each of the city's four wards, as well as an at-large mayor selected from voters in all four wards. Figure 3.30 shows the four ward's geographic limits. City council meetings are held on the second and fourth Mondays of each month.

CITY DEPARTMENTS

Merriam is ran by employees based out of eight different departments:

- Administration
- Community Development
- Finance
- Informational Services
- Municipal Court
- Parks & Recreation
- Police
- Public Works

Table 3.15 describes each department's responsibilities and functions.

FIGURE 3.30 Merriam City Ward Boundaries

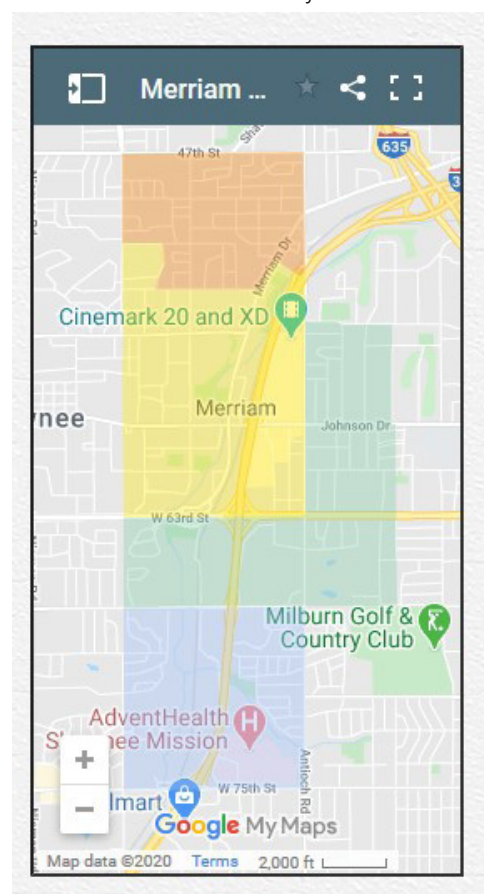


TABLE 3.15 Merriam Government Departments

Department	Responsibilities & Functions	Staff
Administration	Provides governing body with information & implements city policies. Responsible for human resources, administrative support, & risk management. Performs a wide range of administrative functions that deal with interaction of city with citizens, governing body and city management.	10
Community Development	Works to ensure orderly progress through the administration of comprehensive planning, zoning, and subdivision review processes. Enforces city construction code, manages overall code enforcement, and provides staff support to the Planning Commission, Board of Zoning Appeals and Board of Structure Appeals.	7
Finance	Responsible for the administration and coordination of the city's financial services including budget, accounting, investments, payroll, debt service, financial information systems and internal auditing.	3
Informational Services	Coordinates computer related services for each department within the City to ensure each department has the technology necessary to provide the most efficient services to the residents of Merriam.	1
Municipal Court	Judicial branch of the City, handling all traffic and city ordinance violations. The Municipal Court's responsibility is to guarantee the lawful rights of all those who are brought before it.	3
Parks & Recreation	Provide first class facilities and parks, and enhance the quality of life for all residents and visitors through education, recreation and cultural opportunities. Manages the parks, community center, Merriam Marketplace, Tim Murphy Art Gallery, recreation classes (adult and youth), and farmers market, among others.	8.36
Police	Responsible for maintaining public order and safety, enforcing law and preventing/investigating criminal activity. Merriam police also analyze and track crime data to more effectively patrol the community.	37
Public Works	Maintains the city's streets and parks. Street maintenance includes snow removal, cleaning, patching and repairing of streets. Park maintenance includes the mowing of grass, planting/maintenance and removal of trash/debris. Other maintenance includes public buildings, signage and drainage maintenance.	21.96

Source: City of Merriam Website



PUBLIC FACILITIES ANALYSIS

LEVEL OF SERVICE ANALYSIS

There are several standards available by which to measure how well a community is providing public services to its residents. These level of service standards are calculated based on averages across the nation in addition to regional and size-specific standard comparisons. Below, the level of service standards for various personnel and building / land estimates are provided for Merriam based on their population and general location. For the existing demand estimates, the 2018 population estimate of 11,123 residents was used. For 2040 estimates, the average population projection estimate for the year was used, 12,532.

TOTAL PERSONNEL

The level of service (LOS) for total employees in cities with less than 50,000 residents is 10.9 residents per 1,000. With an estimated 111 total personnel, the City of Merriam is slightly below the recommended level of service (approximately 12 employees). If the average 2040 population projection is met, LOS standards recommend 137 employees.

TABLE 3.16 Existing and Projected Population in 2040

Year	Estimated Population
2018 / Existing	11, 243
2040 Average Projection	12,532

TABLE 3.17 Existing and Projected 2040 Personnel Demand

Personnel Demand	Personnel Count
Existing / 2020	111
2040 Demand	137

Source: Confluence w/ inputs from Planner's Estimating Guide and City of Merriam

TABLE 3.18 Total Personnel Demand Estimate, Existing

City of Merriam	2018
Population	11,243
Total Personnel	
Existing Personnel	111
Existing LOS Per Resident (Sq. Ft.)	9.8
Recommended LOS Per Resident (Sq. Ft.)	10.9
Recommended Number of Personnel	123
Additional Personnel Needed to Meet LOS	12

CITY FACILITY SPACE

The level of service (LOS) for overall city facility space is 0.9 square feet per resident. The land demand LOS is 3.5 square feet per resident. Currently, Merriam should have somewhere around 10,119 square feet of facility space on around 0.9 acres of land. If 2040 projected population is met, the City should have approximately 11,278 SF of facility space on 1.0 acres. Table 3.21 summarizes existing demand.

TABLE 3.19 Existing and Projected Population in 2040

Year	Estimated Population
2018 / Existing	11, 243
2040 Average Projection	12,532

TABLE 3.20 Existing and Projected 2040 Personnel Demand

Personnel Demand	Facility Space SF / Land Acres
2040 Demand	11,278.8 SF / 1.0 acres

Source: Confluence w/ inputs from Planner's Estimating Guide and City of Merriam

TABLE 3.21 Total Personnel Demand Estimate, Existing

Facility Space	
Recommended LOS Per Resident (Sq. Ft.)	0.90
Facility Space Needed to Meet LOS (Sq. Ft.)	10,119
Land Area	
Recommended Land Area LOS / Resident (Sq. Ft.)	3.50
Recommended Land Area (Sq. Ft.)	39,351
Recommended Land Area (Acre)	0.90



PUBLIC FACILITIES ANALYSIS

COMMUNITY CENTER AND RECREATION CENTER

The level of service (LOS) for community center facility space is 0.75 square feet per resident. The land demand estimate is 4.0 square feet per resident. For recreation centers, the LOS is 0.75 SF of facility space and 4.0 SF of land per resident. The combined facility space demand for community and recreation centers in Merriam is 14,616 SF. These were combined to determine and assess the LOS offered by the new 66,000 SF facility center in Merriam. Currently, the new community center and recreation center in Merriam far exceeds the recommended LOS for this type of facility and will continue to serve the community in the future.

TABLE 3.22 Existing and Projected Poplation in 2040

Year	Estimated Population
2018 / Existing	11, 243
2040 Average Projection	12,532

TABLE 3.23 Community Center Demand Estimate, Existing

Facility Space	
Existing Facility Space (Sq. Ft.)	66,000
Existing LOS Per Resident (Sq. Ft.)	5.9
Recommended LOS Per Resident (Sq. Ft.)	0.75
Facility Space Needed to Meet LOS (Sq. Ft.)	8,432
Additional Facility Space Needed (Sq. Ft.)	0.0
Land Area	
Existing Land Area (Acres)	7.46
Existing Land Area (Sq. Ft.)	324,958
Existing Land Area LOS Per Resident (Sq. Ft.)	28.9
Recommended Land Area LOS / Resident (Sq. Ft.)	4.00
Recommended Land Area (Sq. Ft.)	44,972
Recommended Land Area (Acre)	1.03
Additional Land Area Needed (Sq. Ft.)	0.0
Additional Land Area Needed (Acre)	0.0

TABLE 3.24 Recreation Center Demand Estimate, Existing

Facility Space	
Existing Facility Space (Sq. Ft.)	66,000
Existing LOS Per Resident (Sq. Ft.)	5.9
Recommended LOS Per Resident (Sq. Ft.)	0.55
Facility Space Needed to Meet LOS (Sq. Ft.)	6,184
Additional Facility Space Needed (Sq. Ft.)	0.0
Land Area	
Existing Land Area (Acres)	7.46
Existing Land Area (Sq. Ft.)	324,958
Existing Land Area LOS Per Resident (Sq. Ft.)	28.9
Recommended Land Area LOS / Resident (Sq. Ft.)	2.4
Recommended Land Area (Sq. Ft.)	26,983
Recommended Land Area (Acre)	0.6
Additional Land Area Needed (Sq. Ft.)	0.0
Additional Land Area Needed (Acre)	0.0

Source: Confluence w/ inputs from Planner’s Estimating Guide and City of Merriam



PUBLIC FACILITIES ANALYSIS

POLICE PERSONNEL

The level of service (LOS) standards for police personnel for Merriam’s size and location are shown in Table 3.26. Based on these standards, Merriam should employ between 19 and 30 police personnel. Merriam currently exceeds the standard with 37 employees.

TABLE 3.25 Merriam Police Existing Personnel & Facility Space

Merriam Police Department	Existing (2019)
Police Personnel	37
Police Facility (Sq. Ft.)	13,579 sq. ft.
Police Land Area (Acres)	0.99
Source: Merriam Police Department Annual Report (2019)	

TABLE 3.26 Police Personnel LOS Standards

LOS Levels	Low	High
All Cities	1.98	2.65
Cities 10,000 - 24,999	2.05	2.32
West North Central Cities	1.69	1.97

TABLE 3.27 Police Demand Estimates, Existing

LOS Levels	Low	High
All Cities	22	30
Cities 10,000 - 24,999	23	26
West North Central Cities	19	22

Source: Confluence w/ inputs from Planner’s Estimating Guide and City of Merriam

POLICE FACILITY + LAND

The level of service (LOS) for police facility space is 0.65 square feet per resident or 7,308 SF. The land demand estimate is 3.0 square feet per resident or 0.65 acres. Merriam currently exceeds these estimates with 13,579 SF of facility space on 0.99 acres.

TABLE 3.28 Police Facility Space and Land Use Needs, Existing

Facility Space	
Existing Facility Space (Sq. Ft.)	13,579
Existing LOS Per Resident (Sq. Ft.)	1.21
Recommended LOS Per Resident (Sq. Ft.)	0.65
Facility Space Needed to Meet LOS (Sq. Ft.)	7,308
Additional Facility Space Needed (Sq. Ft.)	0.00
Land Area	
Existing Land Area (Acres)	0.99
Existing Land Area (Sq. Ft.)	43,279
Existing Land Area LOS Per Resident (Sq. Ft.)	3.85
Recommended Land Area LOS / Resident (Sq. Ft.)	3.00
Recommended Land Area (Sq. Ft.)	33,279
Recommended Land Area (Acre)	0.65
Additional Land Area Needed (Sq. Ft.)	0.00
Additional Land Area Needed (Acre)	0.00



PUBLIC FACILITIES ANALYSIS

FIRE / EMS PERSONNEL DEMAND

While Merriam does not operate its own fire department, the level of service analysis was still completed based on its population, size and region. Table 3.31 shows the LOS standards for fire / ems personnel based on all cities, cities with 10,000 to 24,999 residents and cities in the west north central United States. Table 3.32 shows the facility space and land area demand estimates for Merriam based on its size.

Based on population, size and location, Merriam creates a demand for between 12-18 fire / ems personnel, depending on the LOS standard. Cities in this region of the United States generate less demand than cities overall, which accounts for the range of demand estimates. Merriam's size indicates a need for 4,497 SF of facility space on 0.65 acres. Currently, Merriam's fire facility is 14,968 SF on 0.54 acres. This places the fire facilities above the facility space requirement but low on the total acres of land. Tables 3.29 - 3.32 summarize the analysis.

TABLE 3.29 Fire / EMS Facility Space and Land Use Needs, Existing

Facility Space	
Existing Facility Space (Sq. Ft.)	14,968
Existing LOS Per Resident (Sq. Ft.)	1.33
Recommended LOS Per Resident (Sq. Ft.)	0.40
Facility Space Needed to Meet LOS (Sq. Ft.)	4,497
Additional Facility Space Needed (Sq. Ft.)	0.00
Land Area	
Existing Land Area (Acres)	0.54
Existing Land Area (Sq. Ft.)	23,522
Existing Land Area LOS Per Resident (Sq. Ft.)	2.09
Recommended Land Area LOS / Resident (Sq. Ft.)	2.50
Recommended Land Area (Sq. Ft.)	28,108
Recommended Land Area (Acre)	0.65
Additional Land Area Needed (Sq. Ft.)	4,585
Additional Land Area Needed (Acre)	0.11

Source: Confluence w/ inputs from Planner's Estimating Guide and City of Merriam

TABLE 3.30 Merriam Fire Existing Personnel & Facility Space

Merriam Police Department	Existing (2019)
Police Personnel	21
Police Facility (Sq. Ft.)	14,968 sq. ft.
Police Land Area (Acres)	0.54
Source: Merriam Police Department Annual Report (2019)	

TABLE 3.31 Fire / EMS Personnel LOS Standards

LOS Levels	Low	High
All Cities	1.48	1.63
Cities 10,000 - 24,999	1.47	1.51
West North Central Cities	1.07	1.27

Source: Confluence w/ inputs from Planner's Estimating Guide

TABLE 3.32 Fire / EMS Personnel Demand Estimates, Existing

LOS Levels	Low	High
All Cities	17	18
Cities 10,000 - 24,999	17	17
West North Central Cities	12	14

Source: Confluence w/ inputs from Planner's Estimating Guide

