

CITY OF MISSION PLANNING COMMISSION

July 25, 2022

7:00 PM

Powell Community Center, 6200 Martway

I. Call to Order

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, July 25, 2022. Members also present: Brian Schmid, Charlie Troppito, Amy Richards, Robin Dukelow, Stuart Braden, Megan Cullinane, Cynthia Smith and Wayne Snyder. Also in attendance: Brian Scott, Assistant City Administrator, and Karie Kneller, City Planner.

II. Approval of Minutes from the May 23, 2022, Meeting

Chairman Lee: The first item on the item on the agenda will be approval of the minutes from our May 23, 2022, meeting. Is there anyone who would like to make any changes to the minutes?

Comm. Schmid: I would like to note one change. I had made some comments regarding, this was in regard to making the sign historic from last meeting, where most of the reasoning I had said revolved around how it helped establish a sense of place, and I did not note those here. I brought them up because that was the primary justification for my vote, so I just wanted to see if we could add them.

Chairman Lee: Any other changes? Okay, if not, then I'd entertain a motion to approve.

Vice Chair Dukelow moved, and Commissioner Braden seconded, a motion to approve the minutes of the May 23, 2022, Planning Commission meeting as amended by Commissioner Schmid.

The vote was taken (9-0) **The motion carried.**

III. New Business

1. Public Hearing – Case #22-16 – Holly Heights Preliminary and Final Plat – 5555 58th Street – Moffit Development, Applicant

Chairman Lee: First item is public hearing, Case #22-16. This is Holly Heights, the Preliminary and Final Plats. The first item is Case #22-16, to be known, as I said, as Holly Heights. The property is located at the southwest corner of 58th Street and Nall Avenue. At this time, I'd like to open the public hearing. We will first hear the staff report, and after staff has completed the report, we will take testimony from any party interested in this application. If you're interested in speaking, please raise your hand, and I will recognize you. Again, go to the lectern, state your name and address for the record, and again, speak slowly and clearly so that everyone can hear. Please keep your comments to three minutes or less. Once we have heard from everyone, those that want to speak again may do so. Again, please keep your comments concise and to the point. Please be quiet and courteous to those who are speaking.

Ms. Kneller: This is Case #22-16, Holly Heights Preliminary and Final Plat. The subject property is located at the southwest corner of 58th Street and Nall Avenue, and it consists of four parcels and three existing single-story structures on 1.54 acres. Surrounding the subject property are the following zones and uses. To the west, MS2 and PBP. They are Garden Apartments and vacant, undeveloped land with parking. On the east, MS2 and PBP. Uses are single-family rentals, medical/dental office, which are vacant, and parking.

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To the north, R-1, single-family residences. To the south is MS2, PBP and MS1. Uses consist of parking, vacant and undeveloped, medical/dental office, gas station, convenience store, and a car wash.

The preliminary development plan is for construction of a three-story, 77-unit apartment building on the property, which was recently approved by the City Council for the site. The applicant is now requesting approval of the Preliminary and Final Plat to combine the four individual parcels into one for the proposed development.

The site is served by a water main that runs north and south on the property, bisecting the block. A water main that runs east and west also exists on the site in the right-of-way behind the curb. Stormwater generally drains northwest to southeast, and there is no existing stormwater system on the site. Stormwater inlets on Nall Avenue capture runoff, and existing impervious area is approximately 46,200 square feet, and existing pervious area is approximately 30,000 square feet. The property is also served by underground electrical and gas utilities.

This was a four-lot property platted in 1926 and was formerly known as Mission Hill Acres. If approved, the final plat will be recorded with the Johnson County Register of Deeds as one lot, named Holly Heights. The project is outside the 100-year flood zone as well, as determined by FEMA. Under all the requirements of Section 440.220, for submission of preliminary plats, all these requirements have been satisfied and all the criteria under Section 455.100 of the Mission Municipal Code have also been satisfied. There is a right-of-way, a proposed sidewalk along Maple Street and 58th Street, as well as Nall, which are City-owned public right-of-way. The proposed parallel parking on Nall Avenue is in the City-owned right-of-way. The applicant has agreed to maintain the parallel parking on Nall Avenue in perpetuity. This agreement shall follow the property after the applicant retains ownership of the subject property and upon transfer of the property to subsequent owners, should the property ownership change.

The easements proposed in the plat are areas dedicated for access to electrical utilities. An electrical easement is ten feet wide on center of the utility line in the northern portion of the lot for approximately 120 feet from north to south, splitting the lot in half. The electrical utility runs south along the property line for the length of the property with a five-foot easement on the subject property. These dimensions and the designations are in accordance with the stipulations set forth in the Mission Municipal Code.

Staff recommends that the Planning Commission recommend approval of Case #22-16, Preliminary and Final Plat of Holly Heights, to the City Council.

Chairman Lee: [inaudible, off mic] If there is anyone that would like to speak, now would be the time. Raise your hand, so you can be recognized to come up and speak.

Ms. Kneller: You can come forward to the lectern, ma'am. Thank you. Please state your name and your address.

Melanie Monson, 6056 Juniper Drive, Mission, Kansas, appeared before the Planning Commission and made the following comments:

Ms. Monson: I have a question about parking. Is this going to be underground parking or above parking like they did over here?

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Ms. Kneller: It's tuck-under parking, underneath the buildings, and then there are some surface parking on the south side, and some parking along Nall.

Ms. Monson: Okay. Is this the one that's going to be the 77 units?

Ms. Kneller: Yes.

Ms. Monson: Okay. So, potentially could be another 150 cars?

[inaudible, off mic]

Ms. Kneller: But if it's 77 units, every adult, potentially going to be two adults in each apartment.

Ms. Kneller: So, the Municipal Code actually asks for 1.5 for this development.

Mr. Scott: Basically, one parking space per bedroom, and it's a mix of one- and two-bedrooms.

Ms. Monson: So every adult is going to have a car, though, so one bedroom could be two adults.

Mr. Scott: True. Yes.

Ms. Monson: So that's going to create a lot more traffic, especially on that side of the street.

Ms. Kneller: So, for this actual case it's the platting of this property. It's not the preliminary development plan. That was already approved by Planning Commission and City Council previously, so this is just for the plat of the existing properties, to combine those properties. That's all, and to record the deed.

Ms. Monson: It's a rezoning?

Ms. Kneller: No, this is not rezoning. This is just platting.

Mr. Scott: The rezoning and preliminary development plan have already been approved. This is just simply a plat to combine the four lots into one for the development.

Ms. Monson: So, the public [inaudible] anything else prior to today?

Mr. Scott: Yeah. We had public hearings. It was back in May.

Ms. Monson: Because I didn't have a letter until this [inaudible].

Mr. Scott: We noticed properties within 200 feet of the project.

Ms. Monson: But it affects everybody in the area. 200 feet is not very far.

Mr. Scott: That's what the Code and the State law stipulates, 200 feet within the property line.

Ms. Monson: So it's just this one property. It's not –

Ms. Kneller: It's just this one property for the plat. It's just a replatting to make the four properties that currently exist just one property.

Ms. Monson: Okay. I just wanted to know about the parking, because parking and traffic is going to be a huge issue.

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Ms. Kneller: Contact me. I'll give you my card after the meeting. Contact me, and I'll lead you to the website where the minutes were recorded so you can read through some of those, some of the Planning Commission and City Council questions and comments and things like that. I'd be happy to help.

Ms. Monson: So it's already determined it's going to be three stories, not two stories like the other places around it?

Ms. Kneller: That's the plan that was approved.

Ms. Monson: [inaudible] another story above.

Ms. Kneller: It's three.

Ms. Monson: Right, but most of these around here are two-story with a basement.

Ms. Kneller: Or two-and-a-half and then three stories is allowed by the DND code.

Ms. Monson: Oh, three stories is? I thought it was –

Ms. Kneller: Yes, ma'am.

Mr. Scott: The parking and the height of the building and everything is what is permitted in the zoning for that area.

Ms. Monson: Like for the doctor's offices? I'm just trying to figure out where it is. I think I know where it is, but I'm not sure. [inaudible] Nall is where the doctor's office was, where the ScriptPro is?

Mr. Scott: Correct. It was the old Sunflower Medical office building that was purchased by ScriptPro about a year ago when they moved.

Ms. Monson: And they sold it to someone else?

Mr. Scott: They sold it to the developer recently.

Ms. Monson: And it's all been rezoned?

Mr. Scott: Right.

Ms. Monson: Okay, I just wanted to check.

Ms. Kneller: Yes, ma'am, to DND, which is Downtown Neighborhood District.

Ms. Monson: Okay.

Ms. Kneller: And I'll be happy to share with you anything. Just contact me. Call me or email me, and I'll walk you through what all happened and where to find that information.

Ms. Monson: Okay. Thank you.

Ms. Kneller: Sure.

Chairman Lee: Is there anyone else who would like to speak? Not seeing anyone else, I will formally close the public hearing, and open it up to the Planning Commission if there are any questions of staff or of the applicant?

Comm. Troppito: I have a question. I'd like to know if there's a surveyor or engineering here who can speak to the survey on the plat, to the accuracy of it.

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Ms. Kneller: Our Public Works Director looked at it and reviewed it and okayed it for all of the easements that were required. Is there someone? Oh, he's here.

Comm. Troppito: Good. The plat that we're being asked to vote on has no surveyor signature attesting to the accuracy of the legal description of the platted area, so can you attest to the accuracy of the legal description?

Aaron Green, 904 Northwest Berkshire Drive, Blue Springs, MO, appeared before the Planning Commission and made the following comments:

Mr. Green: Yes. I'm representing the surveyors that are responsible for the plat, and it hasn't been signed yet. It just has not been finalized, but it meets all of the requirements that it will need to be if it had been signed. It just hasn't been signed yet.

Ms. Kneller: Is that because it goes to the City Council for final approval, and then –

Mr. Green: That's correct.

Comm. Troppito: All right, I don't like arguing with the public, but it's just not satisfactory to me to not have the professional land surveyor or professional city engineer verify the accuracy of what we're being asked to vote on. I just don't think that's good practice. As a practical matter, though, since we've already approved the preliminary plan, I won't try to delay approval, but in the future, I would like staff to see what you can do to be sure that what we're asked to vote on has been actually approved by a registered professional engineer or surveyor.

Mr. Scott: Yeah, we always try to stress the importance of that with the applicants. Sometimes they choose to sign and sometimes they don't, Isn't the final survey sealed?

Ms. Kneller: The preliminary...it's sealed, yes.

Mr. Scott: Okay. They're both sealed. They're just not signed. Okay.

Comm. Troppito: Thank you.

Mr. Green: The seal is on the survey right now. It just has not had a signature applied to it.

Comm. Troppito: Okay, thank you.

Mr. Green: Typically we wait until there's any final staff comments before we sign that. And like she said, after City Council approval.

Comm. Troppito: Well, but again, we're asked to approve something here that really hasn't been totally certified yet.

Ms. Kneller: It's been surveyed, though. Correct, Aaron?

Mr. Green: That's correct. Yes.

Ms. Kneller: Who surveyed it?

Mr. Green: George Butler Associates. That's the company I represent. Any other questions? All right. Thank you.

Chairman Lee: Thank you.

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MOTION

Commissioner Braden moved and Vice Chair Dukelow seconded a motion to recommend approval to the City Council Case #22-16, Preliminary and Final Plat to be known as Holly Heights.

The vote was taken (9-0) **The motion carried.**

Chairman Lee: Thank you.

2. Public Hearing – Case #22-11 – 5665 Foxridge Preliminary Development Plan – 5665 Foxridge – BK Properties, LLC, Applicant

Chairman Lee: The second item tonight is Case #22-11. This is approval of an application for a Preliminary Development Plan for a multi-family development at 5665 Foxridge. The applicant is Block Real Estate Services. At this time I would like to open the public hearing. We will first hear a presentation from the applicant about the proposed development project. Then we will hear a staff report. After the staff has completed their report, we will take testimony from any public party that's interested in making a statement or a question. If you raise your hand, I will recognize and, again, ask you to go to the lectern, state your name and address for the record. Again, keep it limited to three minutes and speak slowly and clearly so that everyone can hear.

Mr. Scott: Thank you, Mr. Chair. Just very briefly, this is a Preliminary Development Plan for a multi-family housing project at 5665 Foxridge Drive. We know this building as the former JCPenney call center. It's been vacant for property close to two decades now. There was a development entertained by the Planning Commission and the City Council. I think it was the Planning Commission. I don't think it ever got as far as the City Council, by Dial Realty, probably about six years ago. As we proceeded through finalizing, they withdrew their application.

BK Properties, LLC, has presented an application for the development of the property and the applicants tonight, Aaron Mesmer with Block Realty Services and his team of architects and design professionals. With that, I'm going to hand it over to Mr. Mesmer and let him give a brief presentation on his proposed project and then we'll follow up with a staff report from Ms. Kneller.

Aaron Mesmer, Block Real Estate Services, 4622 Pennsylvania, Suite 700, Kansas City, Missouri, appeared before the Planning Commission and made the following comments:

Mr. Mesmer: Appreciate everyone's time tonight, and we are excited to, as Brian said, bring a proposed project for a site that's been sitting here for about 20 years. For those of you who aren't familiar, Block Real Estate Services is one of the largest real estate companies in Kansas City on the commercial side, including on the industrial/office/retail side, as well as the multi-family side. We currently have about 45 million square feet under management as well as about 7,000 apartment units. With regard to our apartment units, we have done a number of developments in the Kansas City area as well as other markets. This is a sampling of those. It's not a comprehensive list. We wanted to share that with you, just as a few examples of what we do around the city, and the level of quality, really, that we're trying to bring. So, each time we build a new project, our focus is on building something that is the very top quality in the market for that property. We

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take a list of lessons learned from our last property as well as upgrades that we enjoy, and we try to incorporate those into the next project. The idea is that they're getting better and better over time.

The other idea is that Block Real Estate, as a sponsor, is a long-term holder of property. Many of you, I'm sure, were familiar with the Locale project in downtown Mission. That was built by UPC. Mike is a good friend of mine. I think they do great work, but they also build and sell their properties. One of the things I will tell you is that, as someone who builds and owns their own real estate, the Block family makes a very concerted effort make sure that when they build a project, it is of the highest quality, because they're going to own it in five years. They're going to own it in 10 years. They're going to own it in 15 years, so we're trying to do things that are top-of-the-line amenities. We're trying to do things that are top-of-the-line finishes, because we know there are going to be subsequent properties that come behind us, and what that means is we have to be competitive over the next decade or more, so we're really trying to push the envelope in everything that we do. I would encourage you, if you haven't seen any of these properties before, got to our website and check them out, and just kind of get a sense of that for yourself.

As far as our team goes, like I said, I am Aaron Mesmer of Block Real Estate Services. Block Multi-Family Group is our in-house management company, so we also operate the properties ourselves. We don't hire third party management. With me tonight we have members from NSPJ and MKEC, as well as Curtis Holland from Polsinelli, our attorney.

As you know, the project here is located at the former JCPenney call center site. It's between Foxridge and Broadmoor on the east side of Metcalf. We're primarily surrounded by commercial properties. In fact, some of these properties to the south we used to own, as far as some of the office buildings there at Broadmoor and Mission Corporate Center. But we've got mostly commercial uses. And then on the east side you'll see the parking lot that serves Broadmoor Park for the City as well, and then to the northwest, there's actually a trail system that connects in here, too, which we will be connecting to and extending. I'm going to turn it over to Rich Kniss. He is with NSPJ Architects, and he has led the design on this project, so I'll let him tell you a little bit more about it.

Rich Kniss, 3515 West 75th Street, Prairie Village, Kansas, appeared before the Planning Commission and made the following comments:

Laura Smith, City Administrator, approached the lecturn.

Ms. Smith: Could we pause for just a minute? I need everybody to speak...The audio in this conference center is not working properly, so the speakers aren't working well in the back of the room. So I need everybody to speak, be really friendly with the microphone, if you would please. I know there are several who are having difficulty hearing.

Ms. Kneller: Ice cream cone on that one, and all the ones on the tables, if you put the mic up to your mouth when you speak into it, it really needs like a direct voice. It doesn't catch anything from the side at all, so it's really hard to get the minutes, too, for the record.

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Mr. Kniss: Okay, hopefully, that's a little bit better. I'll try to get right up close to it. I don't know if you noticed on the previous slide, the proximity of Broadmoor Park to this property, I think is pretty important, and you can see it off to the right, as well as Foxridge Drive has a trail system that I will describe here in just a little bit more detail. In terms of the site plan, if you start on the lower right-hand corner, you can see that we've made a connection over to Broadmoor Park itself. It was one of the organizing elements of this project. On the south side, we have a walk that goes all the way over to the west, towards Foxridge Drive, which connects to the trail system, which we have expanded across our property as well. Staying on the west side, or the lefthand side of the page, we have visitor/guest parking, 22 spaces. They will enter through a landscaped courtyard into the clubhouse area and leasing offices. From that clubhouse, you go to the center of the building, which is the amenity courtyard, which has things like our pool, pickleball, bocci ball, all sorts of amenities for the residents.

There are two entrances located on 56th Street and on Broadmoor that lead you into the enclosed parking structure. Additionally, we have spent a great deal of time working with staff to really activate and create a rich pedestrian experience along Broadmoor. That includes things like adding benches and planters and bicycle parking and all sorts of components to enhance that edge of the property. There are two entrances in at that location, and we have lined that edge with amenity spaces that I will show you in just a minute. But before we leave this page, I want to make sure to point out, on both the north and the south we have walk-out units to further activate the street. So, you can walk right out of your unit, right down to the sidewalk.

This slide is a view looking south. Broadmoor is on your lefthand side. Just a couple of things I want to point out here. First is the high-quality materials that we are using on the project, which is brick, stone, and stucco. That's complemented by the extensive landscaping that you can see on all four sides of the project. We've spent a great deal of time doing that. On the lower corner, you start to see a lot of glass, which is transparency into some of our amenity spaces, that I will share with you in just a minute.

This is another rendering looking north along Broadmoor on your right-hand side. The first thing you see is the crosswalk over to the park on your right. There is the sidewalk on the lower left that leads you all the way over to the trail system along Foxridge Drive. Just above it, are our walk-out units that get you right on down to the street, and as you can tell overall, we've spent a lot of time working on the undulation of the façade, selection of materials, variation in the parapet treatments to create an interesting and architecturally desirable exterior, a true four-sided building.

This is the garage level. It contains 446 parking spaces. There are the two entrances, one on the top, on the north side, and one on the left. Some of those will be car charging stations. There are a couple other things I want to point out. One is trash and the other is loading. We have tucked those into the interior of the building to get those out of the public realm and minimize any of that negative appearance. Also on the right-hand side, you see a lot of colored boxes. Those are the amenity spaces that I was referring to. Some of those are cyclery where you can work on your bike. We have a makery space. We also have a dog spot there, so that you can go right from the park, walk your dog right into the dog spot, get him washed, and take him on up to your residence. We think all of those

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things are doing good things for us, because they're helping activate Broadmoor and really creating a pedestrian experience that really works for this area.

This is a typical level. There are a total of 307 units. We have executive, one-bedroom units, and two-bedroom units distributed on every floor. Each of the units have a balcony or a patio, so we're really encouraging the outdoor activity, and the clubhouse is off to the left-hand side. The next couple of levels are pretty much the same. I'll click through these pretty quickly. This one just shows that we have a two-story clubhouse entry off to the left. I think you can skip the next one, that's very much the same, just an extrusion of the units above. And finally, on the top level we have a partial level over to the west-hand side.

We believe that, working with staff, working with our team, we've created something pretty special here. And it does a lot of good things for this area. Hopefully it's a catalyst for future development. We feel proud of the project and hope you do as well.

Comm. Snyder: Aaron, what's a makery space?

Mr. Kniss: Essentially, it's a workshop where you can make things.

Mr. Mesmer: When you buy things from IKEA, you have to put it together somewhere [inaudible]

Comm. Snyder: Thank you.

Mr. Mesmer: I'd be happy to answer any questions if you have any at this time. Great, well thank you. We're happy to come back, too, if there are questions after your part of the presentation.

Ms. Kneller: Okay, do you want me to go with this staff report first and then do questions, or how would you like to -?

Chairman Lee: Let's go ahead and do the staff report.

Ms. Kneller: Okay. Thank you.

Mr. Mesmer: Great, thank you.

Ms. Kneller: Okay, I'll try not to reiterate too much of what you just heard, but it's going to be hard, because it's kind of scattered through the staff report, but I'll do my best to not drone on. This is a long one, so bear with me here. This is Case #22-11, 5665 Foxridge Preliminary Development Plan. This subject property is located at 56th Street and Foxridge Drive. It's the former site of the JCPenney call center, built in 1970. The existing structure has been vacant for over a decade. It is a one-story structure with 39,825 total square feet on approximately five acres. The property is zoned – and I'll have to make a correction here to the staff report – it's zoned M-P, not M-1 as stated in the staff report, and surrounding properties within 200 feet are zoned "R-1" Single-Family Residential, "C-O/CP-O" Office Building District, "CP-2B" Retail and Service District, and "M-P" Industrial Park District. Adjacent land uses within 200 feet are parking, low-rise office, and single-family residential; the building footprints of nearby homes to the east are greater than 200' away from the subject property. There are three high-rise office buildings within a block to the south of the subject property. The subject property also lies in the Form-Based Code Overlay District, which we will get to in a moment, and it falls within the jurisdiction

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of the Johnson Drive Design Guidelines, also known as the Citywide Design Guidelines in the Municipal Code, in the commercial overlay district. The project is outside the 100-year flood zone as determined by FEMA.

The site is served by electrical, water and gas utilities. Two inlets on the corner of 56th Street and Broadmoor are currently blocked to prevent stormwater runoff from entering the small gully on vacant property on the north side of 56th Street, and the property is also served by underground and overhead electrical service, gas service, sewer mains, a sewer main on the east.

The existing structure will be demolished prior to redevelopment with this proposal, and the applicant proposes four to five stories of multi-family over a one-story podium parking garage containing 446 parking spaces. Twenty-two visitor parking spaces are on the west. The central courtyard provides the amenities that Rich mentioned earlier.

The majority of the site slopes slightly downward from east to west, and the six-story structure – it's five stories, of course, of residential – along Foxridge is reduced to five stories on Broadmoor from a height of approximately 80 feet on the northwest corner to a height of 67 feet on the east. Due to the height of the proposed structure, staff requested a seasonal shadow analysis at various times of the day to visualize the impact on daylight for surrounding properties. That was part of your packet. The study indicates that no shadows would be cast on any of the residential properties to the east.

The topography of the site provides ideal locations for loading areas and garage entry on the east side of the building and incorporated into the parking structures. Trash facilities on the north are enclosed within the garage area. The building materials and façade treatments along the exterior landscaping serve to engage street frontages and the pedestrian realm on all sides. Facades of the building are treated similarly on all four sides, with neutral earth tones, brick, stucco, and stone materials. Stairs from the street level lead to an elevated walkway on the north and south sides of the building, and the south façade walkway wraps around partially on the west. The front setback is approximately 64 feet to the property line on Foxridge Drive. The south side setback is approximately 26 feet. The north is 21 feet, and the back yard setback on Broadmoor is approximately 18 feet. The easternmost edge of the structure is within 195 of the closest single-family residential property line.

We'll go back to this one to show pedestrian environment and connections. As Rich stated, there is a crosswalk across the street to the parking and to Broadmoor Park on the east, and there is also a 10-foot-wide trail connection along the Foxridge Drive frontage that is part of future planning for trail use. Pedestrian paths along each building frontage also encourage pedestrian activity at the ground level, as well as on elevated walkways to the building entrances.

Staff worked with the applicant to articulate the building entrances to include Broadmoor Street as a dual entry point with the main entry on Foxridge Drive. While the primary frontage is on Foxridge, other prominent entrances are on Broadmoor Street to encourage walkability and to commercial businesses on Johnson Drive, and to the nearby Broadmoor Park. Staff worked with the applicant to provide glazing that faces Broadmoor Street and mimics the entry on Foxridge Drive to enhance the side of the building that

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faces Mission, while the primary entrance on the west side faces Metcalf, additional transparency on the east side of the building encourages engagement along Broadmoor to enhance the pedestrian environment and park benches and bike racks encourage multiple transportation options.

Key takeaways from the Comprehensive Plan include trail construction along the streetscape, improvements along Metcalf and an emphasis on creating a safe and welcoming trail or sidewalk to connect to parks and neighborhoods in Mission. The proposal does include a trail extension on Foxridge that parallels Metcalf. Additionally, the Comprehensive Plan encourages taking advantage of the Metcalf frontage to help provide a stronger base for retail on Johnson Drive. Staff believes that this development could be a catalyst for future development along the Metcalf corridor, as well as stimulus for continued commercial development in Mission's West Gateway and Downtown core.

Another goal of the Comprehensive Plan is to expand green space and protect tree cover and new developments. The proposed development increases tree cover and green space from the existing conditions. Staff has encouraged additional green space within the amenity courtyard wherever possible to mitigate environmental impacts, regenerate clean air, provide cooling and shade and sequester carbon dioxide.

The Future Land Use Plan (2007) indicates that this property should be mixed-use medium density. The Future Land Use Plan (Draft Update) which is currently in draft form, indicates that the property lies within the Form Based Code Overlay District, and while the proposed development is solely multifamily residential, adjacent properties contain office uses. This would conform with the intent of the Comprehensive Plan to a degree that the area is horizontal mixed-use district. The applicant has worked with staff to include various elements that fit the Form Based Code.

Now, getting into the Form Based Code, you all got a memo from Brian, kind of outlining and discussing the process. What it comes down to is basically, because of this being in Block B in the Overlay District, and the frontage that is indicated by the dark black line on Broadmoor, this property frontage should be the primary frontage, and because it is not articulated for Broadmoor, it couldn't receive the points to score 90 or more for the review process that's the expedited review process. So basically, this goes to City Council after recommended approval, if that occurs tonight. But I did want to go through, just for the record, what our scoring process was, very quickly. The first three criteria are the critical criteria that basically if it doesn't meet those 45 points the review stops, because it will not meet the 90 points that is required for the expedited review. So in this case, for those first three criteria, the project received 15 out of 45, again, because of the articulation towards Foxridge and not toward Broadmoor.

The other steps in the process. Step 2 is regarding building type elements. Step 3 is urban guidelines, and Step 4 is architectural guidelines. For Step 2, the project scored 5 out of 10 because the building does not front Broadmoor, again, and it is not strictly mixed use within the structure, but the secondary entrances and transparency on Broadmoor to engage the public realm, staff felt that this was a compromise that we came to with the applicant.

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For step 3, the intent is a mix of uses in one structure. Again, the front and side setbacks do not conform, and the parking is on street frontage, but parking is not located on Broadmoor, which was the intended frontage. It scored 10 out of 25 for that step. And then architectural guidelines. Signage was not part of this, because we understood going into this that it was not going to be going forward with the Planning Commission. It would have to still go through the regular review process, which would include signage as part of the FDP. Awnings and canopies are not provided on Broadmoor, but otherwise, all the other criteria are met, so it scored 9 out of 12. In total, 39 points out of 100 for the FBC requirements. Again, it was affected by the block configuration primarily.

The Johnson Drive Design Guidelines are also in effect with this project. The paint colors and exterior materials are neutral earth tones and consist of brick, stone, and stucco. Façade articulation provides varied setbacks. These elements are divided into smaller-scale components to reduce the perceived building height at the pedestrian level and offsite. The rhythm and repetition of façade treatments is organized and consistent on all facades, and the building's height is a consistent scale with other nearby high rise office structures. The ground floor parking structure includes pedestrian entrances on Broadmoor as well as transparency from the pedestrian environment into the entrances, elevator shafts, dog spa, maker space, maintenance, storage, and cyclery areas, spanning about 230 feet of the 325-foot east façade. Heavier massing is located at the building base, as stipulated in the Johnson Drive Design Guidelines, and lighter materials including balconies are provided on upper floors. A variety of wall and roof planes provides visual interest, the building entries are pedestrian-scaled, and the pedestrian realm is addressed through porch-like plaza entries that are treated with decorative planters and park benches. Garage entries are treated with similar colors to diminish their effect on the building façade.

The proposed parking lot exceeds the minimum six-percent landscaping requirement as currently proposed with the appropriate use of green space. The parking lot is screened from the street network and incorporates clear pedestrian paths to the building structure. Sidewalks are a minimum eight feet wide and are ADA compliant. Curb cuts are wider than 24 feet according to the recommended width according to the Johnson Drive Design Guidelines, but they are an adequate width for the garage entry according to Public Works recommendations of staff. Main entry points are at least 30 feet apart.

A sustainability scorecard was also submitted with this application which indicates that this project will be anticipated to be LEED certified. The sustainability scorecard, in total, scored 82 points out of 100. This was a self-scored sustainability report card, I believe. But these amenities are what are anticipated to be on the development.

Proposed landscaping includes shade trees, ornamental trees, and native varieties. This includes 21 trees along street frontage as in the above stipulation in the Municipal Code 415.090. Seven trees are proposed as required in open space according to the total square footage, and two trees are planted in landscape islands on the west side of the building within surface parking. The proposed parking lot landscaping is a total 356 square feet, whereas the required total square footage according to the Municipal Code of 415.110 is 358 square feet, six percent of the total impervious parking area. All trees

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will be native the Northeast Kansas region. The proposal meets the requirements of the Municipal Code.

Screening. Surface parking on the west side of the site is screened by low hedges and shade trees along the street frontage. Vehicular and pedestrian traffic along Foxridge Drive, Metcalf, and along existing and proposed sidewalks will not have a clear view of surface parking on the west side. This meets the screening requirement for parking lots in the Johnson Drive Design Guidelines as well. Additionally, all mechanical rooftop equipment will not be visible to pedestrians at ground level, in accordance with Section 415.030 of Municipal Code.

Staff did request that all lighting on-site is in conformance with International Dark Sky standards, to be determined with the Final Development Plan, including all street lighting. Private sign criteria will also be submitted with the Final Development Plan.

On-site parking consists of ground-level podium parking. The proposal provides a total of 468 parking stalls. According to the "R-6" High-Rise Apartment District zoning regulations in Section 410.060, the minimum requirement is 1.5 stalls per unit. The required minimum is 461 stalls, and the 446 stalls exceeds the minimum required.

The stormwater report, you can kind of see the legend there at the bottom, but it's pretty small. The preliminary drainage report analyzed the existing conditions on the site compared with proposed conditions for stormwater runoff. There is an increase in impervious surface from 3.4 acres to an additional 0.53 acres. Stormwater runoff generally flows in two directions and the proposed development will not significantly change drainage patterns. For the increase in impervious surface, an ADS underground isolator row chamber will be utilized for water quality enhancement. The isolator row will treat a majority of the stormwater runoff that drains to the northeast corner of the site. The final sizing calculations will be provided in the final drainage report with the final development plan. Flow rates to the southeast are decreased with the proposed development due to a slight shift in drainage patterns and will improve downstream conditions according to the report. Overall, the drainage from the site does not have a negative impact on downstream conditions, according to the report.

Final considerations for recommended stormwater management will be considered during the final development plan, and as we get comments back from Kansas Department of Transportation, which also has jurisdiction on the drainage to the northwest.

For the traffic impact study, it was compiled by Kimley-Horn and studied the existing conditions with the proposed development, and projected conditions by year 2042. The firm studied intersections at 56th and Metcalf, 56th and Foxridge, 58th and Metcalf, 58th and Foxridge, and Johnson Drive and Broadmoor. Proposed safety improvements include the following:

- Lengthen the southbound left-turn lane.
- Lengthen the northbound right-turn lane.
- Construct an acceleration lane on northbound Metcalf for the westbound right-turn movement to enter the highway.
- Install yield line pavement markings for the southbound left-turn movement.

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Finally, for recommendations for approval, the conditions listed here in the staff report, they were slightly changed upon request and with conversations that we had with the applicant today. The recommended conditions of approval:

- (A) The Landscaping Plan shall be in accordance with the Municipal Code for native and noninvasive species.
- (B) The Landscaping Plan shall be in accordance with the Municipal Code for continual maintenance and disease prevention.
- (C) International Dark Sky lighting standards for 2022 shall be applied to the exterior lighting on building frontages and interior courtyard areas and submitted with the Final Development Plan.
- (D) The on-street parallel parking is no longer part of this proposal. On-street parallel parking was included in one of the initial submittals. That was a hold-over from previous.
- (E) Signage will be submitted with the Final Development Plan for Planning Commission approval for private sign criteria.
- (F) We slightly altered this for (G), so (F) previously stated that the window glazing shall be clear glass, not highly tinted or reflective. We made an amendment to that in item (G).
- (G) Window glazing shall be clear glass on frontage facing Broadmoor. No more than 25 percent of the remaining glazing shall be obscured on the rest of the other frontages and facades.
- (H) Include a pet waste station near the dog run on the southwest corner and indicate the owner or owner's agent will maintain it. That will be included in the Final Development Plan as well.
- (I) An ADS underground isolator row shall be installed for water quality treatment. A final Stormwater Drainage Plan shall be submitted with the Final Development Plan for Planning Commission approval.

That concludes the staff report if you have any questions for me or the applicant.

Comm. Troppito: I have a question of staff, I guess. You kind of skimmed over stormwater issues. Can you summarize it? Do you see a plus or minus ten-percent impact on the storm drainage?

Ms. Kneller: Can we summarize the report, or -?

Comm. Troppito: Well, what you think the drainage increase or decrease in stormwater runoff is going to be, within 10 percent, plus or minus. Can you do that?

Ms. Kneller: Off the top of my head, I wouldn't be able to say what the percentage would be, but according to the report, because of –

Comm. Troppito: But I think you said it will be negligible, right?

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Ms. Kneller: Well, with the...so on the east side, on Broadmoor, it's actually decreased, according to the report. (Mr. Mesmer approached the lectern) You're going to speak to it much better than I could.

Mr. Mesmer: I was going to say, we're going to let Greg with MKEC speak about that.

Ms. Kneller: Thank you.

Comm. Troppito: Thank you.

Braden Taylor, MKEC Engineering, 11827 West 112th Street, Overland Park, Kansas 66210, appeared before the Planning Commission and made the following comments:

Mr. Taylor: Could you repeat your question, sir?

Comm. Troppito: Could you summarize the impact on stormwater runoff within ten percent either plus or minus, over what's there now? Because it was presented as being negligible impact, I'm just trying to get a handle on what is negligible.

Mr. Taylor: Sure. In the preliminary drainage report it does have less than 10 percent impact to the downstream. That's documented in there. And then, we work hand-in-hand with Celia Duran, City Engineer, to have an approved Preliminary Drainage Study, and we did evaluate downstream conditions to show no impact.

Comm. Troppito: Thank you. Appreciate it.

Comm. Snyder: Yes, I have a question with regard to the traffic impact. Can somebody speak to the traffic impact from the developer?

Mr. Mesmer: We can. I have Jeff Wilke from Kimley-Horn on speaker phone here, so I'm going to have him speak to the traffic impact based on whatever your question is.

Comm. Snyder: Perfect. Okay, so in reading this report, with regard to KDOT...Here it says, "A review of the conditions determine that the existing geometry at 56 and Metcalf does not meet KDOT standards." However, there are mitigation measures that are in place, right? And the lengthening of the south and northbound lanes. My question is, in reading this report on page 134, it is somewhat ambiguous whether or not KDOT supports or is...My question is, are they in agreement with regard to the mitigation measures? Here it states in the report, c, potential improvements were discussed at the meeting and KDOT staff does not support a traffic signal installation at this intersection. So, to me it kind of brings about some ambiguity about whether or not the mitigation measures are going to actually...Are they in agreement, basically?

Mr. Mesmer: Jeff, do you want to speak to KDOT's position on the mitigation measures that are part of the traffic study? Jeff, can you hear me?

Mr. Wilke: Yes, I can.

Mr. Mesmer: Can you speak to whether KDOT is agreeable to the mitigation items that are contained in your traffic study?

Jeff Wilke, Kimley-Horn, appeared before the Planning Commission and made the following comments:

Mr. Wilke: Yes, they are, and they issued us a conditional acceptance letter just late last

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week, approving the study and the mitigation items listed in there. KDOT was not supportive of a traffic signal, but they are in support of the other mitigation measures that we listed in the study.

Comm. Cullinane: So if I understand correctly, there are five mitigation, or proposed safety improvements. Are you saying those are what the mitigation agreements were?

Mr. Mesmer: I'm sorry. You said there are five mitigation improvements, and those are - ?

Comm. Cullinane : They are five proposed safety improvements included. So are those saying, like is the City agreeing to do those, then, if this is passed?

Mr. Mesmer: I'm going to probably defer to Brian on what the City will agree to do or not do. These are off-site from our project, and they are also within the KDOT right-of-way, so they will also have some jurisdiction in terms of how and when these things are done.

Mr. Scott: With a redevelopment plan we ask for a traffic impact study. That was true for this as well. We asked them to examine these various intersections, including the Metcalf and 56th intersection, because that's in KDOT right-of-way. That had to be reviewed by KDOT. And the initial proposal, the initial recommendation from the study was to signalize that intersection, or do a partial signalization, which KDOT did not support. But further review and revision of the study, came up with these five recommendations to mitigate traffic concerns in that area, as listed in the staff report, and that's what KDOT supported in their letter that they provided to us late last week.

Mr. Mesmer: I think it's important to point out that it's not our project that is tipping this intersection that it needs improvement. This is an issue that already exists today, and if you look at the existing use – and I think KDOT even said that; Jeff, you can probably articulate it better than I can – but they had a comment that compared the existing use to the proposed use in terms of peak traffic.

Mr. Wilke: Yes, KDOT mentioned in their comment/response to us, that the office/commercial use likely generated more traffic than the proposed residential use on the site now so it mentioned that the traffic was balanced from the residential project than from an office project.

Mr. Mesmer: And that typically occurs because most people show up at a call center at the same time and leave at the same time, whereas, within a residential project they're coming and going throughout the day.

Mr. Scott: What you also have, which is true for a number of our residential projects, is you have opposite traffic patterns. That's primarily a commercial area with people arriving to go to work in the morning, where residents of an apartment building are leaving to go to work, so you have kind of opposite traffic patterns that are occurring there. Then, what we're also finding, too, even though studies reflect, or predict, the number of folks that are leaving during the peak morning hours, coming home during the peak evening hours, there's quite a few residents that work from home or have odd shifts, so although the traffic studies reflect this kind of pattern of coming and going, that may not always be true. The latest edition of the *Transportation Engineer's Manual* has actually kind of backed off some of those previous predictions based on usage and the size of the apartment

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building, of the traffic peak in the morning versus the evening hours, just for that reason. Because you have residents that are either working from home or working swing shifts and leaving at different times during the day.

Mr. Mesmer: We're also hopeful that with about a half-million square feet of office space immediately adjacent to us here there will be some folks that work in those offices that are able to walk or bike to work.

Comm. Snyder: Did KDOT say why they would not install a light there? What was their rationale? Jeff, do you know?

Mr. Wilke: Yeah, they were not interested in adding any signals on Metcalf, given the speeds of traffic and they also are concerned about the spacing between Metcalf and Foxridge on 56th. They don't like the idea of the signal so close to another intersection.

Comm. Snyder: Okay, thanks.

Comm. Cullinane: Yeah, and while I do respect that obviously it's a different traffic and it's a different direction, I still think it's going to increase the traffic, for sure. It's been empty for over a decade, so that's definitely something to consider. And I understand KDOT not wanting to put in a traffic signal there, but I know it was raised in previous Mission part of the new plan, I think, they are looking at the Comprehensive Plan, was looking at slowing that traffic down a lot, just because that is a really busy street/intersection right there, especially with passengers that are traveling southbound, so I do definitely want to voice that as a concern, just because that's definitely going to increase that traffic along Metcalf.

Comm. Snyder: And I concur with regard to Megan's concern as well, because of the speed of the traffic.

Ms. Kneller: Wayne, will you say that again –

Comm. Snyder: I concur with the former speaker's concerns as well with regard to the speed of the traffic going southbound. Trying to make that left turn there, it's just, it's brutal. So, I was hoping that there would possibly be a signal there but seeing as KDOT is not in agreement with that.

Ms. Kneller: I think KDOT also has some plans to study this whole corridor sometime in the future. I don't know when that would be, but what I looked at on their website, and just trying to find out what their plans are for that corridor, it looks like they do have plans for an entire length along Metcalf, so having just a bandaid effect for one traffic signal in this area, I think is not part of their plan. They want to study it holistically. That may be also another reason why that's not taking place right now and they are not signing on and committing to any kind of signalization without studying the entire project. And again, looking at the Comprehensive Plan update if we're slowing traffic, we want to do this holistically, not a bandaid type of situation. We want to look at the entire area and make sure that a plan is in place before we spend money unnecessarily on something like that. I don't know if, Dave, if you wanted to reiterate anything, or...Because there were some...We had lots of conversation with our consultant as well about this issue with the traffic there at that intersection and I'd just like to give them a chance to kind of speak to you all and let you know what his thoughts were on it, too, on the study.

Dave Mennenga, George Butler Associates, appeared before the Planning Commission

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and made the following comments:

Mr. Mennenga: We are the on-call traffic engineer for staff, and so we're involved with Celia on doing the review of the traffic study in all of its different versions. I think they've summarized really well that they made an honest effort, I think, Kimley-Horn did, to identify a potential solution, and as you're hearing, that actually is just not something that KDOT can support. Again, I don't know the timing of the potential future study, but I think that one important thing to mention is when they do add the existing traffic with the improvements that they are intending to make at the intersection, that southbound left, they did indicate, as you would expect, it would get a little worse, about a 30-second delay, so I want to kind of put that out there as to how do you compare what you're sitting through today as to what it might look like in the future with that additional apartment traffic making that maneuver as well? And they had a similar expected increase, about 30 seconds also, for the westbound movements, for folks trying to exit the 58th and Metcalf intersection as well, so that was something that I noted as the difference between the existing and the existing proposed site. Obviously, their future case gets quite a bit worse, but I would hope that KDOT would do their study and would identify some other potential safety countermeasures within that 20-year horizon. So, not to discount that, but I don't think that any of us should expect those conditions to manifest in 20 years.

Ms. Kneller: I think something, too, that we talked about in our conversations internally, staff and with GBA, was that this is an improvement to that intersection above what it is now currently, so with the lengthened accel and decel lanes that that would be an improvement and something that we could do now that's not necessarily a bandaid fix but something that probably was really a long time coming. So, we're trying to meet in the middle, without KDOT saying that we can't do everything that we may like to do there with a traffic signal, we're getting quite a bit of improvements there anyway.

Mr. Mennenga: Yeah. I would agree. Geometrically, they are doing what they can do. The statement was made that the existing conditions do not satisfy current KDOT standards. They have evaluated that and figured geometrically what do they have to do to lengthen those to current standards for the southbound left-turn and the northbound right-turn? And then, really, the safety improvement that's probably going to be more significant than anybody realizes is the addition of that northbound acceleration lane. The westbound rights are just going to basically free flow out there, and they will merge downstream, so that will be a significant improvement over sitting at the stop sign looking for gaps in northbound traffic. It should help that situation quite a bit. Any questions?

Vice Chair Dukelow: Can I just ask a quick question to be clear? From what I'm understanding is that once the recommended improvements are completed at that intersection then that intersection will meet KDOT standards?

Mr. Mennenga: Geometrically, it will. Yes. Their standards are based on speed and the length of need for deceleration from 55 miles an hour to those turning positions, so they're saying there's not enough pavement out there right now, so they are lengthening those. That's two of the four, the top two stipulations there are. The third one is the construction of an entirely new lane for west-bound right-turns to turn onto northbound Metcalf and then accelerate. So those are the three geometric things. The other fourth one is more about reconfiguring the island and kind of the medians, I guess, within the east leg and

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just kind of channelizing those movements so they perform better as well. It was stated in there they thought there were some driver confusion issues with regard to the existing islands, so they wanted to kind of clean those up as well.

Vice Chair Dukelow: So again, in summary, once these improvements are made to the intersection, will the intersection meet the KDOT standards?

Mr. Mennenga: Yes, they will meet all the standards that are listed in KDOT's Access Management Policy.

Vice Chair Dukelow: Okay, thank you.

Comm. Snyder: Do we know the number of car accidents per annum annually that occur or has there ever been a study there?

Mr. Mennenga: Let me find it. They did a review of the historical crashes. I think they said there were 16 in the area of this intersection. Twelve of them occurred on the Metcalf side, and four of them occurred on Foxridge. About half of those at Metcalf were rear-ends that were in the channelized right turn on 56th at Metcalf, so I guess those are kind of a side street I would say. There were three that involved southbound left turners that were probably struck by through vehicles northbound. They've got just a couple - sounds like side-swiped type as people are trying to proceed northward and get onto Metcalf, it sounds like there were some leaving, or sideswipe issues.

Comm. Snyder: And that was 16 in one year?

Mr. Mennenga: That was 16 from 2017 to 2022, so that was a period of five to six years. So to answer your question, about two a year.

Mr. Scott: Mr. Chairman, I was just going to say, this is a public hearing, so you might want to, at some point, take comments from the public if there are any.

Chairman Lee: [inaudible] at this point. Once again, if you would step forward, identify yourself.

Brendon Lenihan [phonetic], 5717 Outlook Street, Apartment 200, appeared before the Planning Commission and made the following comments:

Mr. Lenihan: At 58th and Metcalf there is no turn-on, and if the exit to 56th is lengthened, I feel that that would have some problems with getting people on and off the highway with a lengthened exit ramp. Also, just to be noted, further down Foxridge there is a large amount of apartment complexes. I just think that that area is quite maxed out as far as traffic is concerned, especially with all the talk that's going on about how terrible this is without this particular section, without any current buildings or apartments there. Finally, just to note – I'm sure everybody knows with all the studies that have been done, this is a three-way stop with a right-of-way from Metcalf, so as cars are crossing over the highway, they can't stop or yield, because oncoming traffic, so they would just have to continue on if somebody is in the middle of the intersection. So I just wanted to make sure that those were noted.

Ms. Kneller: Thank you.

Chairman Lee: Anyone else who would like to speak?

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Megan Lenihan, [phonetic] 5717 Outlook Street, Apartment 200, appeared before the Planning Commission and made the following comments:

Ms. Lenihan: We live over here. We've lived in Mission for almost five to seven years. I just have some general concerns, especially about like all of the apartment complexes that are being proposed and built in Mission, I'm just generally concerned on why they have to be so big, because they are so high. There's so many people that are moving into the area. I know there are tons of traffic studies being done, but as somebody who has lived here for a significant amount of time, I don't know how accurate those traffic studies are when especially like Mission is really this pedestrian first stuff, but there are no sidewalks for anybody to walk on besides Johnson Drive and those really heavy traffic roads. So, it just is a little concerning that we just want to like build, build, build, build, build when we're not really caring for the community that already lives here. We're trying to just get everybody in here, and we're trying to build this really nice downtown feel when people don't move here to live downtown, because if we wanted to live downtown, we would move downtown.

I also was curious if the side streets – like especially Johnson Drive and Broadmoor were included in the traffic study here, because if they are going to reduce Johnson Drive back down to a two-lane road with the turning lane all the way through. Like, I believe that that was passed not too long ago. I was curious how that is going to be impacted, because we're going to be reducing from four lanes down to two, and then adding 300-plus more apartments to the area. Also just [inaudible] apartment buildings, ask somebody who lives in an apartment [inaudible] time that comes with them. I don't know if any of you guys are on the "Neighborhood" app, but there is definitely an increase in break-ins. We live very close to the police station, and we have been broken into multiple times, and I get that that's just city living, but it is a concern for people who live here, and for the people that I talk to and live near. I think that's all I have. It's just I don't really like all the buildings that are being put up. It's killing the small town feel that Mission has. Thank you.

Chairman Lee: Thank you. Anyone else that would like to speak?

Comm. Cullinane: Mr. Chair, I did receive some feedback from another resident that wasn't able to attend in person today. It is from Dylon Sease, and he is at 56 and Barkley. I believe he said that he did attend the previous meeting in regard to feedback from residents and open to the public on this. Some items that he had was balconies with homeowners' privacy in mind, windows, window coverings with homeowners' privacy in mind, budget for homeowners to landscape for increased privacy, budget for fencing for homeowners, and finally, exemption for fence height for homeowners, possibly eight to ten feet.

Comm. Smith: I have some questions about traffic.

Chairman Lee: Why don't we wait and close the public hearing, and then we can go to that. Is there anyone else that would like to speak? Not seeing anyone, then I'll go ahead and close the public hearing at this point. I'll throw it back to you, Cynthia.

Comm. Smith: [inaudible, off mic]

Mr. Mesmer: One of the things that we really looked at was the elevation of the site, and

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if you look at that black that sort of sits underneath the building there, the lower part of the site is on the north and on the east portion, and so to build an underground garage and take all of those cars not in surface lots, but to get them off of the street, and to tuck them away where they can't be seen by anybody, we're basically building into the side of the hill, and that dictates entrances on the north side and the east side of the project. The other thing that we did is we worked with Karie and her team to really carefully examine the street front of Broadmoor, so even though the primary business of leasing apartment units is happening on the west side of the property, that's where our staff is, that's where people are coming in for guest tours and things like that. If you think about it, that's where you want that business happening so that on the park side, that's something where people are coming down.

We have two entrances on Broadmoor, and we have the clear glass that we talked about that would give visibility and transparency into the makery and the cyclery and the dog spa and things, so the things that the residents are going to be using and the things that they are going to be exiting the property as a pedestrian or as a biker or as someone who is taking their dog for a walk at Broadmoor Park fit much more naturally on the east side of the project there. So we understand that the primary definition and primary façade is on the west side, but really from a site configuration standpoint, and when you look at traffic and mitigating some of that traffic coming into the neighborhood as opposed to someone pulling off Metcalf into our parking lot and then getting back on Metcalf or getting back on the highway, that made a lot more sense from that standpoint.

Comm. Richards: Can you talk a little bit more about the access points that you've built into that Broadmoor side?

Mr. Mesmer: Yeah, I'd be happy to. If we can go to the site plan that's kind of our global site plan, please. If you look at numbers 11 and numbers 15, what you will see...and just so everybody knows, all of our residents can access the entire community inside, so these are enclosed corridors, air conditioned. They're carpeted or whatever the thing is, so anybody living anywhere in the project can walk under an enclosed space to get to those exits that are, like I said, at 11 and 15 or 14, on the east side, and then as you look north of the pedestrian connection there, the pedestrian entrance, what you'll also see is that's where those...Do you have the garage plan? Can we show that from our presentation? So that's where our residents will be able to go if they're getting...So, we provide bikes at our communities. A lot of times we'll have five bikes that are community bikes and then you can also bring your own bike into the cyclery and fix it up, put air in your tires, and that sort of thing. There's a wash station there for your bikes as well as your pets. So, you can see the orange and the purple and the yellow and the red and green and those sorts of things. The idea is that as they come down to use those they can exit directly onto Broadmoor. The other thing, too – and this is part of our latest iteration, Karie knows – we extended the patio on the southern pedestrian exit to connect to the dog spa so that, again, if somebody is walking back to the community they can go straight up the sidewalk, right into the dog spa, and clean their pets off, which helps keep our community nicer-looking and clean and is kind of a great amenity for them. That's kind of the eastern façade there.

Comm. Troppito: I have a question, Mr. Chairman. [inaudible] of staff. I'm looking over

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the recommended conditions of approval. I want to clarify two of them, please. Item (H), ADS underground isolators row shall be installed for water quality treatment to do the storm drainage. What kind of treatment is that?

Mr. Taylor: That will be an underground chamber that will have clean rock, geo-textile fabric, stormwater will be collected from high impact areas. Think of roofs, parking lots, areas that have a lot of chemicals and bacteria and other things coming off of it. That stormwater will be collected, piped to the underground chamber and then, in there, suspended solids, bacteria and other things are collected and doesn't allow it to discharge from the site.

Comm. Troppito: I could understand you collecting solids, but my understanding is if you're going to be doing a chemical treatment, you would need an NPDES permit from the State of the EPA. So are you or are you not going to be doing chemical treatment?

Mr. Taylor: Not chemical treatment but this product, I guess, has been approved by the BMP MARC manual which is kind of the governing manual for municipalities in Kansas City that works with water quality. The purpose, I guess, of the underground chamber is mostly just to collect suspended solids, bacteria, and everything off the parking lot. I guess I wouldn't say it's treating chemicals.

Comm. Troppito: Right. I think it might be best to change the wording in this item here, item (H), since it's really not going to be treatment. You'll be doing physical separation –

Ms. Kneller: Oh, item (I), under the Conditions? Sorry. You're talking about item (I) – the underground isolator row?

Comm. Troppito: Item (H). Okay, now, regarding item (I), final traffic study, really what we're being asked to vote on tonight...I know there's a lot of concerns about traffic issues here, but since the final traffic study hasn't been done yet, and it will be available and be voted on by the time the final development plan arrives, I don't see any reason that that should hold up action on the preliminary plan tonight.

Ms. Kneller: Actually, I should have included that on this slide. That was my mistake. That stipulation has been removed. Do you want to talk about that, Brian?

Comm. Troppito: (I) has been removed?

Ms. Kneller: The final...go ahead.

Mr. Scott: Yeah, the staff report was written two weeks ago. We did not have a final traffic study at that time. We received it last week, along with KDOT's letter, so we've just gone ahead and removed it.

Comm. Troppito: So this is the final that –

Mr. Scott: Yeah.

Comm. Troppito: The final that...There will be no further?

Mr. Scott: Correct. And if you look at the screen, you see, that's Karie's approved or updated recommendations.

Comm. Troppito: What? Where is that?

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Ms. Kneller: I'm sorry for the confusion with that.

Comm. Troppito: The confusion with my question. Okay, thank you.

Comm. Smith: The Form Based Code calls for interaction between the building and the sidewalk. The elevations do not show interaction. It appears that there are retaining walls and fences between the building and the sidewalk. The Form Based Code clearly indicates that the primary façade should be the east one. Why did you choose to ignore that?

Mr. Mesmer: I think Rich can probably speak best to some of the engagement, but one of the things that we are doing for the community is connecting to the trail system that doesn't exist there today. It is located north of 56 on the east side of Foxridge. We are bringing that down the west side of our project and actually connecting it around on the south and making that pedestrian connection to Broadmoor Park. The facades that you see here are the east and the west facades. Part of the reason you have to have retaining walls is because the site falls the way it does. So unfortunately, we're not able to change the way that that works, but if you look at the north and south elevations, which are not on the screen, there are ways where the units actually walk directly out from their patios, down into the sidewalks themselves as well, and that is specifically designed so that you would have community engagement. If someone is taking the trail from the north side of the project around the west side and to the south, over to Broadmoor Park, if someone is sitting out on their patio or that sort of thing, there's a natural point for interaction, as well as anybody who might be walking their dogs, or that sort of thing. Rich, I don't know if you have anything to add to that, but...I studied his notes so that I would be ready for that question.

Comm. Smith: The elevations that are in our packet for the north and the south, they show one staircase and a giant wall. I'm sorry, the top elevation. It looks like there is a wall and a fence and one staircase.

Mr. Kniss: Hi, so you have a question specifically, or are you just trying to understand the south elevation a little bit?

Comm. Smith: I'm just trying to question...there seems to be a lot of wall and fence, and not much interaction between this development and the rest of Mission.

Mr. Kniss: I think there is quite a bit of interaction, and yes, we have some grade to tame, and like all the things that Aaron just said, we're bringing...We have the walk-out units along the edge of the sidewalk along Broadmoor there are benches and places for people to hang out. It's not exclusive to the community, but down at that level, we've taken great pains to work in some of those components, with trash facilities, bicycle parking, benches, pavers, and all those things all up and down that edge. And as Aaron was saying, we've created some...we've linked some things together. The trail system to the park, we're making a lot of moves to help beyond this facility, but for the community as a whole. Now they have the opportunity to go from the park over to the trail system. That's a big thing. That's a big effort that our client was willing to take to help the overall community, and I think we've done a really good job of taking this project, getting the transparency and all these other components to create a walkable, active area. And this goes beyond just the

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footprint of this project. We're impacting the area with a first-class development that will encourage other development and fill in the blanks, so we're creating a strong anchor for this part of Mission that will spur on other development and connect all the various components to this area.

Comm. Cullinane: Are the makery and the dog cleaning, are those open to the public?

Mr. Kniss: They are not open to the public.

Comm. Cullinane: And are there doors accessible from the outside, or are those only from the inside?

Mr. Kniss: From the dog spa, yes, you can go right on in.

Comm. Cullinane : I'm sorry?

Mr. Kniss: From the dog spa, yes, we do have a door going right from the exterior into that space.

Comm. Cullinane: Okay.

Comm. Smith: I wish it was called out on the site plan where these things are. I don't really see where these things you talked about are. I don't see doors or street furniture or where the building and sidewalk interact....I see a couple items, like [inaudible] be a bench by the door, but you don't really see areas where people on the sidewalk come into contact with the building itself [inaudible].

Mr. Kniss: Let's see if we can get to a drawing or illustration there. At each of the entry points on this side we have planters, benches, special paving for the two entrance locations called out there. And in between at the south end, at the north end of Broadmoor, we have bike parking, and we've really kind of filled this in all the way up and down the line, taking in mind that we've got some entrances into the parking structure, and some loading and things like that. We've done a really good job, I believe, of this was not the blank side of a garage wall. We've done a lot of things here. We've put in active spaces to encourage interaction with the community and the residents.

[Inaudible]

Comm. Cullinane: To the entry locations?

Comm. Smith: [Inaudible]

Comm. Smith: Like the site plan here with the numbers? Do you want me to point to them specifically for you on here?

Mr. Kniss: Yeah, so we can start at the very top above 12. We have bike parking at the very top, right at the curve. I'm not sure where you're pointing. Right there, yes. We have bike parking there. As you turn the corner, you're down the sidewalk, stopping right there. We have our cyclery space, so people are working on bikes. They're pulling their bikes out, interacting with folks.

Comm. Smith: And that's for residents?

Mr. Kniss: Yes.

Comm. Smith: So it's not open to the rest of the community? [inaudible]. It's closed off

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and only for residents? That does not foster building-sidewalk interaction.

Mr. Kniss: I disagree, but that's a personal thing. I think we've done things that, when you bring people out of a building and onto the street, and when you're bringing that...there's opportunity to interact.

Comm. Smith: [inaudible]The building and patios are elevated it higher and there's retaining walls in between the building and sidewalk [inaudible]. There aren't many places to access the building from the street. Just one staircase on the south side. It's just not...engaging and encouraging interaction.

Mr. Kniss: At the ground level along Broadmoor, the spaces are right on grade. We do have some units that are above that, which was necessary to tuck in 446 parking stalls underneath into the hillside so that didn't impact the public realm. That's one of the big things we've done in this project is tuck the parking in, and what we've done to complement that is to add in the walk-out units. Do you have some additional things you want to share?

Mr. Mesmer: I might add where those retaining walls are, because I think that's...I think we might just want to point to where those retaining walls are, because I know what you're seeing on the visual there, and I agree with what you're saying as far as that's not the most inviting field, but if we go back to the site plan...

Ms. Kneller: This one, or do you want to go back to the site plan?

Mr. Mesmer: That image is fine for the moment there. So this is on the southeast corner. I'm just going to talk really loud so I can kind of get around here a little bit.

Ms. Kneller: We won't pick up your minutes on the mic, actually, if you...It's just, not ambient. It's only in the mic.

Mr. Mesmer: So, yeah. We'll stay on this, and then we'll go to the plan in a second. So this is the southeast corner, looking up Broadmoor. If you look up Broadmoor, there's not a retaining wall on that section there. So if you are walking up and down Broadmoor, that interaction is direct. Those are the spaces that we've been talking about. Part of the stipulations that Karie has recommended, that we are agreeing to, includes transparency in the glass on those things, so you will see people in and out of there. And as you come around the north side of the building, there is not retaining walls in a great effect over there as well. You do see some there where you're having to build for that parking garage. But the primary one that you see on those flat elevations is really on the west side of the building, and that's where it drops off from our clubhouse and sort of the entry for the...If we could go to the site plan, please. Yeah, so it's really happening kind of on the west side of the building, on the northwest corner. That's where you're really going to see those bigger retaining walls there. Because again, you're making up the difference from being on-grade where you come in at that parking lot where those sidewalks are, and then having to come around that corner. But I will point out that there is pedestrian access 360 degrees around this project without having to go up and down steps, or without having to scale a retaining wall or anything like that. If you look at the south side, you would make that connection and then come along that south, and you're making up that grade as you

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go.

Vice Chair Dukelow: Mr. Chairman, if I may, I have just a couple questions here. First, I want to say, 238 pages is a lot, and yes, I've read them. And I can see that there has been a lot of work put into it. For a preliminary development plan, the amount of work is greater, probably than I've ever seen, and I want to add that I can tell through the report and, again, the 238 pages, that there has been a lot of back and forth with KDOT and working with the staff and their recommendations. We've got a drainage analysis. We've got a plan for Metcalf. I agree that's it's in a location that we've been kind of...had, maybe, our mind set on for a while. So, a question, then. Let me add that it seems all clear, and it's consistent, and a lot of times things are not consistent at this stage, but this one seems to be. I do have a question regarding LEED certification. Does the project plan to certify the...or does the owner plan to certify the project?

Mr. Mesmer: That is our intent at this time.

Vice Chair Dukelow: Okay, thank you. I just want to point out that, yes, the 80 points and the gold rating is not based, the way I understand it, on a LEED scorecard.

Ms. Kneller: No, no.

Vice Chair Dukelow: It's based on the Sustainability Commission's recommendations. And again, thank you for the time that you spent taking care of that aspect of the project. That's all I have, Mr. Chairman.

Chairman Lee: Thank you.

Comm. Cullinane: So I do have questions about...A previous resident that I had heard from, concerns around just the balcony view. So what's that going to look like? If you were a resident along one of the next streets over, what would that look like? I know that it said that there is not going to be any shadow, but I wasn't sure, just privacy and you know, if the balcony is going to be glass or what that material is going to look like.

Mr. Mesmer: We have traditionally done glass balconies. It is a very expensive upgrade. I once suggested to my boss that we go away from that, and I was told that he was not a class B developer, in no uncertain terms.

Comm. Cullinane: I'm sorry. What was that?

Mr. Mesmer: We use glass balconies because they're very high quality, so yeah, you can see from the elevations here, this is what this would look like. I appreciate Dylan's concerns. We actually shared with him our entire presentation in electronic format, from our neighborhood meeting. He was the only neighbor that attended, and we did this view study here, so this will give you a really clear idea of if you're in their backyard, kind of what you're looking at. There's a pretty good distance there. This is not a scenario...I mean, you're a couple hundred feet away from the building where you're not looking into somebody's window and seeing something that's happening, and I would wager that he's looking at his neighbor's windows on the north and south side and probably a lot closer than he is to our property, but there's also trees in those backyards. There's fencing and so forth, so I appreciate the concern for privacy but again, we're a parking lot and a full street and a setback away. We're a couple hundred feet, and if we were a couple hundred feet right now that would kind of give you an idea of what that is, but we're not really on

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top of them in an urban sense.

Comm. Cullinane: Okay, and I'm assuming that all of those trees will remain, right? You're only going to remove the trees, or –

Mr. Mesmer: Well, these are his trees, so I don't have anything to do with those.

Comm. Cullinane: And those are all going to stay? Okay.

Mr. Mesmer: It's whatever he wants to do. He can plant some more.

[crosstalk]

Comm. Cullinane: I know there is like some green space that might be owned by like the City, I think. Right behind him, too, between that, which I think those trees will all stay the same, because the proposal is just for that block to the west of Broadmoor.

Mr. Mesmer: We will control our street trees. You guys control Broadmoor, and he controls his trees.

Mr. Scott: So this view is if you were standing in the backyard of the residents on Broadmoor, so you're looking through their backyard at the back fence, along the back of the lumber yard there's a parking lot on the other side of that fence, then Broadmoor, then the proposed development. So the [Inaudible, crosstalk] are 100 feet away.

Mr. Mesmer: I was going to say the light pollution from the cars parking in that lot probably would overwhelm anything that you'd see beyond that.

Comm. Cullinane: So would there be anything from the City that those residents could look at increasing? Potentially their fences just along there? I know that was something else mentioned.

Ms. Kneller: That would be probably a change in ordinance, and we're not anticipating changing the ordinances at this point for that.

Mr. Scott: There is provisions in the ordinance that allows for the Planning Commission to approve...Right now, the zoning ordinance requires a maximum of six-foot privacy fence. I think there is a provision where the Planning Commission can waive that up to an additional two feet, but that's the residents' fence. They're going to have to replace it.

Comm. Cullinane: Right, right.

Mr. Scott: I don't know about...You're looking at several property lines right there. It's a pretty long fence.

Comm. Snyder: Just one other question. I was just reading over the letter here from the Department of Transportation. Of course, KDOT is not funding the improvement. Who's funding the mitigation measures with regard to the lengthening of the lanes and -?

Mr. Mesmer: I'll let Brian speak to that.

Mr. Scott: We have not worked out that detail yet. The applicant, the developer, is interested in tax increment financing and is intending to make application to the City sometime in the near future, and I think that might be a topic of funding through the tax increment financing mechanism, but that's part of the negotiation process with other costs. So, we have not identified who is going to pay for that work yet.

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Comm. Troppito: Mr. Chairman, if there's no other questions, I'll make a motion to recommend approval.

Comm. Schmid: Actually, just –

Comm. Troppito: I'm making the motion.

Chairman Lee: He's got some questions here.

Comm. Schmid: I've just got two comments. Sorry, just real quick.

Comm. Troppito: Oh, you do have a comment?

Comm. Schmid: Yeah, just two. I actually have to stand if that's okay. I was in a car wreck last month, and I just can't sit for that long anymore. Thank you. Just two quick comments. One, I do appreciate the amount of space not devoted to surface parking, that we're essentially taking an unusable parking lot and converting it into something that is actually useful and of value to the community, so I appreciate that. Two, on the Broadmoor Street, the sidewalk that is there, I did note a large number of street trees. Wanted to just second and encourage more use of that for two reasons. One, shade, since that sidewalk isn't in front of a frontage there are no canopies. There are no awnings. It's hot walking up and down that street, so any and all additional street trees we can add. Two, it is going to decrease the speed of the traffic on that street. The more trees we have slows down traffic, which encourages pedestrian traffic, so those were the only two comments that I had.

Comm. Troppito: Mr. Chairman, just for clarification for future reference –

Chairman Lee: Just a minute –

Comm. Troppito: Once a motion is on the floor it doesn't preclude comments.

Chairman Lee: Did you have something?

Mr. Mesmer: I'm sorry. We don't.

Comm. Cullinane: I have an additional question. Sorry if I missed it, but what was the cost breakdown of the executive one-bedroom and two-bedroom just from an affordability perspective?

Mr. Mesmer: Yeah, we don't have those right now. I think it just depends on when we go to build the project and what the market is at that time. Our typical units have been at the very top of the market, so I can tell you that our rents in our other communities typically will be in the upper echelon. I would anticipate this would compete with locale, so if you look at what their rents are today that's probably what we would be benchmarking on. You can go on their website and just see it, and a lot of times that's what we're looking at to say, "Okay, where is the current product, and if we do one step above in terms of finishes and amenities and what you have inside your units, then there's probably likely to be some premium, but you're still going to be subject to where the market factor is at the time you go to build.

Comm. Cullinane: Okay, yeah, that's definitely something to consider, because I know we talked about that a lot at our last meeting, because we had a previous development plan that was proposed, so just something for us to all consider. Affordability is...People

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are either moving to Mission or existing residents in Mission, and if they continue to increase, then that's a potential for existing residents' rents to increase as well.

Mr. Mesmer: Yeah, I would say if demand is constant for living in Mission and supply increases by adding 300 units, you have a positive effect on overall pricing.

Chairman Lee: Okay, we have a motion on the floor. Do we have a second?

Comm. Cullinane: I actually had an amendment to the motion, so –

Comm. Troppito: I haven't really finished stating the motion.

Vice Chair Dukelow: Can we restate the motion, please?

Motion by Commissioner Troppito to recommend approval to City Council Case #22-11, Preliminary Development Plan, for 5665 Foxridge with conditions A through H, as provided in the staff report, dropping off item I.

Comm. Troppito: Is that correct?

Ms. Kneller: Let me check.

Comm. Troppito: So that's the motion.

Motion seconded by Vice Chair Dukelow.

Vice Chair Dukelow: Please confirm the letters. I thought it was A through C, E and G –

Ms. Kneller: So we crossed out D and F. We have recommended approval for conditions A through C, E, and G through I.

Comm. Troppito: So noted in the original motion [inaudible, crosstalk].

Vice Chair Dukelow: Second.

Chairman Lee: [Inaudible]

Comm. Cullinane: That was going to be mine, but I had the correct, right letters that you had.

Chairman Lee: So we're back to the original motion. Call the roll.

The vote was taken (9-0) **The motion carried.**

3. Public Hearing – Case #22-15 – 5665 Foxridge Preliminary and Final Plat – 5665 Foxridge – BK Properties, LLC, Applicant

Ms. Kneller: Next is Case #22-15, 5665 Foxridge Preliminary and Final Plat. Okay, so when the Preliminary Development Plan was submitted to staff, staff recommended that the site be platted, as it is not currently platted. The existing structure will be demolished, and four to five stories of multi-family units are proposed on the property under consideration with the Preliminary Development Plan, Case #22-11, which just passed recommended approval to City Council. The Preliminary and Final Plats with this application consist of one lot. The total area is 216,363 square feet, or 4.97 acres. There is no dedication of right-of-way to the City of Mission with this plat. A five-foot electrical easement is proposed on the north side of the property for access to the building from the right-of-way. Mission Municipal Code at Section 442-20 states that the Preliminary Plat

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shall be approved by the Planning Commission if it determines that the criteria are met under that Code, and all the requirements of 440-220, Submission of Preliminary Plats, have been satisfied. Also for consideration is a Final Plat. Under Section 440-260, Final Plats shall be approved by the Planning Commission if it determines that all criteria are met. Generally under 455-100 of the Mission Municipal Code, a typical subdivision at the time of an original plat shall exercise good design and layout, that good planning principles are followed, efficient use of land, and natural assets such as trees and topography be retained wherever practical. The above dimensions and designations are in accordance with the stipulations set forth in the Mission Municipal Code and the requirements set forth by City staff. Staff recommends that the Planning Commission recommend approval of Case #22-15, the Preliminary and Final Plat of 5665 Foxridge to the City Council. We can open for public comment.

Chairman Lee: We'll go ahead and open the public hearing at this stage. [inaudible] Not seeing anyone who would like to [inaudible]. At this point I will close the public hearing, not seeing anyone that would like to speak. At this point then we will go back to Planning Commission for any questions or comments.

Motion by Vice Chair Dukelow, seconded by Commissioner Schmid, to recommend approval to the City Council Case No. #22-15, Preliminary and Final Plat for 5665 Foxridge, to be known as 5665 Foxridge Final Plat.

Chairman Lee: Call the roll, please.

Comm. Troppito: Well, I do have a comment, but it's not to hold it up. I'm just really, really concerned, again, that we keep getting these plats that are unsigned by surveyors and professional engineers, at least in the PDF copy that we're looking at here. It would be comfortable to me if I knew that they were actually signed.

Ms. Kneller: Commissioner, the Final Plat is signed and stamped on this Final Plat.

Comm. Troppito: Perfect. Very good. Thank you.

Chairman Lee: Call the roll, please.

The vote was taken (9-0) **The motion carried.**

4. Public Hearing – Case #22-17 – Rushton Elementary Preliminary Development Plan – 6001 W. 52nd Street – Unified School District #512, Applicant

Chairman Lee: Everybody is comfortable moving on? The fourth case is Case #22-11. This is approval of an application. [inaudible, off mic]

Ms. Kneller: I want to actually correct, the case number is 22-17, for the record.

Mr. Scott: Okay. Yes, that's correct, 22-17. This is a Preliminary Development Plan for Rushton Elementary School, 6001 West 52nd Street. Rushton Elementary School was built in 1954, and it's approximately 50,000 square feet, all on one level. The entire site is 6.64 acres. This is one of the oldest schools in the Shawnee Mission School District. The School District has been undertaking a number of strategic plans over the last decade or so, and as part of that process they have been evaluating their facilities. With the most strategic planning initiative that was undertaken a few years ago they looked at five of the

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oldest elementary schools. Ten of the oldest elementary schools, excuse me. Ten of the oldest elementary schools in the school district, Rushton being one of those. After evaluating they decided that Rushton Elementary School should be rebuilt. The evaluation, though the building is structurally sound and safe, there are a number of deficiencies that do not allow the school to meet standards for a modern-day elementary school. The more notable issues include no room for any childhood programming, no room for small group instruction. Current collaboration space is poor. There's no public common space. The cafeteria and kitchen are undersized. There is limited technology, and the HVAC system is inefficient and noisy throughout the school. So with that, the School District decided that this would be an opportunity to rebuild the school on the existing site.

Bond issues for this project, along with other projects, were approved by the voters in 2021. Incite Design Studio has been selected as the architects to work in developing a new Rushton Elementary School. This past really fall, then winter, they met with both teachers and parents and community leaders to develop a new plan for the school. I believe Commissioner Smith was a part of that process. She has a child that goes to that school. Myself and Councilmember Kring also sat with the parent's group, kind of going through that community visioning process for the school design. At the end of the process, they came up with their design, which is essentially what you see before you tonight. With that, we have Mike Brown from incite. He's going to go through a brief presentation on the new school, and we'll open it up to Ms. Kneller for staff report and then public comments after that.

Mike Brown, incite Design Studio, 7200 West 75th Street, Overland Park, Kansas, appeared before the Planning Commission and made the following comments:

Mr. Brown: I'm here with my colleague, Anthony Winkelmann, and I represent Tyler Clubb with Shawnee Mission School District. I want to thank Karie, Brian, your staff. You've been awesome to work with. We are very excited about this building. We believe it's going to be a beautiful addition to the community. So real quick, on the site plan, to get you situated, I think it's important to note that we are building on the existing site of Rushton Elementary, with demolition of the existing school to happen in January of '23, and new construction on the new school, March of '23. To kind of get you situated, that is 52nd Street, in between Lamar and Outlook, and page left, that would be the parent drop-off parking lot. Center of the page, up north, would be the main entry, and then to the right would be the bus loop. We've got some exterior renderings on here. I think it's important to note some materials that we're using. It's a blend of stone, brick, and a lot of glass for natural daylight in.

This is just a general run through the floor plan. This is going to be a roughly 74,000-square-foot building for 400 students, allowing for a little bit of growth there. The majority of the building will be single-story. The only two-story piece would be the classroom wing to the sheet right, next to the gymnasium, and that's for fifth and sixth graders to kind of have their own little area on the second floor. The gym will be a pre-cast structure, and the intent is that it would be a FEMA structure. As you enter the building, we have an admin area, a media center, library, and again, those two arms coming off of the building, those are the two classroom wings, kindergarten through sixth grade.

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These are just some fun renderings to get us all excited about the building. We have a Learn Stair, which is a great opportunity for a teacher to bring their class out. It allows for collaboration, change of scenery, to do some lesson plans. We have an image of the media center, kind of a fun space. You'll notice a lot of wood tones, some natural tones, in these renderings. The idea is to have glulam land beams to bring that sort of warm, natural element into the building. And then we have a typical classroom. I told you I'd keep it short and sweet. That's our third and final slide. We're excited and thank you for having us.

Comm. Snyder: How many entrances and exits do you have in this school, and where are they located?

Mr. Brown: Sure. I might have Anthony come up and help me a little bit with the plan. We have several, several entry points. All of the main entry points will have a secure vestibule. And that will happen at the front of the building, the main entrance I talked about, as well as the sheet left, over where the parent drop-off would be. So we have two secure vestibules there, and those are your main entry points for security purposes.

Comm. Richards: Can you talk a little bit about the outside recreation area? You talked about an inside.

Mr. Brown: Sure. Do you want to speak to the outside recreation area? Anthony has been very involved in this project from day one, so he is a big support for me.

Anthony Winkelmann, incite Design, appeared before the Planning Commission and made the following comments:

Mr. Winkelmann: So, the area in between the classroom wings is just an outdoor learning area for them, so you can see in this rendering, we see the curtain wall glass, and then it kind of sinks back a little bit, so that's going to be a dedicated area for their outdoor learning. It's going to have heaters in it. It's going to have fans in it, so it can be used year-round, so they can integrate that into their lesson plans, and the teachers can go directly outside. The space between is that opportunity to bring that natural light and do some more hands-on learning with the landscape, with those natural aspects to it. They have a lot of...currently, they have a courtyard that they integrate into their learning, so this is that idea, to bring that back into it, so they're not losing out on that aspect that they currently have.

[inaudible, off mic]

Mr. Winkelmann: Correct. The right-hand side, that's that two-story of the classrooms, and then the media center is that glass portion there. So you can see that sun shading, too. We'll speak to that real quick. We know that side is the south-facing, so we know that's quite a bit of sunlight that's coming through there, so we did a sun study to figure out what the best angle to put those fins at, so it blocks out that unwanted sun, summer sun, and then keeps obviously the winter heat where we needed it.

[Inaudible, off mic]

Ms. Kneller: Do you want me to go through the staff report?

[inaudible, off mic]

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Ms. Kneller: All right. This is Case #22-17, Rushton Elementary, Preliminary Development Plan. The subject property is located at 57th Street, between Lamar and Woodson Street, and it is the current location of Rushton Elementary, built in 1954. The existing structure is a 50,730 square-foot one-story building on a 300,396 square-foot, seven-acre, parcel. The School District owns the adjoining 63,237-square-foot 1.5-acre parcel to the southeast, directly behind the school, for a total land area of about 8.5 acres. The property and surrounding properties within 200 feet are zoned Single-Family Residential, RP-1, and R1. Waterworks Parks is immediately adjacent to the property on the southeast, and the project is outside of the 100-year flood plain. The site is served by water main, and stormwater runoff generally flows from the west to the northeast, is captured via inlets mid-block on 52nd Street, and the property is also served by underground and overhead electrical and sewer. A sewer main serves the property on the east.

Due to the age of the structure, the School District proposes demolition of the one-story structure. As stated, there will be a media center, cafeteria with kitchen, gymnasium, art room, music room, administration suite and special education resource rooms. Additionally, the gym will serve as a storm shelter. The west wing of the structure is one-story as well as the section that includes the kitchen and office receiving areas. The cafeteria on the north side of the building and media center with adjacent covered outdoor classroom on the south side of the building, as well as the gymnasium on the east side are two stories. It has a landscaped courtyard and two outdoor play areas and connection to Water Works Park. Both play areas have areas of pervious field, as well as impervious areas for various activities.

The front yard setback from the proposed building to the property line is a minimum 50 feet. The side yard is 155 feet. The side yard on the west is 165 and back yard is 55. The building height including roof-mounted equipment and screening is 40 feet. According to the plans, a new curb cut on 52nd Street will allow for bus and service entry on the east side of the building, and new circulation for the main parking lot will include a drop-off lane on the west side for children arriving by vehicle. The bus loop entrance and exit is located generally in the same place as existing, and where the circle drive currently exits. The circle entrance will be eliminated. The drop-off loop and parking lot on the west has a one-way entrance and a one-way exit. The main parking lot would provide stalls for 70 standard-sized vehicles, and the approved parking lot circulation would allow for 55 cars to stack around the pick-up and drop-off location.

The property is within two regional watersheds – the Turkey Creek and the Brush Creek watersheds. All runoff from this area either drains north toward 52nd Street or drains southeast to the residential greenspace and Water Works Park. Existing impervious surface will increase to 155,780 square feet, which is an increase from 31.7 percent of the total lot to 44.2 percent of the total lot, a 12.5 percent difference in the total impervious surface for the property. To mitigate some of the increased stormwater runoff, an underground detention chamber on the north side will capture stormwater and allow percolation. Additionally, the existing 12-inch pipe under 52nd Street will be replaced with an 18-inch equivalent pipe to improve downstream conditions. New private storm sewer on-site and new stormwater inlets are proposed in the parking lot areas to capture additional runoff. Additionally, four Nyloplast drain basins are proposed – two on the north

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side to capture water from the building, and two on the west to capture runoff from the west parking lot. A drainage filter inlet will be installed on the south of the property to capture and convey runoff south of the property into greenspace. These basins are designed to increase the capacity of stormwater capture during heavy rainfall events.

The existing building is situated on the central and eastern portion of the property, and the circle drive to the main entrance and the main parking lot abuts the building on the west. The accessory parking lot is on the east. There are a total of 57 parking stalls on-site. The existing circulation allows for 22 cars at drop-off and 43 cars at pick-up, which creates stacking the overflows onto 52nd Street during morning and afternoon student pickup times. The proposed redevelopment creates additional stacking capacity on-site, with a re-design that allows 51 cars to stack within the drop-off and pick-up location. There will be a total of 70 standard parking stalls with the redesign that are located away from pedestrian crossings and drive lanes to minimize risk for pedestrians interacting with vehicles.

The landscape indicates that 64 trees will be planted in the open space onsite. Shade trees will make up 46 of those. Ten will be ornamental varieties, and evergreens will make up the rest. The trees will increase carbon capture onsite and provide shade to reduce heat island effect. Within parking lot areas, 15 trees are proposed. These trees and landscaped islands will provide shade and help mitigate stormwater runoff. Trees and shrubs installed on the street frontage will screen the view of parking lots. All landscaping will be non-invasive and native to the northeast Kansas region.

The existing sidewalk on 52nd Street will be replaced by a new sidewalk, which connects to existing sidewalks to the west and east. Connections are proposed onsite that lead to the front entrances around the site to play areas and back entryways. A new chain link fence with black vinyl coating is proposed for the perimeter of the site, and a gate at the southeast provides the connection to Waterway Park.

Trash and recycling enclosures on the north side will be housed in the bus drop-off loop area and will be screened with a masonry or CMU wall consistent with the building façade. Roof-mounted mechanical equipment will be screened from pedestrian view per Municipal Code. Parking lots will be screened by a three-foot-high evergreen hedge, according to the Johnson Drive Design Guidelines.

All lighting proposed with the Preliminary Development Plan is controlled with photometric control for dawn-to-dusk operation and full shielding below the lowest horizontal plane shall be specified for all fixtures over 1,000 lumens. Streetlights are provided to eliminate on-street parking, and fixtures are provided in on-site parking areas. Final specifications for exterior building, lighting and signs will be submitted at the time construction drawings are submitted to the City, and staff will review sign permit application according to conformance with the Municipal Code.

This project will be LEED certified in accordance with School District policy. Six onsite stakeholder meetings were held between October 26, 2021, and January 25, 2022. Teachers, parents, and the steering committee were given opportunities to provide comments throughout the process and designers revised plans according to much of the feedback that was given at these meetings. Another neighborhood meeting was held on

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Wednesday, July 6th, as an open house format, during which the project plans were shared with neighborhood residents. Staff attended several of the stakeholder meetings, as well as the neighborhood meeting and generally see positive feedback regarding the redevelopment project.

I'll move on to the traffic. Basically, code analysis states that the setbacks, height requirements, all meet the requirements as accepted by Section 415.10, which applies to schools. The proposed circulation within and around the developed site will be improved from existing. Queuing and stacking of vehicular traffic is expected to reduce the impact on the surrounding neighborhood as well.

The underground detention systems will prevent negative impact downstream, south side of the site will have reduced runoff compared to existing conditions with the redevelopment, and portions of the site will have either an isolator row or an infiltration trench. An infiltration trench is basically what's located on the south side to meet stormwater quality treatment, or filtration, required.

The exterior lighting specifications meet expectations for International Dark Sky standards. That concludes the staff report.

Our conditions for recommended approval are:

- A. On-street parking shall be maintained in perpetuity by the School District with a maintenance agreement approved by the School District of the city.
- B. All lighting proposed by this planned shade be maintained in perpetuity by the School District.
- C. All landscaping proposed by this Plan shall be maintained in perpetuity by the school district.
- D. Signage shall be submitted to the Community Development Department for review prior to submittal of the construction permit, and prior to approval of the construction permit issuance.

Chairman Lee: Okay, at this point is there any member of the public who would like to speak to this item? Okay, not seeing anyone, we'll close that portion and open up to the Commission for questions and comments.

Vice Chair Dukelow: Mr. Chairman, I have one quick question for staff. In reading the section on photometrics, it made me think that the lighting would need to be submitted yet with the Final Development Plan or for City staff review, and they'll want to get down to the lighting section. It indicates that the exterior lighting already meets International Dark Sky Standards. So my question is, do we need a submission for the lighting included in the motion, or has that already been taken care of?

Ms. Kneller: I believe it's been taken care of. Initially, I think we had a revision. Go ahead, Mike, if you want to say something.

[inaudible]

Ms. Kneller: We had a revision to include the stipulation on the sheet following, and so that's, I think, what was speaking to that, obviously.

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Mr. Brown: Exactly, yeah, so the full photometric plan will be released as part of what Karie just mentioned.

Vice Chair Dukelow: Okay, so you will be pursuing the credit for...It's what I do all the time. I should know it. Not heat island, but light pollution reduction.

Ms. Kneller: The International Dark Sky.

Vice Chair Dukelow: That's the standard for the –

Mr. Brown: Yes, that is correct.

Vice Chair Dukelow: The light pollution reduction credit as far as LEED is concerned?

Mr. Brown: Yeah, so we are trending towards LEED Silver, and that is one of the checklist items that we are continuing to look at. Very likely that that will be part of the points that we were trying to achieve.

Vice Chair Dukelow: Thank you. It's quite nestled in the neighborhood, as you well know. That would be a good one to pursue. Thank you.

[inaudible, off mic]

Mr. Brown: You might pull up a site plan.

[inaudible, off mic speaker]

Mr. Brown: Yeah, so on the east side of the site, we do have a gate. Because the entire site is going to be fenced. So we have provided a gate for that connection to Water Works Park. That was part of it. Yeah.

[Unidentified Speaker]: Is it right here where it shows it?

Mr. Brown: A little bit further north, yeah, so go up a little bit, Karie. Right there is the connection.

[Unidentified Speaker]: [inaudible, off mic]

Mr. Brown: Yes, it will be locked.

[inaudible, off mic]

Tyler Clubb, Director of Facilities, Shawnee Mission Schools, appeared before the Planning Commission and made the following comments:

Mr. Clubb: That is exactly what our custodial responsibilities will be, not just at this site but all the others, but playgrounds, those types of gates that daily they go out there and lock and unlock for that use.

Comm. Snyder: While you're there, will that be monitored electronically?

Mr. Clubb: The perimeter gate monitored? No, it will not. It's a hard padlock that locks that gate shut.

Comm. Snyder: Oh, okay.

Chairman Lee: Additional questions?

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Motion by Commissioner Cullinane, seconded by Commissioner Troppito, to recommend approval to City Council Case #22-17, Preliminary Development Plan for 6001 West 52nd Street with conditions A through D as provided in the staff report.

Chairman Lee: Call the roll, please.

The vote was taken (9-0) **The motion carried.**

5. Public Hearing – Case #22-18 – Rushton Elementary Preliminary and Final Plat – 6001 W. 52nd Street – Unified School District #512, Applicant.

Chairman Lee: The next item will be the public hearing of #22-18, 6001 West 52nd Street, Preliminary and Final Plat for the USD 512 being the applicant. The application is for the Preliminary and Final Plat for the new Rushton Elementary School. Again, it is 6001 West 52nd Street. At this time I will be opening to the public hearing. We will first hear the staff report and after staff has completed their report, we'll make testimony from any party interested in this. Go ahead.

Ms. Kneller: This is Case #22-18, Preliminary and Final Plat for the Rushton Elementary property. The property is currently unplatted. Existing structure will be demolished, and a new school facility will be constructed on the property. Two parcels will be combined in the platting of the property, that will be named Rushton Elementary School. Preliminary and Final Plats with this application consist of one lot. The total lot area is 348,665 square feet, and the area is outside of the 100-year flood plain. The proposed 25-foot dedicated right-of-way along the length of 52nd Street is the southern half of a 50-foot right-of-way measured from the center of the street. There is an existing 80-foot abandoned right-of-way that runs along the existing northern parcel at the southern border of the current property, which now contains overhead electrical power lines. This was an old railway line. On the eastern edge of the property there is a 53 ½ -foot Johnson County Water District easement overlapped by a 10-foot Kansas City Power and Light electrical easement, which is the service line to the building.

Mission Municipal Code at Section 442.20 states that preliminary plats shall be approved by the Planning Commission if it determines that it meets the criteria of the preliminary plat in Section 442.20. I'm sorry, all the requirements of 442.20 submission of preliminary plats have been satisfied. For consideration of final plats, Mission Municipal Code at 442.60 states that final plats shall be approved by the Planning Commission if it determines that the criteria have been met. Generally under 455.100 of the Mission Municipal Code, if there is a good design and layout and good planning principles are followed, efficient use of land and natural assets such as trees and topography are retained, if those meet the criteria and are in accordance with the stipulations set forth in the Mission Municipal Code...I didn't say that correctly. The above dimensions and designations are in accordance with the stipulations set forth in the Mission Municipal Code and requirements set forth by City staff. Staff recommends that the Planning Commission recommend approval of Case 22-18, Preliminary and Final Plat of Rushton Elementary to the City Council.

Chairman Lee: Okay, do we have anyone in the public who would like to step forward and speak? Not seeing anyone, we'll close that portion of the meeting.

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Comm. Cullinane: No questions.

Vice Chair Dukelow: Mr. Chair, if there are no questions or comments, I will make a motion.

Motion by Vice Chair Dukelow, seconded by Commissioner Troppito, to recommend approval to the City Council of Case #22-18, Preliminary and Final Plat for 6001 West 52nd Street, to be known as Final Plat, Rushton Elementary School.

Chairman Lee: Call the roll, please.

The vote was taken (9-0) **The motion carried.**

6. Case #22-19 – Gateway Development Tax Increment Financing Agreement – 4800 Johnson Drive – Ayreh Reality, LLC, Applicant

Chairman Lee: Case #22-19? Is that correct?

Ms. Kneller: 23.

Chairman Lee: 23.

Ms. Kneller: You just went down the line. Case #22-23 is next.

[Unidentified Speaker]: I saw you had one Planning Commissioner who left the room, so I don't know if you want to wait just a minute, or if anybody else needs a break. Or are we good to go? Break? I saw Robin... Yeah, I'm happy to wait just a minute.

[The Commission took a brief break]

Laura Smith, City Administrator, appeared before the Planning Commission and made the following comments:

Ms. Smith: Okay, good evening. It is a long one. It's good to see you all again this evening. I'm here to provide some information on Case #22-23, which is the Mission Gateway 5th Amended Tax Increment Financing Redevelopment Plan. We have provided a memo in your packet, and I believe that Karie passed out some drawings, which we'll go over a little bit later as we walk through this. For some of you, you have been through this process, both with this project and other projects. Some, this will be kind of your first time going through your role as the Planning Commission as it relates to tax increment financing plans.

Tax increment financing is really a two-step process from a statutory standpoint. There is a process which establishes the district, and it is that point in time in which a district is established where the school district and the County have the opportunity to veto the establishment of the district. In the case of the Gateway Redevelopment District, that was established in 2006 and has been in place since that time, so we are not talking about establishing a new TIF district. This is an underlying TIF district, actually a much larger TIF district that was created in 2006 that basically followed the Rock Creek channel and encompassed many properties that were impacted by a change back in the early 2000s of the FEMA flood plain limits.

So, the second step in that process is then activating... So, you establish the district, and then that district becomes active, or a project area within that district becomes

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activated when a project plan is approved. So what we are considering at this point is a TIF project plan for the already-established TIF district. In accordance with State statutes, when the City receives a redevelopment project plan, the first step in that process is for the Planning Commission to review that plan in accordance with the Comprehensive Plan. Your review of that plan must occur before the City Council can then take any action to call a public hearing, to take public comment, or to have their discussion on really the specifics of the financial piece of the tax increment financing plan. So you all evaluate that plan in relationship to the Comprehensive Plan and make a determination of whether you believe it is consistent with the intent of our Comprehensive Plan or not.

So, we're here this evening because a Mission Gateway developer has submitted a Fifth Amended Redevelopment Project Plan, so yes, that means there were four project plans that came before this one. As I mentioned, this is just the first step in many, and I'll touch, as I kind of close out my presentation of what we think the anticipated calendar, pending your consideration this evening, will look like for the rest of that project in the coming months. As you saw in the packet, the TIF project plan contains a tremendous amount of financial information. All of that information is subject to a public hearing process at the City Council level. Discussions, review, and ultimately either consideration of adoption of that TIF project plan and a corresponding development agreement that relates to all of the specifics. It essentially becomes the contract between the City and the developer with respect to distribution of any incentives that might be approved.

The developer has submitted an updated Preliminary Development Plan for the revised project which is currently being reviewed by staff and will be scheduled for your review at a future Planning Commission meeting, and again, depending on action this evening we'll finalize that calendar, and will be able to provide a better sense of when that Preliminary Development Plan or revised Preliminary Development Plan will come back to you.

So the Fifth Amended TIF redevelopment project plan is similar to the fourth, which was approved by the Planning Commission in June of 2017. It proposes a mixed use center which contains approximately 139,752 square feet of small shop retail, restaurants and entertainment space and approximately 100,000 square foot office for medical facility, 200-room hotel and approximately 373 market rate multi-family residential units, as well as a parking garage and all the associated infrastructure. The project will provide living, working, shopping and entertainment opportunities. That culminates in an integrated and cohesive community and will, we hope, contribute to the continued revitalization of the city and this East Gateway area.

The developer contemplates constructing the project in two phases. The development schedule is something that is still under review, and I would characterize it more as a phased start with an integrated, or completion at the same time. So, the Phase 1 would be small shop, commercial, restaurant uses under residential, 90,000-square-foot of the entertainment space – which is the Synergy building shell, which is currently on the site – the residential 373 apartment units, related site work, surface parking sufficient for uses, the retail uses, and construction of the parking garage to serve ultimately the

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entire development. And then Phase 2 again really more of a phased start of construction would be the hotel and the 100,000-square-foot office for a medical facility. As I mentioned, the fourth amended TIF redevelopment project plan was found in conformance with the Comprehensive Plan by the Planning Commission via Planning Commission Resolution 9 that was adopted in June of 2017.

In the memo, I tried to outline a chart that just sort of compares the differences, or the changes from the Fourth Amended TIF project plan to the Fifth Amended project plan. As you'll see, there is a reduction in the retail or commercial square footage and an increase of the residential units, the hotel is approximately the same as was anticipated in the 2017 project, and then increase of about 25,000 square feet in the office and medical, and the parking structure remains the same. So, same mix of uses. Again, the reduction of retail, and the increase in the residential are the primary differences from the fourth amended plan to the fifth amended plan.

In looking at the Comprehensive Plan, it designates the subject property as part of the East Gateway District and is appropriate for mixed-use, high-density redevelopment. Something that would include a mix of neighborhood and community uses, retail, commercial, service commercial uses, institutional, civic, and medium- to high-density residential intermixed through compatible site planning and building design. I won't go through all of the rest of the pieces there, included in your memo, but if you just might turn your attention to the drawings here, and I'll walk you through those changes. Some of you who are familiar with previous plans, again, these were taken from the revised plans, which have been submitted. If we look at the slide titled "Mission Gateway," the top would be Shawnee Mission Parkway. The sort of bottom here is Johnson Drive, and Roeland Drive to the side. They were very pixilated, so we did handouts instead. The most significant change here is the additional residential units that would be on top of the retail on the Johnson Drive and Roe corner there. Again, the hotel, this is the hotel facility in the upper right-hand corner, office building, parking structure in the center. You see the Synergy complex wrapped by the residential and the retail.

On the second slide, which is FDP 001, it just gives you a different look, kin of the gross square footages and the layout of the buildings, Building B being the hotel, F being the office, A being the Synergy building, A1 being residential over retail, and C, D and E, residential over retail. The FDP 002 is a stacking diagram which just illustrates the uses as proposed in that building layout, and then FDPL 300 is just a quick snapshot of the landscape plan.

We do have Mark Abbott, who is representing the developer, who is here to answer any questions or I am happy to answer any questions that you might have on this fifth amended TIF project plan. Or if Karie or Brian have something to add?

Comm. Troppito: I have a question. Just to clarify, is this the, what's referred to here as the Fifth Amended Tax Increment Redevelopment Project plan itself?

Ms. Smith: No.

Comm. Troppito: Because why I'm asking is because this is dated March 17, 2017, which I remember being on the Commission that approved that.

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Ms. Smith: No, so the TIF project plan is actually the document that was included in your packet.

Comm. Troppito: So this isn't it? Okay.

Ms. Smith: These are just simply some renderings that have been taken from an updated revised Preliminary Development Plan submittal. Again, that is still in the process of being viewed and comments are being traded with staff.

Comm. Troppito: So this really isn't relevant to this process.

Ms. Smith: It is.

Mr. Scott: It's an illustration of what's in the project plan, so this is essentially the project as approved by the Planning Commission in 2017 -

Ms. Smith: With the updates.

Mr. Scott: Yeah, if you sort of see that clouded square, that sort odd square, in the upper left-hand corner, that shows the new residential building that's being proposed where the food hall would have been. And that's probably the most significant change between what was approved in 2017 and what will be before you all in a few months.

Comm. Troppito: Okay, so that answers the question -

Mr. Scott: Yeah, this illustration of what is actually in the TIF project in terms of change in retail and residential space and all of that.

Ms. Smith: So, as Brian mentioned, this is what was approved in 2017. You see this little cloud in the bottom left-hand corner that says, "updates to approved FDP." So its kind of trying to marry those up there. You will see that later, but the square footages that are shown in these drawings align with the square footages and the revenue projections that are included in the Fifth Amended Tax Increment Financing Plan that was included in your packet.

Comm. Braden: I noticed in the report that it said that Phase 2 start may or may not be built. Is that correct?

Ms. Smith: Yes, and we've...Yes. In Section C, Description of the Proposed Project, and we've gone back and forth with the developer and the language of that. It says, "Notwithstanding the foregoing, the developer will only construct Phase 2 if specific tenants and users are identified." So Phase 2 currently includes the hotel and the office building. There is a franchise agreement with the Marriott flag, the Element Hotel, for the hotel project. So that tenant is secured. And it has been our understanding in conversations with the developer that in order to move this project forward and make it financially viable for them, they need to construct Phase 2. So that will be one of the things that will be included in the development agreement that the City Council considers. There will be provisions to either look at performance of that Phase 2, or restrict any incentives provided as part of the Phase 2 project, so those things are encapsulated. So yes, it does...The TIF project plan as we move through this process at the City Council level, the TIF project plan is often the most vague document with the least specifics, and then we walk through that in terms of the mechanics are nailed down in the development agreement.

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Comm. Braden: Not that you can answer this, but I'm also a little curious if the office building was 75,000 square foot and now it's 100,000 square foot that they don't even know if they're going to build it, why would they increase the square footage?

Ms. Smith: I think Mr. Abbott may have a better answer, but I think, it's my understanding, that based on the prospective tenants that they have been in conversation with, that the square footage was adjusted to accommodate. They've been in conversation with several potential office tenants.

Comm. Smith: What happens with what's there now? Will it have to be torn down?

Ms. Smith: One of the things that the City Council requested as a part of re-engaging in this conversation was for the developer to conduct a structural assessment of the improvements that have already been installed on the site, so that we could ensure that we knew what would need to either be demolished or accommodated through that process. They have provided those reports to the City, and so we have the really clear understanding they will be updated prior to issuance of any building permits, but we have a very clear understanding of, and can make sure that the budget accounts for any of the needs related to the existing structures.

Vice Chair Dukelow: Mr. Chairman I have a question if I may. Thank you. So, Laura, I have questions about the Cynergy. Are they staying? Are they still part of the plan?

Ms. Smith: Yes, they are still part of the plan.

Vice Chair Dukelow: And, I don't know how it came to be, but isn't that a tilt-up paneled building that's not consistent with the Johnson Drive Design Guidelines? So, I've got to question that. And maybe this isn't the time, but I think this is the place. So I'm going to put that out there.

Comm. Cullinane: Which building was it again?

Vice Chair Dukelow: Cynergy, the big box that's sitting there, it's tilt-up precast, which doesn't meet the criteria for building facades proportion, scale or materials. And then I have another, probably unrelated, question. I'll let you finish writing. Regarding the hotel, like, when I go to places there's always a hotel tax. Is there a hotel tax? Is that going to be a thing? And how does that work? Just because we have your expertise here tonight, that occurred to me.

Ms. Smith: Yes, so whenever you, most places you go, when you rent a hotel room you pay both a sales tax and a transient guest tax, or bed tax. We currently have a transient guest tax here in Mission that only applies at this point to the WoodSpring Suites property that's on Foxridge Drive, so when that property came in, we put a transient guest tax in place, so we have a transient guest tax that's nine percent. You probably saw in this TIF project plan that it talks about a portion of that transient guest tax being committed, potentially, or being requested as being committed to this project. So yes, that would be an additional revenue stream that would be generated. I don't know how. Brian, if the Synergy building and the components of the construction, the Synergy Building would have been part of preliminary and final development plans approved in 2017. We would have had to have Planning Commission approval to build what's onsite now.

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Mr. Scott: I'd have to go back and look at the plans, but I know the original plan called for a Walmart, and that was proposed to be a tilt-up concrete store, or building.

Ms. Smith: That's been a very long time ago.

Mr. Scott: It's been a very long time ago, yeah.

Ms. Smith: Very long.

Mr. Scott: Yeah. But I'd have to go back and look at how that was approved and the process we went through. But that is correct. This is a tilt-up concrete building.

Ms. Smith: But it wouldn't be constructed if it had not been approved, correct?

Mr. Scott: In some form or fashion, correct, yes.

Comm. Troppito: I have a question. If memory serves, this project came to a halt really because of COVID, or at least in large part because of COVID. Has financing been approved now?

Ms. Smith: Yes. One of the things that has... You are correct that the impact of COVID on the financial markets back in late fall of 2019, we were actually weeks away from going to the bond market with this project. So, that was delayed. Again, one of the reasons why you've seen a delay from over the last couple of years is because of some of the requirements that the Council has placed on the developer before coming back with this project, so get your financing aligned, do the structural assessments of the building, a whole variety of other things, and they have... we have been working with them over the last several months to accomplish that.

Comm. Troppito: I just wanted to be sure that – and I thought that this was the case – that this is out of the realm of speculation and financial commitments are locked in now, right?

Ms. Smith: Yes. Well, yes. We -

Comm. Troppito: Okay. So It's locked in [crosstalk]

Ms. Smith: We have reviewed all of the term sheets with the lenders.

Comm. Troppito: Good.

Ms. Smith: They never get locked in until the very last minute, but yes –

Comm. Troppito: But they're as locked in as it can be at this point.

Ms. Smith: Yes. We have reviewed the term sheets with the current lenders for the project.

Comm. Troppito: Far beyond speculative. Okay, thank you.

Chairman Lee: Additional questions?

Vice Chair Dukelow: If there are no additional questions, I'll make a motion. Are we done? Are we ready? All right, then. Let me find my list here. Mr. Chairman, I'd like to make a motion that the Planning Commission recommend approval to the Council for Case #22-23, Gateway Development Tax Increment Financing Agreement, 4800 Johnson Drive.

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Comm. Troppito: I'll second it, but I would question that, doesn't that motion need to include –

Ms. Smith: It would include approval of a –

Comm. Troppito: A reference to the Resolution.

Mr. Scott: Yeah, Commissioner Dukelow, if you'll look at your motions, item 6, it states, "Recommend approval of the Planning Commission of Resolution 22-01."

Vice Chair Dukelow: Do you have it up? Thank you.

Motion by Vice Chair Dukelow, seconded by Commissioner Troppito, to recommend approval of Planning Commission Resolution #22-01 finding that the Mission Gateway Fifth Amended Tax Increment Financing Redevelopment Project Plan submitted June 1, 2022, is consistent with the Comprehensive Plan for the development of the City of Mission, Kansas.

Vice Chair Dukelow: Can we get away without rescinding? Thank you, Megan.

Ms. Smith: I didn't hear the first one.

Chairman Lee: Okay, call the roll, please.

The vote was taken (9-0) **The motion carried.**

Ms. Smith: I was remiss, but this will be something... Let me just kind of share with you tentatively how we think this will move forward. Again, your recommendation of the Resolution now will allow the City Council to pass a resolution to call a public hearing on the TIF project plan. They will pass that resolution, which is just that it's more of an administrative action. We anticipate at their August City Council meeting, and then we are targeting a special City Council meeting at the end of September, because we have several development projects and our annual budget colliding in the month of August and September, so we've had to manage calendars somewhat. But one thing that I think you will be interested to see as this moves through the process – and I heard some conversation this evening – is that in a previous iteration of this project it did not have any specific requirements for affordable housing. When we re-instituted conversations around this revised plan, that was a value that was communicated by the City Council to the developer, so you will see as a part of a new TIF project plan and redevelopment agreement a designation of a certain percentage of the residential units as affordable housing, similar to what occurred as part of the Mission Bowl project. And we've also sort of re-focused the conversations around the sustainability elements for the project, so you'll see bits and pieces of that as the preliminary development plan comes through. For those who are interested and want to follow along as it moves through the Council as well.

Chairman Lee: Thank you.

Ms. Smith: Thank you.

IV. Old Business

V. Planning Commission Comments

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Chairman Lee: We don't have any old business tonight, so we'll move to comments by any of the Planning Commissioners. Do we have any?

Vice Chair Dukelow: I have a couple comments. I have a question about that Holly Heights. I think it was the first project. So, in the staff report it didn't indicate that... There was just one image that had the previous zoning designations, so I didn't know if that takes times to take effect, that change to DND, or if that is something that, I mean maybe it was just an old image which isn't a big deal. I just didn't know if there was some kind of administrative process that hasn't happened. Because it was just one meeting ago.

Mr. Scott: Yeah, so that 58th and Nall development project, we stated earlier in the meeting was approved by the City Council and that included the rezoning, so that's oversight on our part. We will get that corrected before it goes to the City Council for approval. Thank you for doing an update on that.

Ms. Kneller: Yeah, and then I think it's still in the Johnson County mapping system as such, but that will be updated, I think.

Mr. Scott: Yeah, we haven't told the County yet, but we will do that once that plat is approved.

Vice Chair Dukelow: Yeah, I just didn't know how long all that takes, or what the process is. And then, I want to make sure that we refer to Water Works Park, all the time as Water Works, not Waterway. There's that word in there somewhere. I could probably tell you where it is, but just saying it. And then also I want to mention that and ask about the chain link fence that's at the market site along Rock Creek and probably continues on down Rock Creek. I don't know really what more to say about it, but we don't typically allow chain link fencing in the Johnson Drive Corridor. So, that's just kind of out there. I know it costs money to change that.

And then the third thing on my list is this issue of the historic signage, which came up at our last meeting and I know that on behalf of that applicant, I think that now we're at a point, or we will if the Council, or if we want to make any changes to it. I guess I'm just saying that this would probably be the time to reconsider that if Council is not satisfied with the current guidelines that we have in place, because it was just a little complicated, and there are still a few out there, and I'm just saying that if somebody wants to make a change, this is probably, you know, I mean it should happen before we have another applicant, and rather than trying to hold the applicant hostage to something we haven't revisited for what? Ten years?

Ms. Kneller: Yeah, so I think we would have to drop a revision to the ordinance in that case, for a historic sign, that part of our Municipal Code, which we can certainly do. We've just been flooded right now with projects that we've been reviewing and trying to handle those, but that is definitely in our back pocket that that would probably be a consideration, to see how we might want to revise that ordinance.

Vice Chair Dukelow: I can think of a couple that could be coming up, and if the guidelines we have are going to be sufficient.

Chairman Lee: Okay, anything else?

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Vice Chair Dukelow: That's all I have, thank you.

VI. Staff Updates

Comm. Snyder: Mr. Chairman, I just have a question for staff. With all the projects coming online with regard to the multi-family dwelling units – the Gateway, the one off of 51st and, I guess Lamar, and the 77-unit, do we have an idea of the total proposed multi dwelling units that are going to be coming online that are proposed? Do we have a number?

Ms. Kneller: That are still in review or that -?

Mr. Scott: The answer is yes.

Comm. Snyder: And can you give us that number?

Mr. Scott: Yes. I don't have it off the top of my head, but I can share that...I'm calling out the Councilmember Kring list, she always asks for, "Give me all the multi-family housing projects that are in the city of Mission that have been approved since the dawn of time."

[crosstalk]

Ms. Kneller: We have that information on the website now. I updated the current projects website with a Q&A section in the margin on that current projects website. If you need help getting directed to that webpage, let me know, but there is a –

Comm. Snyder: Do you have that number off the top of your head, though?

Ms. Kneller: Not off the top –

Mr. Scott: No. It's been a while since I looked at that list, but it lists all of the current projects, and it lists of ones that have been approved in the last year or so and the ones that are kind of pending.

Ms. Kneller: That information is on that Q&A on the current webpage.

Mr. Scott: But you're probably looking at 600 units maybe, just the ones...So you've got Gateway's got 370 units. There's 300 units for the project that was approved tonight, the Block project. That's 600 right there, and then probably another 168 with Mission Bowl, so that's close to 700 now. We've got 77 units that were approved a few months ago.

Ms. Kneller: The Preserve.

Mr. Scott: 58th and Nall, we've got 130 units that were approved. Mission Preserve, 51st and Riggs, so probably almost 800 units. Yeah.

Ms. Kneller: We have another 17 in townhomes that are going to come up on the September Planning Commission meeting tentatively now.

Mr. Scott: Yeah, it's –

Ms. Kneller: I think that -

Mr. Scott: It's just nuts, all the multi-family housing projects that are coming to our city, but it's just not our city. It's everybody. Everybody is experiencing this across metropolitan areas. There continues to be, there has been for the last five years and

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there continues to be, a high demand for multi-family housing. Housing in general, but especially multi-family.

Comm. Snyder: I just think that there needs to be a balance, right? To keep the Mission... There's just like this culture, right? A small-town culture, but there has to be a balance between that small-town culture and the new multi-dwelling units that are coming online. I know it's in the Comprehensive Plan, and how you do that is the way the City is going to be moving forward, how that balance is going to be, I guess, done.

Mr. Scott: Yeah, I think that's the same question Councilmember Kring is asking. It's a good community question. I don't have a right or wrong answer for it. Some will argue that we have a need for housing, period. There's a high demand for housing, in whatever form or fashion it comes, and we need to be prepared to meet that demand but there are others that will say, "Well, do we have enough of it already? Can somebody else help to meet that demand?" Again, I started listing off multi-family development projects. This is what I did last week when Karie was gone – it was actually kind of quite last week, it was rather nice – but I took a little bit of time to go through old newspaper clippings and start listing off all of these multi-family development projects that have been coming online all over the metropolitan area, and I had probably ten or so just in the last year. Overland Park, Lenexa, Lee's Summit, downtown Kansas City, Northland, It's just, I don't know. I don't know what's driving the demand, but it's there.

Comm. Richards: Regarding the Comprehensive Plan, there were updates being made to it, right?

Mr. Scott: Yes.

Comm. Richards: And when is that expected to be –

Mr. Scott: Yes, that's a good question. Karie reached out to them a couple weeks ago. They were still working on updating the draft. It was on my list today to give them a call, and I just didn't get that far, preparing for the meeting this week. But I need to give them a call and ring their bell. I'd like to have second draft back in my hands by beginning of August. I'd like to have some time for staff, again, to go through that and make sure it encompasses everything that we heard through the process last year. And then, we need some time as the Planning Commission, as a City Council, to kind of sit down with that document again, sort of get it back in our head and understand it and ask questions, and so I'm thinking that will probably be October, maybe, because we have a pretty heavy September Planning Commission agenda. So, hoping if that happens in October, maybe we can have a public hearing in November and get it wrapped up by the end of the year.

Ms. Kneller: I know that they are getting closer on it. Because I've talked to some of the consultants just... Right before I left, he was asking some minor questions about something that escapes me right now, but it was just a minor question. They're getting closer to having it packaged up. And I know that they know that we're anticipating it soon, because I told him that we're looking to try to get this out and done before the end of the year, so finalized and wrapped up, so we're anticipating soon, like Brian said,

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before probably before August they will have that back in our hands as a revised draft that we can go over again after we've made comments already.

Comm. Richards: It would be helpful to have that, because as we're hearing all of these projects, they're coming at a furious pace, so the sooner we can have that updated plan...

Mr. Scott: Yeah, I think it might be kind of a good reflection as you've gone through all of these projects, the questions that come up, to kind of go back and look at that plan now that we've been through all of this and ask those questions. Like, is there a limit on multi-family housing in the city? And should we maybe not have quite so much of that, or can we cap in some form or fashion, or look at particular areas of town where it should be or where it should not be? Those kind of questions. It's a little bit of you have to feel the pain, ask the questions, so this is perfect time to do that.

Comm. Cullinane: Yeah, because I definitely, like Wayne had mentioned, have some more thoughts. Just we are getting so many of these, and not hearing about other businesses, and it's like, you know, are they coming here, or what are all these people going to do?

Ms. Kneller: I mean, from a planning perspective, I think that from what I know of planning, when you have more people, the businesses come with it. So it's like if you build it, they will come. And again, like what was iterated earlier about having more units and more people in those units, it drives down the cost because it's a simple supply and demand type of economic issue. So, when we have affordable housing – like your question earlier about affordable housing, it drives down rent costs because you have more units, more supply. Once you have that threshold met, developers stop coming with these projects because it's not fruitful for them. So, because we're seeing it here and we're also watching other jurisdictions around us having the same types of development, and they're all filling. I mean, anecdotally, I can say that a lot of these multi-family development projects are filling quickly and people are still hungry for them, so I don't know that we're at the threshold just yet, but we're looking at the developments as they come online, and also just because they're approved and final development plans are approved doesn't mean they're always going to get built, because there's financing with the developer that has to take place, and bank isn't going to finance something that's not going to have a demand.

[inaudible, off mic]

Ms. Kneller: Yes.

Mr. Scott: Yes, speaks to affordable housing and sustainability and economic development.

Ms. Kneller: Walkability and things like that are all incorporated into it, and a lot of these projects, the more dense it is, the more walkable it is, because there are more people on the streets, and you demand it, and it's kind of a cycle that once you get started, oh, you've got more people and more revenues come up because you've got more businesses. It's like an ever-growing cycle. That's the thought process, anyway. But there is a threshold I think that you need at some point, and it's kind of balance, so

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you just kind of have to feel along the way, I think. Like Brian said, you can feel the pain. You can also feel the advantage, too, at the time, and see what happens. It's not always pain that comes along with it. It's change, but not necessarily always pain, so we just kind of have to feel how it goes.

[inaudible, off mic]

Ms. Kneller: Statistically right now, people are having...fewer children than they used to, and that's part of why we're looking at that, looking at those studies. As a planner I'm reading all the time about what's happening demographically, in the Midwest or in our region. You can look at stuff that MARC has online, too, that they've done plenty of studies on what's happening to us regionally, demographically. More people are having just less kids. Fewer kids and maybe not at all. There is something I saw earlier, "PANK" [phonetic] Professional Adults No Kids.

Mr. Scott: And I think it's just what we're experiencing right now is a complete paradigm shift in demographics, and for us, a lot of us – I'll include myself – I'm married, and I have a child, and I live in a 4,000-square-foot, two-story, four-bedroom house, three-car garage, out in the suburbs. And I think well, everybody likes to live like that. I like to live like that. My friends live like that. So everybody likes to live like that, and the reality is that's not the case. What we're finding is that, for one, things are shifting demographics. I heard on the radio the other day that within the next decade or so 50 percent of the population is going to be 60 years old, or older. It's that baby boom generation that's kind of like that big lump moving through the python, and they're reaching that age where they don't want to deal with the house anymore, and the lawn care and the upkeep. The kids are moved out, and they're just kind of empty-nesters, and they want to downsize, and they want to move to just a place where they can lock the door and walk away and go on a vacation somewhere or go to Europe. It's just a different lifestyle choice. A lot of younger people... and all those people that are in their 60s all have kids that are millennials, and there's a lot of them. And they kind of want that same lifestyle. They don't particularly want to deal with a house right now. They're waiting longer to get married. They're waiting longer to have kids. They're having fewer kids.

Both of those generations like the downtown walkable environment that Mission offers. That's why we're seeing so many developments like the Locale and Mission Bowl and 58 Nall, and the project that you'll see next month, the townhomes. They want to be in that downtown because again, people just want to leave the car in the garage and walk down the street for dinner, or to get a drink, or get their hair cut. They like that feeling of walkability, being in a neighborhood as opposed to just being kind of out in the suburbs in an apartment building on a big green field somewhere. And we're finding that a lot of people are working from home now. That shift that the pandemic, people think this works...I don't have to work for... I could work for a company in New York, but I don't have to be in New York. I can be here in Kansas City where the cost of living is much cheaper and I'm close to family and I can travel easier. But I can still work for that company in New York. It's just, it blows my mind too. It's complete paradigm shift, what's occurring, but that's the end result, what we're seeing here, is applications like we saw tonight.

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Comm. Troppito: Well, cheap money may have had something to do with this expansion, too.

Mr. Scott: Yeah, I totally agree, Charlie.

Comm. Troppito: And the cheap money is going away now.

Mr. Scott: And I think –

Comm. Troppito: It's going to put the brakes on, I think.

Mr. Scott: Yeah, I think Karie is right. Unfortunately, about half of the applications we're seeing will actually be built, because interest rates are going to get so high that they're not going to be able to get their financing, and they're not going to be able to make the numbers work. But unfortunately, we have to approve the applications. So, along those lines, next month is fairly light. We only have one application. And that's Mission Vale, and that's he's still working on his development plans, but it's 17 townhomes located at the southeast corner of Nall and West 58th Terrace, so it's literally right across the street from the 58th and Nall project that you saw a couple of months ago. Again, that's planned business District, MS2 zoning, so he's going to be submitting a request for rezoning to downtown neighborhood district. It's in August.

[inaudible, off mic]

Mr. Scott: Yeah.

[inaudible, off mic]:

Mr. Scott: Yeah, the 22nd or 25th.

[inaudible, off mic]

Mr. Scott: August 22nd, so that will be the only item that's on the agenda for August.

[inaudible, off mic]

Mr. Scott: We did.

[inaudible, off mic]

Mr. Scott: A couple, yeah.

[inaudible, off mic]

Ms. Kneller: Well, we tell the developer that this is what is going on, and they have the choice of whether they want to incorporate that public feedback or not, but –

Mr. Scott: Well, Karie and I

[crosstalk]

Mr. Scott: We take notes, and if there's any particular issues that come up, we try to incorporate those into the staff report, make sure they're addressed before they become an issue. We did have a neighborhood meeting two weeks ago for this particular development project. There was a couple, a brother and sister, that came to the meeting. Their family owns the house that is just north of WingStand, so it's that single-family bungalow style house on the north side of WingStand, east side of Nall. I think

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they have a family member that lives in the house that they take care of, but the developer offered to buy their house as part of the project, but they refused to sell. But they came and they had some questions. It was a fairly friendly meeting. We answered all of their questions. They may be at the meeting. I don't know.

[Inaudible, off mic]

Mr. Scott: Yeah.

Ms. Kneller: Yeah, It's usually an element of the staff report because have worked with the developer after having those conversations.

Mr. Scott: Yeah. For September, we had a slew of applications that came in on Friday for the September meeting. One is the final development plan and final plat for Mission Preserve. That's the project on 51st Street. We have a preliminary plat for Horizons High School. They're making some renovations to the building, and we said, "By the way, you don't have a plat on that property. We'd like some right-of-way for Johnson Drive," so we asked for a plat. The Martway office builders, who we affectionately call the Pizza Hut buildings, we met with the developer a few weeks ago. He's got a new team of investors and they are proposing to do, I think, an 86-unit apartment building on that site, a much smaller building than what was proposed five years ago when he came, so that's tentatively on the September meeting. That application still has a lot of work to do but it is tentatively on September. 58 Nall is back for their Final Development Plan and then possibly Gateway, but I don't know. Again, that's an application that still has a lot of work to do, but that will probably be sometime this fall. So that's the September meeting. I don't know about October yet. The September meeting falls on Rosh Hoshana so I don't know if you all would be interested in moving the date of that meeting maybe to the following Monday, which I think would be the first Monday in October. Rosh Hoshana, the Jewish high holiday.

Ms. Kneller: That would be October 3rd, moving it to October 3rd.

Mr. Scott: Is there general consensus to move it to Monday, October 3rd? Okay.

[Unidentified Speaker]: Aye.

Mr. Scott: Okay, we'll do that. I'm not going to take a roll call. I'll just take a head nodding. I'm too tired at this point to... You look perplexed, Robin.

[Inaudible, off mic]

Mr. Scott: Your calendar? Yeah.

[inaudible, off mic]

Mr. Scott: If we can, yeah. I think I saw some general head nodding.

[inaudible, off mic]

Mr. Scott: Okay, and then finally, thank you for signing the card. Kim Steffens, our recording secretary and permit tech, her daughter passed away yesterday, age 42, three children. Apparently, she had been in declining health the last few weeks. So we will drop the card in the mail tomorrow. If you haven't had a chance to sign it, please feel free to come up after the meeting and do so.

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Mr. Scott: I think that's all that I have for staff.

Ms. Kneller: I have one more thing to add, actually.

Mr. Scott: You have one more thing to add, Karie?

Ms. Kneller: Yes. We submitted a proposal for the Planning Sustainable Places Grant with MARC. We have the score on that right now. I think they are revising the score, according to...I contested it. We got 78 out of 100 points on the proposal. I think they left some things out of the scoring, so we'll see how it comes back, but what I really wanted to say is that the public comment is open until, I think, mid-July. I'll get that exact date, and if you go online, I'm going to have it posted on our website online, and I'll give all of you a link to that. Share it with everybody that you know here in Mission that may have some public comment about, "Hey, this is a great proposal. We want this money to improve..." basically it's a corridor from Johnson Drive to Martway, from Woodson, all along Rock Creek and the Rock Creek to East Gateway to Roe. And it's to study and come up with an actual project development that would address stormwater, address creek improvements and complete streets, improvements along Johnson Drive where the Rock Creek Trail is. It really focuses on the Rock Creek Trails.

Mr. Scott: Chain link fences along...

Ms. Kneller: Chain link fences. So hopefully some improvements along that whole area, and we could really, it would really be a great benefit to have that grant money and continue improving the Rock Creek Trail and the Rock Creek. And then in two years when that proposal comes back, we would actually do an implementation type of project grant proposal for that corridor, so it's kind of long-term. We plan on being here for a while to see this through, and I really want to encourage everybody to give comments, and if you like the proposal, if you want to see those proposals happen in that corridor, in that project area, then it would be great to have your feedback and input. And everybody else, too, if you'd share it with anybody you know in Mission. So I'll give you links to that, and I'll have it posted on the website, and I think we'll try to get Emily to do some Facebook, some social media, some Twitter and see if we can get some good feedback on that.

[inaudible, off mic]

Ms. Kneller: Yeah, it's pretty – sorry, not mid-July. No. Public comment closes – I'll have to look it up, but I'll let you know.

Mr. Scott: We got the message last week, so it's probably two weeks from now. It's a pretty short timeline.

Ms. Kneller: Yeah, it's not long. They're doing the revised scoring and having that out to us this week, so we were hoping to get that actually on Monday, today, but we didn't get it, so we'll see what happens. That's all I had.

VI. ADJOURNMENT

Chairman Lee: Is there a motion?

Commissioner Troppito moved and Comm. Cullinane seconded a motion to adjourn.

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The motion carried unanimously.

The meeting adjourned at **P.M.**

Mike Lee, Chair

ATTEST:

, **Secretary**