

CITY OF MISSION PLANNING COMMISSION

August 22, 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, August 22, 2022. Members also present: Brian Schmid, Amy Richards, Robin Dukelow, Megan Cullinane, Cynthia Smith and Wayne Snyder. Stuart Braden and Charlie Troppito were absent. Also in attendance: Brian Scott, Deputy City Administrator, and Karie Kneller, City Planner.

Chairman Lee: Please make sure to be conscientious of others trying to speak and speak slowly and clearly. If I need to confirm something that may have been difficult to hear, I will ask for clarification.

[roll call]

II. Approval of Minutes from the July 25, 2022, Meeting

Chairman Lee: The first item tonight is the approval of the minutes from our July 25, 2022, meeting. Is there anyone who would like to make any changes?

Comm. Smith: I just wanted to make sure, I didn't see it, but it could actually be there, I mentioned something about the Form Based Code clearly indicates that the primary façade should be the east one on the –

Ms. Kneller: On Broadmoor?

Comm. Smith: Yeah, yeah. And I just wanted to make sure that was in there. I didn't see –

Ms. Kneller: When you sent me updated minutes, that should have gone in there.

Comm. Smith: Okay. I didn't see it in there.

Ms. Kneller: If it's not, I'll make sure.

Comm. Smith: Okay. Thank you.

Ms. Kneller: I did see that in your revised notes that you sent me, so okay.

Chairman Lee: If there are no changes to be made then, I would entertain a motion to approve.

Vice Chair Dukelow moved, and Commissioner Cullinane seconded, a motion to approve the minutes of the May 23, 2022, Planning Commission meeting with amendments as stated.

The vote was taken (7-0) **The motion carried.**

III. New Business

1. **Public Hearing – Case #22-20 – Rezoning for properties at 58th Terrace and Nall Avenue – Koenig Building + Restoration, Applicant (RESCHEDULED)**

Chairman Lee: We have three items under New Business. The first is Public Hearing – Case #22-20 – Rezoning for properties at west 58th Terrace and Nall Avenue. Staff has

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recommended that we table this public hearing and reschedule it for the September 26th meeting. Do I have a motion to reschedule the meeting?

Commissioner Richards moved and Commissioner Cullinane seconded a motion to reschedule the public hearing for Case #22-20 – Rezoning of certain properties at the southeast corner of West 58th Street and Nall Avenue to a date certain of Monday, September 26, 2022.

The vote was taken (7-0) **The motion carried.**

Chairman Lee: Thank you.

- 2. Public Hearing – Case #22-21 – Preliminary Development Plan for Townhome Development at 58th Terrace and Nall Avenue – Koenig Building + Restoration, Applicant (RESCHEDULED)**

Chairman Lee: Item number 2 is a public hearing, Case 22-21. This is a preliminary development plan for a townhome development at West 58th Terrace and Nall Avenue. Again, staff has recommended that we table this public hearing as well, and reschedule it until the September 26, 2022, meeting. Do I have a motion to reschedule the public hearing?

Commissioner Richards moved and Commissioner Cullinane seconded a motion to reschedule the public hearing for Case #22-21, a Preliminary Development Plan for properties at the southeast corner of West 58th Street and Nall Avenue to a date certain of September 6, 2022.

The vote was taken (7-0). **The motion carried.**

- 3. Public Hearing – Case #22-28 – Final Development Plan for “Nall58” - Moffit Development, Applicant**

Chairman Lee: Case number three is #22-28. This is a Final Development Plan for the multi-family development at West 58th and Nall.

Ms. Kneller: [Commissioner Dukelow], was your name called in the roll?

Vice Chair Dukelow: It was in the final...in the most recent vote. In the previous vote it wasn't.

[inaudible, off mic]

Chairman Lee: Okay, Case number three is #22-28, a Final Development Plan for the multi-family development at West 58th and Nall. Moffit Development is the applicant, and this will be the final item of New Business for the evening. If staff would like to make the case?

Ms. Kneller: Thank you, Mr. Chair. This is Case #22-28, Final Development Plan for Nall58. Moffitt Development company submitted a final development plan for the 77-unit multifamily development for the property located generally on the southwest corner of 58th and Nall. The City Council approved the preliminary development plan for the project and rezoning of the property from MS2 and PBP, to DND on June 15, 2022. The City Council

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also approved the preliminary and final plat for Holly Heights at the same location on August 17th. The site contains existing vacant office buildings and surface parking. Surrounding properties are a mix of two-and-a-half story multifamily and single story single-family residential uses. The structure on the southernmost property is a

vacant single-family home previously converted to office use. Per Municipal Code at Section 440.190, a Final Development Plan which contains modifications from the approved Preliminary Development Plan but is in substantial compliance with the Preliminary Development Plan may be approved by the Planning Commission without a public hearing if the landscaping and screening plan is adequate as determined by the Commission.

The Final Development Plan contains minor modifications as outlined below:

The Utility Plan has been modified by altering the location of the proposed detention basin for stormwater. An 18-inch pipe will collect stormwater at the southern portion of the property and connect to the underground detention basin at the southernmost edge of the property. A proposed curb inlet and manhole is proposed at the edge of the property, connected to the detention basin by a 24" pipe.

Another modification is that the southeast corner has a realigned sidewalk and landscaping configuration. The lawn area between the two structures has a reconfigured tree design with the same number, species, and type. Additional deciduous shrubs were also added to this area.

Floor Plans are provided with square footage of each unit, and elevations include material selections like those you see here. The applicant provided material specifications that conform with the Johnson Drive Design Guidelines and altered the roof color to include a lighter gray than what was initially proposed. Additionally, a white center area houses the roof-mounted mechanical equipment that remains screened from pedestrian view. This alteration was provided to reduce thermal heat gain for the building.

Building sections and a photometric plan are also provided in the Final Development Plan. All exterior lights shall be 3000K LEDs, downcast with full cutoff and directional lighting characteristics to prevent glare on adjacent streets and properties.

The height of the structures has been reduced to 45' or less, in accordance with the "DND" zoning restrictions for building height. The tallest part of the structure, 45' from ground to rooftop, is at the southernmost end of the property at the leasing office. The northernmost end of the property abutting single-family residential properties has a height of 42 feet 3 inches.

Five-foot decorative fencing along the project boundaries, internal to the block and adjacent to existing properties, will be a black welded ornamental steel. The product is manufactured in Tulsa, Oklahoma.

The applicant submitted a Sustainability Scorecard and met with the Sustainability Commission at its July meeting. The Commission sub-committee evaluated the self-

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scored card and proposed sustainability elements. The Sustainability Commission provided a “Bronze” rating equaling 33 points. Once the project is completed, the Sustainability Commission requests that the development team reevaluate the project against the score, and the Commission will provide a final score. A plaque may be awarded, and the project may be highlighted in the Mission magazine and on social media with an adequate final score. The process is encouraged for new commercial and multi-family developments in Mission to meet expected environmental standards.

The applicant has also agreed to the stipulations outlined in a maintenance agreement that includes maintaining all landscaping and site improvements. These improvements also include the eight parallel on-street parking stalls along Nall Avenue.

Staff recommends that the Planning Commission vote to approve the Final Development Plan for the multi-family development at 58th Street and Nall Avenue.

Chairman Lee: Any questions or comments?

Mr. Scott: The architect is here as well this evening, if you have any questions of him.

Henry Klover, Klover Architects: I’ll get up and introduce myself. [inaudible] You know, this never happens to me in my Zoom calls that I have to do all the time now. You know, you sit there, and you’re supposed to start at 2:00 and it ends up at 2:15.

Henry Klover, Klover Architects, 8813 Penrose Lane, Lenexa, Kansas, appeared before the Planning Commission and made the following comments:

Mr. Klover: I just want to get up, if nothing more, and say thank you to the City and particularly to the staff for the excellent help. I’m registered in 51, I have 51 registrations, so I work all over the country, and it’s a breath of fresh air when you get people that are helpful and cooperative in helping you get through the process, because processes are never easy. So, if nothing else, I want to say thank you, and I’m here to answer any questions you may have.

Comm. Smith: I have a question about the sign. Will that be addressed at a later time, the signage?

Ms. Kneller: Yes.

Mr. Klover: Yes.

Comm. Smith: Because it doesn’t seem to comply at all.

Mr. Klover: It’s graphic right now. They will hire a design artist to do it. That’s just something we threw up there as part of it.

Comm. Smith: Okay. I don’t know that that kind of large graphic is allowed at all. So if you remove that, it might just be kind of an empty, bare space up there, and...

Ms. Kneller: We have regulations in the Code for signage and dimensions and how many are allowed on each façade and so forth. I’ll be reviewing those.

Comm. Smith: Okay.

Ms. Kneller: That’s also part of my job, is reviewing sign permit applications, so I’ll make sure those are in accordance with the Code.

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Mr. Scott: They will actually submit, underneath that Sign Code section of our Zoning Code, a revision for, it's called Private Sign Criteria, which is essentially a signage plan for a development project. So, at a later date when they get closer to finalizing their design and their construction, they will submit that private design plan to the city. Staff will review it. The Planning Commission will actually review and approve that Private Sign Criteria.

Comm. Smith: Okay. It seems like it's a big feature on the façade, so now when it's in the early stages I just wanted to raise the alarm that it's kind of big and doesn't seem to really fit the criteria.

Mr. Klover: Noted. Thank you.

Chairman Lee: Further questions at this time?

Comm. Smith: I guess I have another comment. This is subjective, but it doesn't really, this modern farmhouse aesthetic, doesn't really seem to feel very "Mission" and the black and white and gray colors don't really feel very "Mission" either. I realize that's subjective, and that's my opinion, but it doesn't really fit with the vibe that we have here. That's all.

Mr. Klover: There are a lot of similar designs. It's very popular nowadays. I know that they built a lot of these in a lot of affluent communities, probably already in Mission itself. If they were here, they could probably tell you. It's an up-and-coming style that's actually pretty popular.

Comm. Smith: I think it's kind of dated. Like, it's going to look very dated in like 10 years, and it's very cookie-cutter-looking. Just throwing it out there.

Mr. Klover: Yeah.

Comm. Smith: The other thing is I worry about, I'm still concerned about, just the scale of it. I feel really bad for those little houses across the street. They seem to be dwarfed by this thing. And so that's just another concern that I wanted to express.

Comm. Dukelow: It does look like they lowered the roof height.

Comm. Smith: They did. Before it was –

Mr. Klover: It was 45 feet to the middle of the roof. Now it's to the top of the roof.

Comm. Smith: Right. The Code stipulates to the top of the roof, not the middle –

Mr. Klover: Yes, understood. That's the clarification that we got.

Chairman Lee: Any other comments?

Vice Chair Dukelow: I don't have anything. For a change.

Chairman Lee: Seeing no discussion, I'll ask for a motion.

Vice Chair Dukelow moved, and Commissioner Cullinane seconded, a motion to approve the Final Development Plan for a multi-family development at the southwest corner of West 58th Street and Nall Avenue, Case #22-28.

The vote was taken (6-1). **The motion carried.**

Mr. Klover: Thank you very much for your time, and again, thanks to the staff.

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IV. Old Business

Chairman Lee: Next item will be Old Business. We have a report from Commissioner Dukelow and Ms. Kneller.

1. APA National Planning Conference Report - Commissioner Dukelow and Ms. Kneller

Vice Chair Dukelow: Am I going first?

[inaudible]

Vice Chair Dukelow: I was afraid of that. All right.

Ms. Kneller: Tell me what you want me to, like if you want me to go through, or whatever.

Vice Chair Dukelow: Yeah, well the first...So, one of the things I like to do is go on the orientation tour, because they always have really smart people driving around and telling you everything and showing everything that we're looking at. So that's one of the things I did on the first day. And I went all the way, it was about 60 miles in the north-south direction in San Diego along the harbor there, and we went all the way to the border. I actually ended up at the border twice, and in both cases, I'm just amazed at all of the infrastructure that is really there. Next slide, please. So this just kind of shows you the rough terrain, but it's not at all like that, and that's what I had in my mind, but there are three ports of entry. Well, one is under construction, but San Jacerdo [phonetic] – I believe is how you say it. If somebody else can say that better, you're welcome to. Okay, 60,000 passenger vehicles a day go across that, across the border. And there's not only automobile passenger vehicles, but also pedestrian traffic [next slide] and they've got 20,000 people a day walking across the bridge. These are people who work on one side, or they go to school, and they go to school on the other side. They talk a lot about the bi-national flow of people and goods, and it's really a booming industry down there. Again, like I said, there are a lot of people [next slide]. So this woman is just telling us about all of the interesting things, and then over her head there you can see that's like a pedestrian bridge that literally goes over a highway. So that's one of the ports of entry.

One of the things that they're doing now is they're adding an east port of entry, primarily for commercial vehicles. They have very long wait times right now, and air quality is a concern in the region as a result of idling vehicles, both passenger vehicles and trucks. Because a lot of trucks come across that [next slide] entry. So, and then of course there's all the things for people – a trolley station, transportation [next slide], so yeah. There's a lot of people and a lot of infrastructure and I was really, I guess I had just never seen it from that perspective.

And then on the next slide, okay, there's trucks idling, just waiting to go across. This is just, they call it a divergent interchange, and they thought it was really new. We have them in Kansas City. It's that thing, you know, where you cross over before you get onto to highway. So this is something that's been completed. There are warehouses. There's just a lot down there. [next slide] Yes, warehouses, and it's just very dense. So this is as far as I got on the road. They took us to the end, and talked for a bit about it and about, you know, what a great improvement this is going to be. Currently they've got like one-

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and-a-half to two hours for a passenger vehicle waiting to get across the border. And the trucks can wait for an hour or two as well. [next slide].

There was a porta-poddy at the end of the road, but we were all eager to get to this next stop. This was a restroom, and I know it's peculiar that I'm showing you bathrooms, but we're building bathrooms, and I think it was unique the way that they did it. They've got a trench drain in there. I mean, it's very durable. You can see, it's just a prison style fixture. In the next slide you'll see, I think it is – they had to put that "exit." I thought that exist sign was funny. Like, where else are you going to go, right? It's just this room. They could literally hose this thing down. Of course, I should mention that their climate is quite different from ours. [next slide] Yes, and this is our outdoor wash station, and I just thought it was...they're very accommodating. There are public bathrooms in a lot of places.

In the next slide you'll see the little park that's adjacent. It made me remember when we could play in the fountains at Crown Center. [next slide] Which is no longer. So I had to put my foot in. The other things that really caught my eye were all these outdoor dining areas. Of course, I'll mention again, their climate is much different, but I just thought it was creative, and it really created a nice space. I'm sure that they probably had a boom during COVID, but they're literally out over the road. That parallel parking spot that isn't really needed all the time, so...And then there's just a couple more. There's a detail of it. It's just, it's very simple. This one, I like this one because the parking meter got taken up by it. The parking meter remains on the sidewalk, but the car can't park there anymore. And I'm guessing the last slide is that one. Oh, you put that in.

Ms. Kneller: This was day one. We actually flew in on the same flight and took an Uber together to the area. Robin stayed in a different hotel than I did, but we got to take an Uber together on that first few minutes there, in San Diego. So that was us. This was a Bayfront boardwalk that was nearby the convention center, on the back side of the convention center, and you can see kind of in the distance there, there's a park, and people are flying kites. There's lots of retail, shopping, restaurants, along the Bayfront there, and then parks incorporated in. It was great because this park had very little programming whatsoever. It had restrooms, and that was it. It was a lot of just open space. You can see that lots of people were taking advantage of that on this really nice day. There was a guy playing the trumpet, and he was playing like movie themes, music just on his own. People were dropping tips and people were flying kites, and it was just a really energetic place, even though there was literally no programming. Lots of kids and everything.

One of the tours that I did was to the downtown area for the Gas Lamp District and then also other parts of downtown. This is the Horton Mall. The one on the right is what the Horton Mall...The whole block is the Horton Plaza, and the area of this block is just about as big as the Gateway project that you'll see coming up soon. This was a mall, and over time – built in 1985 – and over time it eventually failed, became vacant, tenants moved out, and it was just underutilized, a place for shady business to happen. It closed, I think, in the late 90's and has been vacant since. But you can see that center structure there. It's kind of like that Moorish architectural design. That thing is just kind of iconic to that particular development, and they kept it as sort of a way of placemaking in that area. Anybody who had ever been to the mall would recognize it, and immediately have kind of

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a connection to the place, so it was interesting. The picture on the left is the construction right now. We got to go in there with vests and hardhats and go in on the construction site. They're using a lot of the buildings that are currently there. You can kind of see the archways, that kind of pinkish, terra cotta color is still there, but they're going to be converted to offices, like medical technology offices and other type of office, retail, and they're also creating a lot more greenspace in there as well. So, we got to kind of walk around throughout the whole site and see where some of these green spaces were going to be.

Now what's interesting about this site is they're keeping it pretty much the same, and its adaptive reuse of this diagonal center, kind of cut through what was the mall, this walkthrough that you see here on the right, that whole big center aisle. They're keeping that, but they're incorporating lots of greenspace, and then a park on the northeast corner that wasn't there before, and they didn't have a lot of retail. They have a coffee shop going in there now, and now it's going to be an entertainment area, that park on the corner. It clearly engages with the corner of the block so that on the street it engages adjacently to the street, too. So, it's not closed off, it's open to the public. It's highly visible, and then it leads you through this promenade to all the retail and office spaces. Quite a few little pockets of neat little areas that are like pockets that were created in that space, too.

Then we continued on, and we went to this area. It's a corner where you have retail and office space, again in this little public area kind of tucked in toward the back. This was a private-public partnership type of thing where they have incentives in their downtown area for if you want...They have a limit on floor-to-area ratio, and if you want more floor-to-area ratio, then you can either pay for it or have public space, public art, more trees. There's some offset - there's negotiations that happen for them to have higher density, so this is what resulted out of that, was some public art, some murals on the walls, and this public space. The picture on the right shows, just like the bottom of this screen, where they can show like sporting events and movies, things like that. Lots of little seating areas and stuff, and there's two ladies up at the top that there's an event space where they were having some sort of party that they were setting up while we were there, just kind of a neat little space.

And then right outside of that – so this is still that same corner in that public space, you can kind of see the mural tucked in where the trees are there in the center. This building on the corner was an historic home that they got and put on wheels and moved it to this space to be part of this corner, and now it's leasing for retail space, like they envision like a brewery or something there on that corner. And you can just see that the scale is way off, but it makes for this interesting engagement on the corner where you have high-rises everywhere down there, so it's not like it was so out of scale - that high-rise is not so out of scale with the rest of what is going on - but you have these pedestrian scaled things on the corners to kind of bring down the scale for somebody walking along. This is also one of those compete streets you can see the streetcar lines overhead as well.

This was cool because the building was basically built right up to zero setback, and the balcony is kind of overhung over the sidewalks, which creates a space where, if there's inclement weather, if you're looking for shade, it provides that, too, but it's also functional as a space for outdoors for the apartments that are there.

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And then this was continuing on down the street. This is one of their Complete Streets projects, where there's bike sharing lanes with markings and wide sidewalks, trees, pedestrian-scaled lighting, and then they took this art from a resident that had a big influence on the community. He collected all of this industrial equipment and kept it in this warehouse, and he had a motorcycle accident or something and passed away, but they took – because he had such an influence on the community – they wanted to take what he had in art and these industrial art pieces and display them along the street, and then provide kind of a narrative about what he did for the community, and his influence. So that was pretty cool, too.

Great murals downtown. I mean, the one on the left was probably about the coolest mural I've ever seen. I just, the picture doesn't even do it justice. It was just so vibrant and just super cool. This is a public outdoor space, that during the day or during the evenings and weekends, they bring up food trucks. They move in and move out, so there's different options kind of on a rotating basis. The food truck is kind of over to the right on this screen, and there are just people hanging out, getting beers, listening to music. There's a stage there, but that's a public space, kind of like a park, but like an event space.

You can see the high-rise apartments in the background there. So around the corner, we visited that spot, and this is another park area, another public space where they incorporated the fact that they're on a fault line into this park. So they used that placemaking, again, to have this architectural detail in the sidewalk where that fault line is, and then those metal spheres actually have like a hole on each side, and they were lined up at first when they were built, but as the ground shifts, you can actually see that it has moved off of inline. So, you can look through the little hole and see how much it's shifted over time, which was cool. And supposedly if you put your ear up to it, you can hear the ground moving, too, but I didn't hear it. So that was a neat public space, too, and those high-rise apartments there were affordable housing.

Then, several of the presentations that were within the conference itself, this was one that really got me. It's the infrastructure bill, the federal infrastructure bill. There are just lots of...As I was mulling things over about funding and what we can do for projects here, a lot of these kind of hit a lot of those topics that I think that we can incorporate into our own city, too, so equity, resilience and climate, housing and transportation, local roads, safe systems like pedestrian safety and things like that – Vision Zero, in other words, Complete Streets, things like that, are all these hot topics that are coming up in this infrastructure bill. There are certain things that you must include in that bill, and I think for some of this, the Smart Traffic signals or system integration, with connected vehicles, let's say EV vehicles and just the way that we incorporate multi-modal transit here in this city, that can also be used with the infrastructure bill. Then, I feel like we can hit on all these things to have a project that brings all this kind of integrated together.

That's us after we rode some Bird scooters one night after dinner. I couldn't get a good picture. Robin was making fun of me because I couldn't do it. But it was fun. We took the public transit - the light rail - and we took the scooters to dinner and back. So, yeah, and then I also went to several of the conference topics – educational, smart tech, I went to a smart tech presentation, a smart infrastructure presentation, collaborative planning for climate resilience, and the downtown tour, politics, and policies of zoning reform. I told

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people, “I’m really excited about this one,” and they were like, “Oh, okay, great,” but it was good. And equitable transit-oriented communities. It was a great few days. I learned a lot. It was cool to see all the things they are doing on a large scale that we can incorporate on a smaller scale here in Mission.

Vice Chair Dukelow: Thanks for sharing.

V. Planning Commission Comments

VI. Staff Updates

1. PSP Project Development Plan Funding

Chairman Lee: Next is staff updates, so I’ll turn it back over to you.

Ms. Kneller: Yeah, so like kind of feeding into that infrastructure bill topic – and I think I mentioned it during dinner one night with Robin while we were there in San Diego – kind of an idea for this upcoming Planning Sustainable Places grant that we submitted a proposal to MARC, and last Friday they voted to recommend approval for the proposals that were submitted by Kansas jurisdiction. There is more funding available for Kansas jurisdictions that we could possibly submit another proposal for in 2023. We are really looking forward to the planning project and the public engagement that will be involved in that.

[recording stopped]

VI. ADJOURNMENT

Commissioner Dukelow moved, and Comm. Snyder seconded, a motion to adjourn.

The motion carried unanimously.

The meeting adjourned at 8:27 P.M.

Mike Lee, Chair

ATTEST:

Kimberly Steffens, Secretary