

CITY OF MISSION PLANNING COMMISSION

June 24, 2024

7:00 PM

Mission City Hall - 6090 Woodson

Members Present:

Stuart Braden
Wayne Snyder
Kelsey Brown
Robin Dukelow (Vice Chair)
Mike Lee (Chair)

Staff Present:

Brian Scott - Deputy City Manager
Karie Kneller - City Planner
Kimberly Steffens - Permit Technician

Members Absent:

Cynthia Smith
Kevin Schmidt
Megan Cullinane
Amy Richards

(City of Mission Planning Commission Meeting Called to Order at 7:00 p.m.)

I. CALL TO ORDER

CHAIRMAN LEE: It's 7:00. I'd like to call this meeting to order. The public is invited to participate. If you'd like to make a comment, please raise your hand and stay seated and we'll call on you to come up to the lectern. Please make sure to be conscientious of others, trying to speak slowly and clearly. And if I need to confirm something that may have been difficult to hear, I will ask for clarification.

Ms. Steffens, would you call the roll?

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Here.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Present.

MS. STEFFENS: Mike Lee.

MR. LEE: Here.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Here.

MS. STEFFENS: Wayne Snyder.

MR. SNYDER: Present.

MS. STEFFENS: [Inaudible; talking off mic]

II. APPROVAL OF MINUTES FROM APRIL 29, 2024

MR. LEE: Okay. The first item tonight is the approval of the Minutes from the April 29th, 2024, meeting. Is there anyone who would like to make any changes to the Minutes? If not, I'll entertain a motion to approve.

MS. DUKELOW: Mr. Chairman, if there are no corrections to the minutes, I'd move to accept the Minutes from April 29, 2024, Planning Commission as presented.

MR. SNYDER: Second.

MR. LEE: Please call the roll.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Abstain.

MS. STEFFENS: Mike Lee.

MR. LEE: Aye.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Aye.

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Aye.

MS. STEFFENS: Wayne Snyder.

MR. SNYDER: Abstain.

Motion 1: **Robin Dukelow - Ward IV/ Stuart Braden - Ward II:** Approve the minutes of the April 29, 2024, Planning Commission meeting as presented. **Motion carried 3-0-2 with Kelsey Brown - Ward II and Wayne Snyder - Ward I abstaining.**

III. NEW BUSINESS

1. ***PUBLIC HEARING: Case #24-14 Bicycle and Pedestrian Connections Plan***

MR. LEE: We have four items tonight under New Business. Item 1 is Public Hearing in Case #24-14, the Citywide Bicycle and Pedestrian Connections Plan. The applicant is the City of Mission Community Development Department. Ms. Kneller, would you like to provide us with a report?

MS. KNELLER: Could we have the consultant come and give a presentation really quickly first?

MR. LEE: Certainly.

MS. KNELLER: Introduce Mark McLaughlin with RDG.

MR. MCLAUGHLIN: Thank you all for this opportunity to present on the Mission Connection study, Mission Connections Plan 2024, which was funded with the Mid-American Regional Council, a Planning for Sustainable Places Grant. As Karie said, I'm Mark McLaughlin of RDG Planning and Design out of Omaha. On behalf of myself and my colleague, Marty Shukert, we are excited to be here. And would like to thank Karie, Brian, Taylor Cunningham from MARC, steering committee members, and the public who really came and showed up at the meetings and really participated.

So, my presentation will be fairly short, and give you an overview of the document so you can understand what is there and at the end we can have Q&A to follow up with anything.

So, the beginning of the plan begins as the beginning of the planning process with simply looking at what is the current conditions of Mission. We're looking at what type of infrastructures are already in place, what type of destinations are people interested in getting to, both within in Mission and outside of Mission. Then we're looking at how does the public interact with the current infrastructure and where are there gaps. So, the public was able to provide feedback via an open house at the beginning. We were asking them to tell us where they currently walk and bike to, or where they like to walk and bike to but do not feel safe or do not feel that the infrastructure is sufficient enough, and asking them what types of infrastructure are they interested in. Then we followed this up with a design workshop along with a final open house where they would be able to provide feedback on the draft plan that we had. They also had an interactive map, what allowed people to provide lots more detailed information by being able to zoom in and add specific comments around areas of concern.

Via this public input, we were able to see a couple big key takeaways. Mission residents wanted to be able to connect to the economic cores of Johnson and Martway. They were interested in connections to the elementary schools, specifically Rushton Elementary School as it comes back this fall. They were interested in how do we make stronger connections to the northwest corner where we have a high population density but very few sidewalks and very few active transportation connections to the core of Mission. And finally, a lot of saying Mission is a fairly geographically small area. We want to be able to get to Kansas City, Kansas. We want to be able to get to Kansas City, Missouri. We want to be able to get to Overland Park and to our surrounding communities easier. So, how do we start building those connections inside of our City to connect into a more regional network.

So, we took all the feedback we got from the public and we started out thinking about networks. So, what you're seeing here looks a lot like a bus route, and that is for a specific reason. We wanted to think about how do people actually use infrastructure to get from Point A to Point B. And so, thinking about starting as a network that you can weave and make sense when you're on the network. So, we have a variety of different segments they can see up to 15 different segments that create connections across Mission. If we try to make these networks combined to destinations that are meaningful to residents and that the networks are also connecting to other networks, so you're trying to avoid as few spots that when you get to the end of a network that there is nowhere else to go. We want to make sure that as you're on one of the transportation

segments you are able to take a left or a right onto a different transportation infrastructure to get to your destination. So, within the plan you can see the route. You're going to see its general discussion of the purpose of that route. You're going to see its endpoints, the streets that are used within that route along with destinations and the various different segments of the transportation network it connects to.

We then take that and see how will this start connecting into a regional network. How are we able to get to places like Crossroads, the Plaza, Brookside, Indian Creek down south, Turkey Creek, downtown Merriam, and pass places like Shawnee Mission Parkway. So, thinking how does this internal connection, what Mission has control over, start impacting the overall regional network.

We also then break into Facility Vocabularies. You have those routes, both in those routes there's different types of facilities. So, we have everything from the trails, which is Rock Creek Corridor, the premier, very separated from the road network. The ones that everyone would like to be able to get everywhere on a trail, but unfortunately, that is not feasible.

Then we have things like side paths. This is what you see south on Nall, which is a very wide ten-foot trail that is separated from the street and allows bi-directional bicycle and pedestrian travel.

Due to some of the topography of Mission, we have some places we're using directional side path, which is a little unconventional. But due to some of the steep slopes, this would allow pedestrians to travel in both directions, but bicycles to be able to use certain segments of the trail in a single direction. This is seen a lot on Foxridge and a couple sections of Lamar that we'll talk about a little further.

Enhanced bike lanes. This is taking what we are seeing on Lamar and Martway and how do we make them slightly safer with buffers, with better treatment along intersections.

Cycle tracks. This is a bicycle facility that was in the curbs of the road but has further protection via an actual constructed buffer or by being slightly raised up.

And then we also have Bicycle Boulevards on the next slide, which is a very wide selection of options. This is on low and very neighborhood streets, and how do we tweak these streets with wayfinding signage with ways to slow traffic down that can be pretty cost-effective ways to allow people to move around neighborhoods and connect to destinations.

And then we also have finally kind of pedestrians. Specific things, looking at intersections. The intersections from everything from high visibility crosswalks to rapid rectangular flashing beacons and HAWK signals. These are like the bicycle pedestrian -- the Bicycle Boulevards are various different options that can be played out in different scenarios depending on the allocation of the budget and the specifics happening within that intersection or street.

Next, we take the example routes and we're detailing them out. We're saying along this section of the route, what type of facilities are going into there. So, all that detail is in the tables, detailing out exactly what is happening. And you see we are calling out specific graphics about how those specific infrastructure types would work. Showing

you graphics of how the striping would do, the how the reconstruction of a street would occur. So, here is an example of, you know, Martway detailing side paths on the west side and detailing how a cycle track could work on the eastern portion of Martway.

Finally, again, detailing out examples of how intersections will work here as the Shawnee Mission Parkway and Nall intersection, giving two different examples how we can reconstruct the Shawnee Mission-Nall intersection. How might a pedestrian under/overpass work. Both of these, of course, would be in coordination with KDOT.

And then we have sector details. This is taking those routes and saying the routes are great, but how do they actually fit together and interconnect. And we have broken down into different sectors of the City showing how each of those infrastructure types interplay and interconnect with each other to make a holistic network.

Finally, wayfinding, taking that idea of a bus route and using the wayfinding signage. So, as you move around Mission, you can intuitively look at the signs and know where you want to go and know how to get there and map of where the signs and which type of signs should be implemented along the sections.

And then we have a phasing. Phasing does not show priority. There is things that are in the third phase that are incredibly important but are going to take longer. The phasing is based on street projects that are going to be happening, so that we can take advantage of free construction to lower cost. And then trying to figure out how do you create infrastructure that's quickly linking into each other to make a network as quickly as possible. So, this is Phase 1. We have a Phase 2 with Woodson being one of the main kind of sections jumping out in Phase 2. And Phase 3 is kind of the completion of the trail along Metcalf. And then finally at the end, we have kind of policies around bicycling. What are things that need to happen outside of the built infrastructure to help create a more bicycle and walk, pedestrian-friendly city for Mission.

And all of this is in more detail within the plan. But any questions you have?

MS. DUKELOW: I don't have any questions at this time. Thank you.

MR. MCLAUGHLIN: Okay. Thank you very much. And if you do have questions, please do not hesitate to reach out to us.

MR. LEE: Thank you.

MS. KNELLER: So, I have a staff report to go over, but I don't want to be too iterative with it. Mark covered it pretty well. So, let's see if I can kind of sum it up just from what I have to present to you tonight.

This is, just to reiterate, it's Case #24-14. And we've kind of gone back and forth about the name of this actual plan, the Citywide Bicycle and Pedestrian Connection Plan is the case title. And the title of the plan itself was what Mark gave you earlier, so. This is really the second part of a Planning Sustainable Places grant that we received in 2023. Our first grant you're going to hear about in just a minute after this case, but this grant specifically, we wanted to incorporate the plan that we had started already for the Rock Creek Corridor, which you'll hear next in the next case, and incorporate those findings, those details into this Citywide Bike Ped Plan as well. We were fortunate that it doesn't really happen very often, but we got two -- two funding opportunities that year. And so,

we utilized that and kind of took advantage and said, you know what, we want a bigger, broader connections plan to look at bike and pedestrian facilities. So, that's where this all came through. Mark was a great partner in this, and we appreciate the funding for this plan.

Mission's Community Development Department, Brian and I basically led this project with RDG. And they were a great partner as well. They provided lots of expertise. They have a plethora of knowledge and a skill set in planning trail and sidewalk and bicycle facility connections.

It began in August of 2023 and just wrapped up last month in May. We also incorporated Public Works, Parks and Rec, steering team, Parks and Rec and Tree Board, as well as staff from, inter-departmental staff, leadership, administration. So, this was a big effort to coordinate all those folks. We talked to KDOT. We invited BikeWalkKC to come and be a part of our steering committee. Lots of non-profit and people from vulnerable populations to come and be represented during this plan as well. So, that was part of the community engagement that Mark mentioned earlier. Pretty much, you know, a very extensive community engagement activity involved in this. We even did, I don't think Mark mentioned it, but we went to the Spooky Walk here in Mission in October and handed out flyers and got people, I mean, it was people from all over the region, hundreds of people that we engaged on this project through that event alone and got people to go into this interactive map and provide comments so that we could incorporate all those in as well. We got quite a few comments through that effort.

Like Mark mentioned, this is a four-part plan. This first part is Introduction and Goals. It gives us the purpose of why we're doing this, the current conditions, and how we did community engagement. I'll mention too that a lot of the community engagement is in the appendices of this plan, so you can read more about that there.

Part 2 is the actual network, the types of facilities, the vocabulary, getting familiar with where we are and where we're going. The overall network, both just locally and regionally. And then these network details where we're talking about, for instance, the westside perimeter on Foxridge Drive where we get into some more kind of finite details in the routes. You know, we're looking at location, the length of the segment, the facility type that is called for, the street width even, whether there's parking incorporated or not, and then the design treatment, a little bit more detail into that as well. And then wayfinding as well is part of that network details.

And then the implementation and policy portions, that goes through each route and looks about, you know, at what the cost estimates would be potentially. Those are all subject to change, of course. But as we go through and prioritize which segments we would like to see happen first, this is a pretty extensive breakdown of each of the routes and where we think that we could implement first. Phase 1 projects coming first. That's that list that you see up on the screen. For a detail here is, you know, one of the details is Foxridge from Lamar to 51st Street. And it breaks it down into a table within those sections too. And then there's sector maps. Like Mark mentioned, I've got that sector map that's the overview map on the left and you can see that Lamar is basically the dividing line, pretty much more or less in the middle there for each of the 12 sectors that are defined more clearly and have clarifying comments in the individual sections. And so that's Phase 1. You can see that you've got certain routes highlighted within the map. And then that's just an example of like Phase 1. Phase 2 will highlight just those

routes in the map. And then Phase 3, the same thing, just the routes that are indicated for Phase 3 prioritization.

I wanted to mention too the Comprehensive Plan and how this fits with the Comprehensive Plan. You know, bicycles, bikeability, bikes, and pedestrians are mentioned over 300 times in the Comprehensive Plan. So, it's pretty important that we address these things as we're going through our planning processes. And as staff looks at priorities that are outlined in the Comprehensive Plan, this implementation chapter in Chapter 10 of the Comprehensive Plan is something that we refer to quite often and look at for, you know, how, when, and how do we -- when resources are available, these are the priorities that we kind of set because they've been set in the Comprehensive Plan. Things like improving the existing trail network, improving walkability and bikeability. Maintaining, improving, and expanding the sidewalk network where feasible. Making pedestrian safety a high priority is also very important for this plan. Strategies include safety features, of course wayfinding, crossings, dedicated bike lanes, and completing a bike and pedestrian plan is actually called out here specifically. And so that's what we did here according to the Comprehensive Plan.

I want to bring your attention to a handout that I gave you. This was comments that BikeWalkKC gave us. A little bit late, so we tried to incorporate things in this final draft document as much as possibly could, that they gave us comments for. We hit on many of them if it was possible with this plan. Now, keep in mind that this plan is an overview plan. So, with Planning Sustainable Places, you have two different kinds of plans. You have a Sustainable Places plan, or you have a project development plan. Planning Sustainable Places plans are usually meant to be very big, kind of 10,000-foot view plans of what we're trying to get accomplished. And then you drill down later once we have, for example, like these routes. You drill down to the details of those later in other plans or other construction documents or what have you afterward.

So, this is an overview of the network. This is the recommendations that, you know, we heard from the community, from stakeholders, from, you know, advisors from, you know, everybody that we could get input from, we developed this plan out of that. And then these specific bullet points that BikeWalkKC gave us, we incorporated many of these in the final days before this plan went out, such as bullet point Number 1, the active transportation to be expanded to mobility devices, such as wheelchairs. That's in the plan as well. We hit on the wayfinding, noting that there's a regional wayfinding plan. We hit on cost estimates that these are likely to change. That's why they're estimates, not necessarily set in stone yet.

One of the recommendations was to have an active transportation coordinator on staff. If resources are available for that, that would be great. And this was to specifically say that that person would have power to, you know, drive or coordinate active transportation in Mission.

Some of the things were a little bit out of scope. So, on this first front page here, we did not have RDG do an implementation of an elaboration of the budget for instance, like this implementation on page 68 it says in the bullet point. That wasn't part of their scope. And that's for later when we get into more details, when we drill down a little bit more specific.

Let's see. Bike share hubs and bike racks for instance on here. That's a pilot program currently. It's something that we're not sure, you know, if it will be permanent. We hope

that it will be. But that's not something that we're going to put into this plan necessarily that will be hopefully with your recommendation incorporated into the Comprehensive Plan. So, we left those out because right now they're temporary. They're a pilot program only at this point. Hopefully they'll be permanent one day.

Comfortable intersections. Those are all addressed in the plan as well. And again, those details will be ironed out with a little bit more with similar planning effort and construction documentation.

On the back side there is code updates. That was out of RDG's scope as well. When we hired them onto the project, we didn't tell them to look fully into the scope of code changes and such. So, that was sort of out of their wheelhouse for this project itself.

They did include the -- or will include hyperlinks. I've addressed that with them in my own comments. The quality of the maps have been updated since these comments were made.

Complete Streets ordinance may or may not be something that we want to explore, but we'll explore that later. That's part of the Comprehensive Plan to consider it. But, you know, we were with this plan and on RDG's recommendations looking at priority corridors, not necessarily a Complete Streets ordinance for the entire city.

We did incorporate the Kansas Active Transportation Plan with KDOT. Kansas Vulnerable Road User Safety Assessment Tool. And that's about -- that covers about everything. If you have more questions about those comments, let us know. And RDG can maybe address some of those as well while they're here. With that said, that's my staff report. And staff does recommend that the Planning Commission recommend approval to the City Council for amending this plan to the Comprehensive Plan.

MR. LEE: Okay. Thank you. Are there any members of the public that would like to speak to this case? If so, if you'd raise your hand. You want to step forward and identify yourself.

MR. THEDE: Sign the list too. Hello. My name is Josh Thede. I live in Mission, Kansas. For reference, I'm on the Sustainability Commission and I was also part of the City Ride Steering Committee. So, I say that as reference. Today, I just speak on behalf of myself as a private citizen. I'm here today to support a Citywide Bicycle and Pedestrian Connection Plan. I'm also here today to advocate for even more ambitious walkability planning and implementation in the future. I'm a walkability advocate, so I get excited anytime any pedestrian planning comes up and anytime infrastructure gets implemented.

As with any plan, this draft isn't perfect. A couple things I'd like to point out to you. There is a strong bias towards bicycles over pedestrians in this plan. For example, the wayfinding section only includes bike route markings. It does not include any guidance for pedestrian signage. And the Policy and Initiative section focuses primarily on guidance from the bike-friendly communities and not necessarily the walk-friendly communities.

To be clear, I support all the bicycle items in this plan, and we should elevate the pedestrian items to an equal level. I believe strongly that Mission could be both a bike-friendly community and a walk-friendly community. I also acknowledge that this project

had limited scope, as the City staff and the consultant did a good job with the limited funding and the limited scope of this project. And I really appreciate the staff's resourcefulness in earning the grant to do this work. So, kudos.

The Comprehensive Plan, as Karie pointed out, recommends the Bike Ped study, and the Mission Climate Action Task Force also recommended to conduct a Citywide Bike and Pedestrian Plan in 2023 whose scope considers the elements of race and socioeconomic status. I think this plan partially checks those boxes, but the work definitely isn't done.

So, this plan is a good step in the right direction, but more must be done for bicycle and pedestrian planning and implementation in the future. As some of you may know, I participated in the 2023 Kansas State Walking College Fellowship Program through America Walks and AARP of Kansas. I created a walking action plan as part of that program. And my vision as part of the walking action plan is in Mission, pedestrians are not only safe, but people feel comfortable and confident and walking/rolling is the preferred mode of transportation for all people of all ages and abilities in all areas of Mission.

I can talk for hours about the benefits of walkability, but I won't do that. If I can make a personal plea for one item in this plan, Route 13, Segment B is a spot where I feel that I am putting my life in the most danger in this whole city. That is the crossing of Shawnee Mission Parkway at Roeland Drive. It made it on the Phase 2 implementation map, but I'm not sure if the formatting cut it off of the cost estimate plan in Phase 2 or not. I think it's a formatting issue. Just wanted to highlight 13-B, if I could only get one thing in this, in this plan, that would truly help out my safety and improve my pedestrian experience in Mission.

So, like I said, I could talk about the benefits of walkability all day, but I won't. I'll conclude with this. Thank you for prioritizing active transportation in our city. Please vote to approve this plan but know that this is only the beginning of the process. I will continue to advocate for a more walkable Mission. Thank you.

MR. LEE: Thank you. Do we have anyone else that would like to speak? Okay. Not seeing anyone, I'll close that portion of the meeting. Comments or questions from anyone on the Commission?

MR. SNYDER: Mr. Chairman, I've got --

MR. BRADEN: Mr. Chairman. Oh, go ahead.

MR. SNYDER: I'd like staff to address the route he talked about, that Route 13. What's the issue there?

MS. KNELLER: I think that it maybe got cut off. I don't know. I don't see it there. I was just eyeing Mark and saying let's make sure we get that on there. It's part of Phase 2 -- Phase 1, that's the network overview. It's not part of Phase 1; it's part of Phase 2. Excuse me, I've got a frog in my throat today. Yeah. We'll make sure that that's put in there. Good catch, Josh.

MR. SNYDER: [Inaudible] might be the best. I mean, it's in Phase 2, but is it -- how is that going to be addressed going forward?

MS. KNELLER: Mark can definitely speak to that for you.

MR. MCLAUGHLIN: By making sure that it didn't get cut off in the table below, so that the implementation facility types and cost of the Segment 3, Segment 13-B is shown. And so, therefore, making sure that does not get lost in the prioritization.

MR. SNYDER: Okay.

MS. KNELLER: Do you mean how is it addressed, Wayne? How are we addressing it?

MR. SNYDER: Yeah. I mean, so the gentleman brought that up as a concern, right? So, I just want to know how will it be addressed, or does the City feel it's the same concern that he has? And if it is, how will it be addressed going forward? Am I making myself clear?

MS. KNELLER: So, I think -- I think what happened was it was just left off the table and Josh was bringing that to our attention. Isn't that correct?

MR. THEDE: Yes.

MR. SNYDER: Okay.

MR. MCLAUGHLIN: Yes. We have done --

MS. KNELLER: [Inaudible] so that we could at least look at it and see what that intersection looks like.

MS. DUKELOW: Is it page 78 of 309 in the PDF? We're looking at that table under Phase 2 projects.

MS. KNELLER: Well --

MR. SNYDER: What page was that, Robin?

MS. DUKELOW: 78 of 309 in the PDF.

MR. BRADEN: Yeah. It's there, but it's --

MS. KNELLER: Here is the intersection. So, just really quickly, I believe this is the intersection we're talking about right here.

MR. SNYDER: And what page is that on?

MS. KNELLER: This is going to be on page 64 of the PDF, 60 of the document.

MR. SNYDER: Sixty (60).

MS. DUKELOW: Sixty (60).

MS. KNELLER: It's in the sector, the sector details.

MR. SCOTT: I think it's --

MS. KNELLER: Or is that Nall?

MR. SCOTT: That's Nall. You want to go north. It's Roe and Johnson Drive and Roeland Drive and --

MS. KNELLER: Here it is. Here's Roeland Drive. High visibility crosswalk and refuge median at intersection.

MR. SNYDER: Okay. I'm sorry.

MS. KNELLER: That is going to be 66 of the PDF and page 62 of the plan.

MR. MCLAUGHLIN: Yeah. And so just making sure that I think between the draft that went out to you all and the most recent draft, making sure that that is just included in the prioritization table. Yeah. So, yeah. Thank you, Josh, for catching that.

MR. LEE: Stuart.

MR. BRADEN: I was just going to make a motion. But if there's further discussion, I'll hold off.

MS. BROWN: No. I had a couple items. So, I noticed that --

MS. KNELLER: Make sure you bring your mic close to speak.

MS. BROWN: Sorry. Can you hear me? Is this better?

MS. KNELLER: Yeah.

MS. BROWN: About 50 percent of the proposed plan are Bicycle Boulevards. And I was wondering, I saw that it was mentioned having reduced speed on the Bicycle Boulevards. I didn't know, is there a cap that has been discussed for the speeds?

MR. MCLAUGHLIN: So, the speed is using streets that are under 3,000 vehicles per day, so those are going to be your neighborhood streets. And then using both wayfinding and various types of traffic calming devices to make sure the speeds are at 25 miles an hour, if not lower. And so, what we have for this style plan is kind of a selection of here are different ways to do traffic calming on a Bicycle Boulevard. And as funding allows, here is kind of how you can step up from smaller options to more expensive overhauls depending on what type of street reconstruction may or may not be happening at that time. And on Bicycle Boulevards also that there should be sidewalks included on both sides of the street to allow for both pedestrians and bicycles access down those streets. Does that answer your question?

MS. BROWN: Yeah. So, I had done some reading in prep for this, and I found that the National Association of City Transportation Officials, the NACTO, they have an Urban Bikeway Design Guide that I think is pretty highly referenced. And it seemed like they recommended a preferred cap speed limit of 20 miles per hour for Bicycle Boulevards, given that bicyclists don't have any protection from vehicles on Bicycle Boulevards. So, I didn't know if that would be considered for any of Mission streets.

MR. MCLAUGHLIN: We do not consider that specifically in the plan, but that would be something the City could look into at a more broad scale of thinking about how to create speed limits for residential neighborhoods.

MS. KNELLER: It might be more context specific --

MR. MCLAUGHLIN: Yes.

MS. KNELLER: -- when we go into implementation of these routes and kind of looking at, I mean, it's a larger thing than just blanket saying it's going to be 20 wherever we have a Bicycle Boulevard. It has to be more context specific, like what is around it, what's connecting to it. Yeah. Like Mark said, the number of vehicles that actually use that, who use that boulevard as well. So, I mean at that time. NACTO is actually, street design is one of the things in the Comprehensive Plan that Josh Thede, thank goodness, brought up when we were doing the Comprehensive Plan to use that as a guide. So, we will be when we get into details looking at those details from that guidebook.

MS. BROWN: Okay. And then I guess my other comment was that, so about 50 percent of the plan are Bicycle Boulevards, kind of the core network of the plan it seems like, but over half of it is reserved for Phase 2 and Phase 3, even though as a whole it takes up less than 4 percent of the overall budget. And I assume that that maybe because of the associated cost of the sidewalks that go with some of them. I didn't know if it's possible to kind of separate the two so that we can go ahead and get some bike infrastructure in place that's, I mean, relatively inexpensive compared to everything else.

MS. KNELLER: I mean, as far as budget goes, Mark wouldn't have an answer to that. Brian probably would have a better answer to that than I would too. But I know that because of what we were looking at regionally, connections not just within Mission, and not just to our own City center, but to regional connections, other trails, other networks, so that we could kind of lay the foundation of those larger network pieces first to try to get people where they need to go. Get people into Mission to visit parks and to come shopping in our downtown. Those were kind of our first like looks at priorities and, you know, looking at the infrastructure that's already in place and how to make connections there too. So, those major connections that we're looking at, like especially like Lamar and Woodson and Martway, those are the ones where we're like we need east-west connections that go the length of Mission. And there's a lot of little roads in Mission that kind of cut off and maybe don't go all the way through. I think we wanted to kind of, if we could, address those connections that do go the length of either east-westbound or north-southbound so that we get some of those bigger connections first. Does that answer your question?

MS. BROWN: Yeah. I mean, I would just argue that the Bicycle Boulevards connect a lot of parts of our city. I mean, they're connecting the schools, the parks, I mean you name it.

MS. KNELLER: Sure.

MR. SCOTT: Yeah. A lot of this is going to be taking these listed suggested improvements and incorporating them into our Capital Improvement Plan. So, we have a five-year Capital Improvement Plan that we're implementing year one right now. If

you drive around town, you see like 55th Street, it's all torn up. So, that's year one. And then we're working on years 3, 4, 5, and 6 as we go through our budget process this summer. And so, yeah. This is the perfect time because now we can take this list and sit down with the City Administrator and the Public Works Director and kind of go through and say, which of these improvements kind of align with future street projects that we're going to be doing. So, we try to coordinate all of that at once. Sidewalks, bicycle infrastructure, as well as curb reconstruction, striping, whatever the case may be.

MS. KNELLER: A good example of that, that you know, we're trying right now currently to get funding for road improvements that, you know, Martway on this segment on the east side between Roeland Drive and Nall, that's going to be, you know, resurfaced and, you know, specific points of curbs reconstructed. And at that time, we've got another funding opportunity that we're looking at right now that I'm going to apply for and hopefully fingers crossed we get it, but to be able to do the cycle track that may come with that. I mean, if we win the award that would go and coincide really well with the timing of that. And that's part of our CIP, our Capital Improvement Plan as well. So yeah. We're always working behind the scenes, so like okay, this is what we've got coming up in the next five years. Where's the funding at? Where can we, and how can we do that? It's not always going to be these are the priorities and we're going to go straight down the line because sometimes certain funding will be allocated for really certain projects that we have to make it fit. So, the plan is to go through the priorities and the phases, but you're never going to be able to say, you know, definitively that all of Phase 1 is going to be completed before Phase 2.

MR. SCOTT: We also try to take advantage of development opportunities. So, kind of going back to what Mr. Theede was just talking about with Route 13-B, that connection of Roe, Roeland Drive to Johnson Drive, that intersection across Shawnee Mission Parkway, that was actually called out in the Gateway improvements. So, when the developer who was working on the Gateway project was before us with his engineers, we were looking at doing major interchange improvements there at Shawnee Mission Parkway and Roeland Drive including a pretty enhanced crosswalk there. Unfortunately, that project has kind of fallen through. But whenever we had development opportunities that come up, we look for, again, now we have a plan. So, we can go back to the plan and say, hey, you know, this is a good opportunity to get this little segment done here, that over there done. So, we try to take advantage of those opportunities. And again, now that we have a plan in front of us, there may be opportunities if we have some extra money in our CIP or something comes up where we can do a segment, kind of a connector segment, so.

MS. BROWN: I mean that makes sense. I think it just --

MR. SCOTT: It's like I told somebody a few weeks ago, six months ago, we didn't have a plan. So, now we have a plan, and we can start working from the plan.

MR. LEE: Comments? Questions?

MS. DUKELOW: Yeah. I have a question. Okay. I'm going to skip. I'll wait until Karie returns to the computer for my first question. And I just want to say that there's a great deal of work here and that I can see that the existing conditions have been very well detailed because I am familiar with the City. It's very thorough and I'm excited for the implementation and we can, you know, the opportunity to pursue these projects as other

things are happening in the City. So, and also thanks to staff, Karie, RDG, and the hard work, and then also, of course, for the grant, because I know you guys put a lot of work into that.

The thing that I wanted to ask about specifically is on page 79, or sorry, 78 of 309. If I'm understanding the way this is laid out correctly, 13-B should be on that list. Did we --

MS. KNELLER: Yeah. That's what we were talking about.

MS. DUKELOW: Okay.

MR. SCOTT: Yeah.

MS. DUKELOW: Okay.

MS. KNELLER: That's the one.

MS. DUKELOW: I wanted to make sure because I didn't remember us looking specifically at this page; I know we looked at some other pages. But I wanted to make sure that that --

MS. KNELLER: We'll make sure that's added in.

MS. DUKELOW: -- will appear here on 78. Okay. Great. Thank you. Thank you, Mr. Chairman.

MR. BRADEN: I had one question, and I think it was referred to in the report somewhere, but there's -- you've got a mixed mode of transportation. You've got walkers. You got wheels --

MS. KNELLER: Can you bring the microphone closer?

MR. BRADEN: Yeah. Walkers. You've got people in wheelchairs. You've got bicyclists. You've got E-bikes, which the report said the E-bikes can go up to 30 miles an hour and stuff. So, how, and I think there was a little mention of how that segregated, so you don't have somebody that's cruising at 30 miles in a -- on an E-bike and there's a kid on a little training wheel bike, and I know rules of the road, and you've got to be courteous to other people, but how do you see that?

MR. MCLAUGHLIN: So, this comes to regulation of three different types of E-bikes. Those that are just kind of assisting you to pedaling to those who can get up to 30-plus, and making sure that's in policy around which ones are allowed on trails --

MR. BRADEN: Right.

MR. MCLAUGHLIN: -- and which ones are essentially electric motorcycles in terms of being on the Rock Creek Trail or, you know, a side path is not a safe place for them. Yeah. So, that's kind of a policy issue about how that's handled. Does that answer your question?

MR. BRADEN: Yeah. I just, like I said, I don't know if there's enforcement, signage, or whatever that if you're on an E-bike and you're 30-plus miles an hour, you can't be riding on this, or you've got to be on the street or some other dedicated path.

MR. MCLAUGHLIN: Yep. Yep. That's comes to regulation of the type of E-bike it is, which is becoming -- as E-bikes are becoming more available and more accessible --

MR. BRADEN: Right.

MR. MCLAUGHLIN: -- the regulations around there are being developed and being implemented across the nation. Yeah.

MR. BRADEN: Okay.

MS. KNELLER: So, I think that comes to some of the details that we're talking about, like rather than this being kind of an overview of specific routes and where we want to see those routes and what types of routes and facilities we want to see. When we get down to the actual, you know, building out and implementing, you know, signage would be one way like you said. Cautionary signage, you know, things like that on some of these Bicycle Boulevards and especially like on the Rock Creek Trail and things like that, if somebody was going to use that as a shared use path to, you know, watch for pedestrians and, you know, things like that, I think that would probably be pretty effective. I don't know if we've got somebody going out and patrolling it for enforcement like you mentioned. But, you know, signage, I think would go a long way to helping.

MR. BRADEN: Yeah. I think so. Thank you.

MR. LEE: And if there's no other comments or questions, I'd entertain a motion.

MR. BRADEN: Mr. Chairman, I move to approve Case #24-14, Citywide Bicycle and Pedestrian Connection Plans.

MR. SNYDER: Second.

MR. LEE: Call the roll, please.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Aye.

MS. STEFFENS: Mike Lee.

MR. LEE: Aye.

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Aye.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Aye.

MR. SNYDER: Wayne Snyder, aye.

MS. STEFFENS: Motion passes.

MR. MCLAUGHLIN: Thank you.

Motion 2: Wayne Snyder - Ward I/Stuart Braden- Ward I: Recommend approval by the City Council of Case #24-14, Citywide Bicycle and Pedestrian Connection Plan as presented. Motion carried 5-0-0.

2. PUBLIC HEARING: Case #24-10 Rock Creek Corridor (East) Plan

MR. LEE: Item Number 2 is a Public Hearing in Case #24-10. This is the Rock Creek Corridor, the East plan. Karie, would you provide us your report?

MS. KNELLER: If we could, we would like to have Lance Klein from SWT come up and give a presentation prior to the staff report.

MR. KLEIN: As mentioned previously, this plan was also funded by Mid-America Regional Council. And as Karie mentioned, my name is Lance Klein with SWT Design based in Kansas City, Missouri. Was part of a larger team that also included Wilson and Company, the Hoxie Collective, BikeWalkKC and Single Wing Creative.

In terms of the kind of agenda, next slide. Just want to kind of briefly touch on existing conditions and engagement. Spend most of the time talking about the recommendations and then wrap up with a couple slides talking about funding.

In terms of existing conditions, as you may know, the project area focused on the existing kind of segment of the Rock Creek Trail from Woodson to Nall, as well as the portion of Martway from Nall to Roeland Drive.

And then in terms of some of the highlights of existing conditions, you know, some of the challenges obviously were safety issues with crossings, sort of lack of connectivity. And some of the opportunities, you know, address those challenges at crossings as well as those kind of gaps of connection. Then additional opportunities were also identified regarding wayfinding, green infrastructure, community gatherings and interaction, and the creation of enhanced public spaces and programming downtown along Johnson Drive.

In terms of the engagement, we had a very robust engagement plan and had a variety of different touchpoints. We kicked it off with a walking and biking tour of the corridor that included various stakeholders. We also had larger group meetings with stakeholders and open houses, and these are some of the things that were identified in those different touchpoints. We also had smaller focus group meetings in terms of the, next slide, that included, you know, folks that lived in the area as well as businesses in the area, so.

You know, generally we heard about increased safety opportunities for gathering, making the corridor more shady and more comfortable and just more functional and usable as well.

So, kind of moving on to the recommendations. The, you know, basic design process was to first gather those existing conditions, develop some ideas, and then we developed different alternatives and options for the two different areas. And we really looked at the west area from Nall to Woodson as sort of one concept, and then the portion of Martway on the east side as the other concept.

So, in the open house we hosted in December, we shared those alternatives for Martway. You can see that kind of Alternative #1 was the clear winner there. We also presented both concepts. That was a little closer vote, but ultimately, we ended up blending in some of the elements that were liked from both plans to kind of move that forward.

So, in terms of the concept that was selected, this is ultimately what was developed and blended those together kind of starting from the west side at Woodson. We have an entry node to the trail. As you move up to the north closer to Outlook, we have added additional community green space on each side of Outlook there at the trail crossing. At the crossing of the trail and Outlook, we provide a raised pedestrian table to slow traffic down. We also provided sort of alternate parking on each side to create kind of what's called the chicane, so you can't necessarily drive straight through there, and that helps slow you down at the crossing of the trail. Also at those community green spaces, we have opportunities for green infrastructure, and those are indicated with the green dots. The yellow dots are indicating opportunities for art, and those are kind of shown throughout that whole corridor.

Sort of moving on to the east closer to Reeds Street, we did propose closing Reeds to vehicular traffic since it sort of bisected that main green space. We maintain a pedestrian connection down Reeds to still access the park. But that frees up a lot more space for green. And then we're providing a restroom facility kind of at the west side of that open space, green space right behind Fluffy Fresh Donuts. We're also proposing a permanent pavilion that can host a farmers' market but could also host small performances and just provide opportunities for shade and shelter throughout the year.

Also, at that Reeds Street location, we're providing an area for a small kind of fitness court. And then just to the south of that larger pavilion on Johnson Drive, we're proposing sort of a creek-inspired water feature. You know, one of the challenges with the project was we needed to really maintain the concrete channel for the creek. So, we wanted to provide sort of an alternative to access water and provide educational opportunities about the hydrology of the area. As you move a little bit further east at Maple Street, we improved a pedestrian connection from Martway down there. We have an area that is kind of a lower lying area that's a great opportunity for green infrastructure. That also at that east end, we provide another sort of entry node and wayfinding. And then that sort of Label 3 just to the north of that, that's a proposed overhead structure basically for small performances. So, people could sit in the Capital Federal lawn and watch a performance underneath that overhead structure.

And we have some imagery on this slide as well. That image on the lower left shows kind of the inspiration for the water feature there too.

So, the next slide here shows sort of a rendering. This is taken at the sort of east end closer to Nall, looking to the west. So, you can see we're proposing some kind of improved barrier at the creek itself, something a little more appealing than the chain link that's out there now. You can see that kind of green infrastructure planning in the

foreground to the left there. Some of the wayfinding to the right in the foreground. We're also showing some limestone walls and paving. We feel like that sort of local material sort of blends in well in the City of Mission. And then sort of in the background, you can see the larger pavilion and that sort of shady lawn there as well, so.

So, kind of moving on to the east portion of the project in Martway, basically the sort of selected alternative there was to provide a cycle track. And in order to sort of fit that within the existing road profile, we're taking out the center turn lane. And the design team determined that that center turn lane was not warranted even with the proposed development that's being planned there. And taking that out would only add a few seconds of delay. So, that frees up enough space to provide a cycle track on the sort of north side of Martway. We're also proposing a little bit of a grass strip buffer on the south side of Martway adjacent to the trail. And then you can also see how the kind of cycle track acts as a buffer for the sidewalk that's on the south side of the parking lots at the businesses there on the north side of Martway.

So, this plan, you can see that cycle track, the kind of dark green or teal line on the north side of Martway, Rock Creek Trail on the south. The kind of double arrows are mid-block crossings there at the transit hub and parking lot. And then I think the next slide then shows a view of what, you know, a typical mid-block crossing would look like. You can see that cycle track facility kind of on the north side there, that sort of grass buffer strip, that sort of wrap rapid flashing beacon that lights up when people cross there as well, so.

Another kind of critical part of this, obviously, is that intersection at Nall and Martway. So, making that connection from Rock Creek Park to the Martway portion. So, here we're proposing a high visibility pedestrian crossing. Also, adjusting the signal to be sort of pedestrian/bike led, so that those people get a get across before cars do.

Another opportunity here is there's no sidewalk on the east side of Nall up to Johnson Drive. So, we're proposing a sidewalk there as well as sort of enhancing the sidewalk on the north side of Martway. And then beyond the sort of safety and traffic calming, we also think there's opportunities labeled there with Number 3 in that existing asphalt parking lot to carve out a little bit of green space and signage, kind of create a gateway to downtown coming from the south.

Kind of saw some of these at the last presentations. These are just a few of those kind of safety features we're looking at using in the projects. We heard a lot about wayfinding. And part of that project was about placemaking. So, Wilson and Company developed this sort of design for wayfinding. You can see a couple different scales of it here, again utilizing the limestone material. And there's opportunities for, you know, branding for Mission, maps and general information. We also think there's additional opportunities within the trail itself for that wayfinding as well.

Just a couple of slides here. The team developed a cost benefit analysis. And basically Concept 1 scored higher in transportation, green infrastructure and sustainability and public amenities and programming. It scored a little lower in terms of cost. But just because it was so close and the overall plan of Concept 1 was preferred, that's what we moved forward with.

And then this last slide just identifies a few of the funding opportunities that were identified in coordination with the City that includes both federal and state grants. And

that last one is the sort of safe (SS4A), sorry, Safe Systems for All in case, if you're not familiar with that acronym. So, that's all of the presentation and happy to answer any questions.

MR. LEE: Great. Thank you. Karie, your report.

MS. KNELLER: Again, this is Case #24-10, the Rock Creek Corridor Plan. This is the east side of the Rock Creek Corridor. Again, this was the -- this was the Planning Sustainable Places grant that we started out with, and we were really excited to get that funding and start in on this project because, I mean, you know, the Rock Creek Trail is really kind of a treasure here in Mission and people utilize it. People love it. And we wanted to see if there are ways that we can improve it so that people use it even more often to, you know, not just, you know, run along for recreation but to be able to actually be a functional and really aesthetically pleasing place that people want to be, for public space as well, community gathering spaces and such.

And so, I'm not going to go at length through all of the things that Lance already talked about, but you know, this consisted of, again, extensive public engagement activities. The Walk and Roll Workshop was probably my favorite thing about the whole project. It was -- several of you attended that. It was a lot of fun. We had over 40 people come to that and bring their bikes, bring their walking shoes and, you know, it was a family event. It was really just kind of one of those things. BikeWalkKC was the one that put it on and really organized the whole thing. So, I'd love to do something like that again that really gets people out there kind of experiencing the corridor there.

The public engagement part of this was extensive. There was online engagement. There was social media engagement. Even, you know, the Hoxie Collective did a lot of the public engagement for this. And they put out social media blurbs on their own Instagram and Facebook that we tagged along onto. And so, it was out there for a lot of people to be able to see and it was kind of highly visible to the community, not just in Mission but regionally as well.

So, the recommendations like Lance mentioned, we had Concept 1, which was Rock Creek Park was the name of that one. I'm not going to go through all the details, but there were two main concepts here for this west side of this part of the study, which was basically in two parts. We had this area that's kind of around the market and goes all the way to Woodson. And then we had the Martway segment that is from Nall to Roeland Drive, right, and then connected by that really crazy intersection there at Nall that we felt needed some improvement as well. So, this west side Concept 1 was Rock Creek Park, and then Concept 2 was called Market in the Green. And various, you know, closing off some through streets, adding shade of course, and art and pavilions and places for people to mill around, almost like a linear park was kind of kind of the concept in really both of these concepts with some, you know, variations in between. And I think that's why we had like a 50 percent, 50/50, like people were like I like this and I like this. So, we kind of had an almost equal vote when we took ballots to see who, you know, which one would float to the top. They were kind of equal. So, what Lance was mentioning there is that because of that, because of that vote being so equal, they came up with Concept 2.1 or 1.2.

MR. KLEIN: 1.2.

MS. KNELLER: Yeah. 1.2. That's an amalgamation of both of those concepts. And then over here on the Martway side where we have between Nall and Roeland Drive, we have Alternative 1, Alternative 2, and Alternative 3. So, Alternative 1 is the cycle track concept. Alternative 2 has the median going down the middle of Martway. And Alternative 3 incorporates a north wide sidewalk. All three of these concepts kept the Rock Creek Trail where it is on the south side as a 10-foot shared use path.

Again, here's that vote ballot. You know, the one on the left there is the Concept 2, Market in the Green, and then Concept 1, Rock Creek Park. A score of 13 and 12, so pretty much even. And then the cycle track by far had the most votes for the alternatives on Martway with 64 percent.

Lance showed you that rendering of the Market area. And then here is Martway with a safer crossing. Wayfinding design as well.

And then I wanted to hit on the Comprehensive Plan and how many times, again, bikes, bikeability, pedestrian safety, all of those things came up in the Comprehensive Plan. I went through and just gave you one example here of sometimes in here where this plan meets and conforms with the Comprehensive Plan as well. So, we've got redevelop vacant lots along Rock Creek Trail as open space. Identify opportunities to merge CPTED, which is Crime Prevention Through Environmental Design, elements design. Community for All Ages as well. These things are all incorporated into this plan. Improve existing marked pedestrian crosswalks, of course. Construct sidewalks, widened sidewalks, improve sidewalk connections, especially around the Rock Creek Trail again. And create green infrastructure based mini-parks or greenways along the Rock Creek Trail. So, those are just a few of the ways that this plan meets the Comprehensive Plan's goals.

And so, with that said, that's the conclusion of my staff report. And, you know, I guess I'll just say that staff recommends that you recommend approval to the City Council for this one.

MR. LEE: Are there any members of the public that would like to speak to this case?

MR. THEDE: Hello. Josh Thede. I live in Mission, Kansas. I speak today as an individual citizen, not as intimately involved in the details of this one, but any opportunity I get to speak in favor of walkability, I am going to take. So, I support this plan and kudos to staff again for getting the grant and getting a rockstar team of consultants together to get this plan done. And thank you to all the citizens that sat on the steering committee boards. I know that takes a lot of time and a lot of effort, but it does truly make a difference. So, thanks for all that were involved, and I would recommend approving this plan.

MR. LEE: Thank you. Questions or comments from Commissioners?

MS. BROWN: I had one question.

MR. LEE: Sure.

MS. BROWN: It was on page --

MS. KNELLER: Is your mic on?

MS. BROWN: Sorry. Can you hear me? I think I'm just far away.

MS. KNELLER: Yeah. Just bring it closer to you so that it kind of picks up.

MS. BROWN: Okay. Looking at the section that has the cycle track and then there's the sidewalk right next to it on the north side of Martway. It says 4-foot sidewalk, but I thought from the previous Citywide Bike and Pedestrian Plan, it had said that there would be a minimum of five- to six-foot sidewalks for any new sidewalks put into the City.

MS. KNELLER: And well, is that what you're asking?

MS. BROWN: Yeah. It --

MS. KNELLER: Okay. Sorry. I didn't want to interrupt.

MS. BROWN: No. That's my question. It seems like there's a disconnect.

MS. KNELLER: Sure.

MS. BROWN: Would this be made wider?

MS. KNELLER: So, when there is availability to be able to do that with the right-of-way with what we have in place, that's always going to be our recommended, you know, with -- in fact, I think the Johnson Drive Design Guidelines, which are also kind of considered the Citywide design guidelines call for eight-foot sidewalks. It's not always possible, but we do it wherever we can. And depending on how this is actually designed, you know, this is getting a little closer to specific design more so than a Citywide Bike-Ped plan, right, is? But we're still looking out. You know, there's still some engineering detail that needs to go into this and see what we actually have for right-of-way. So, I think what their recommendation was, was for at least that. And I think the overall Citywide Bike Ped Plan is recommending the wider sidewalks wherever possible, so.

MS. BROWN: Okay.

MS. KNELLER: At a minimum, yeah.

MS. DUKELOW: I'll just make a couple of comments. Again, this is really great. I mean, we haven't had something so detailed in a long time, especially addressing the corridor. And so, this is really great. And you know, thanks again, everybody, for the funding and the coordination and the good work. I also want to add that, you know, you mentioned the Johnson Drive Design Guidelines. And, you know, it goes back to the Hyett Palma study. I mean, we're still looking at plans that were done 15 almost 20 years ago. So, I mean, we really do -- it's hard to see unless you've been hanging around for a while. But over time, I mean, things really do start to take shape.

MR. SCOTT: Remember Rome wasn't built in a day.

MS. DUKELOW: What's that?

MR. SCOTT: Rome wasn't built in a day.

MS. DUKELOW: Right. Right. So, thank you. That's my piece.

MR. LEE: Anyone else? Okay. A motion.

MS. DUKELOW: Mr. Chairman, I move to approve Case #24-10, Rock Creek Corridor (East) Plan.

MR. SNYDER: Second.

MR. LEE: Call the roll, please.

MS. STEFFENS: Wayne Snyder.

MR. SNYDER: Aye.

MS. STEFFENS: Mike Lee.

MR. LEE: Aye.

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Aye.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Aye.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Aye.

MS. STEFFENS: Motion passes.

MR. LEE: Thank you.

Motion 3: **Robin Dukelow - Ward IV/Wayne Snyder - Ward I:**
Recommend approval by the City Council of Case #24-10, Rock Creek Corridor (East) Plan as presented. **Motion carried 5-0-0.**

3. PUBLIC HEARING: Case #24-11, Lanes at Mission Bowl Sign Package SUP

MR. LEE: Case Number 3 will be the public hearing for Case #24-11. This is the Lanes at Mission Bowl Sign Package. Karie, did you want to present your report.

MS. KNELLER: Just as soon as I can [inaudible]. There we go. Okay. This is Case #24-11, Lanes at Mission Bowl Sign Package Special Use Permit. So, this property is at 5399 Martway Street. It's currently under construction with a projected completion date in September of this year, so coming up pretty quickly here.

Originally with the final development plan, you know, our code kind of dictates that final development plan of this type in a mixed-use district would also include a sign package

detailing out, you know, what kind of signs, when and where and, you know, how large they are and materials used and that sort of thing. In this case, that did not happen with the final development plan, but we do have provision in the code to allow for a special use permit for sign packages. So, in case the developer isn't ready to submit that sign package, they can wait and then go through this process with the Planning Commission and City Council for the sign package itself.

Now, there's not a lot in the MXD, which is where this project lies in the MXD district. There's not a lot of provision for what all is allowed for sign packages. So, it's kind of up to you whether it is in, like in harmony with surrounding areas, whether it is appropriate for this kind of development. You know, you can look at the number or the scale of materials used and so forth.

We have over 16 -- we have 16 various types of wall signs and podium signs at various locations. You can see all the various locations here. There are several, sometimes in some of these dots, like for instance on Number 10 here on the plan, I think there are three or four different podium signs there that are incorporated in that one spot. But your packet holds all of the dimensions, the types of materials, lighting and so forth in there. If you were able to review those, we, you know, the developer is here. He can probably answer some of the questions that you may have about those materials and such. But I wanted to note the sections of the code that pertain here. That Section 430.120, private sign criteria, that was what I mentioned as being MXD developments, are required to prepare a set of signed criteria governing all exterior signs in the development to assure harmony and visual quality throughout the development. It does say final development plan shall not be approved until the Planning Commission has approved the sign criteria and that's where we are here today with this special use permit that is provided within the code.

So, under Section 430.100, "Signs Permitted in Conjunction with Special Use Permits," there are three criteria. Such as with -- all signs must be approved by the City Council after recommendation of the Planning Commission. A special use permit for signage should be processed as required by other sections of the code, namely §440.50 through §440.140. And where appropriate, the sign regulations of the underlying zoning code or the most analogous zoning district shall be followed. Again, MXD doesn't provide much in the code for what we require for signs. So, this is basically, you know, up to your consideration for what they've submitted and whether it's appropriate.

And that really does conclude the staff report, pretty cut and dried. Staff does recommend that the Planning Commission approve Case #24-11 to the City Council.

MR. LEE: Karie, thank you.

MS. KNELLER: And again, Banks Floodman is here with us today if you have any questions specific to the signs.

MR. LEE: Do you have anything additional to add to it?

MR. FLOODMAN: [Inaudible; talking off mic] We did try to kind of pay a little bit of homage to the past of the Mission Bowl and the blade signs kind of throughout that I think separates this development from a lot of the developments you see. It's easy to rinse and repeat, but I think that when you go around the City, you won't see a multi-family development that looks like this, and we're proud of that. So, I'm happy to

answer any questions you may have. And if I can't answer them, I promise you I'll get you an answer.

MR. LEE: Great. Thank you. Is there anyone in the public who would like to speak on this? Back to questions or comments from the Planning Commission.

MS. DUKELOW: I do have a question, Mr. Chairman. I'm looking at page 253 of 309. Down at the bottom. And I'm trying to understand that west arrow wall sign, 18 square feet. And then there's a reference to special events. So, I'm just trying to understand what that, I guess it's the A from Lanes graphically. But I wasn't aware of a special event location or how one would understand, I guess they're supposed to go through that door for special events.

MR. FLOODMAN: [Inaudible; talking off mic]

MS. KNELLER: Thanks. Could you go up to the microphone so we can get your minutes in the -- yeah.

MR. FLOODMAN: So, that is the main lobby entrance to the facility. There's not going to be any special events, and so that is not accurate. But the A is also the arrows. As you look at a bowling alley, you always see those arrows. And so, it's kind of a little combination of both, again, paying respects to the Mission Bowl. But there will be no special events within this facility. That is the main entrance to our leasing offices, one of our clubhouses, and kind of our guest check-in for, and only guests that are there to visit residents.

MS. DUKELOW: Thank you.

MR. FLOODMAN: You're welcome.

MR. BRADEN: That does bring up a question I've got is that our sign criteria, if I remember correct, can't be attention grabbing, like flashing or rapidly changing colors. I do see this is RGB lighting, which means they can change the color. I'm assuming that would be just overnight and it would be that color for several days or something. You're not talking about --

MR. FLOODMAN: Yeah. Well, I wouldn't plan on changing colors very often if at all. But, you know, we may change them if the Chiefs are in the Super Bowl. They may be red.

MR. BRADEN: Yeah. Yeah. Yeah. That's kind of what I was thinking.

MR. FLOODMAN: If the Royals are in the World Series again, we may turn them blue.

MR. BRADEN: Okay.

MR. FLOODMAN: That would be the only situations where we would probably. If there's a big festival in Mission and, you know, there's certain colors associated with it, then we would probably reflect those colors as well. But that would be the only situations where we would plan on changing this.

MR. BRADEN: Okay. I assumed that was the case, but I just was checking.

MR. FLOODMAN: Yep. That's a good question.

MR. LEE: Anyone else?

MR. BRADEN: Mr. Chair, I move to approve Case #24-11, Lanes at Mission Bowl Sign Package Special Use Permit.

MR. SNYDER: Second.

MR. LEE: Call the roll, please.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Aye.

MS. STEFFENS: Mike Lee.

MR. LEE: Aye.

MS. STEFFENS: Wayne Snyder.

MR. SNYDER: Aye.

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Aye.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Aye.

MS. STEFFENS: Motion passed.

MR. LEE: Thank you.

Motion 4: **Stuart Braden - Ward I/Wayne Snyder - Ward I:** Recommend approval by the City Council of Case #24-11, Lanes at Mission Bowl Sign Package Special Use Permit. **The motion carried 5-0-0.**

4. Case #24-12, Lanes at Mission Bowl Phase II TIF Project Plan

MR. LEE: Okay. Case Number 4 is #24-12. This is the TIF for the Lanes at Mission Bowl II. Mr. Scott it looks like has the report.

MR. SCOTT: Thank you, Mr. Chair. So, this particular item is conformance to the Rock Creek Redevelopment District No. 3C TIF Project Plan with the Comprehensive Plan of the City of Mission. So, we have a theme tonight with the Comprehensive Plan.

Just kind of as way of background. With this particular project that we just approved, the special use for the sign permit, residence, kind of Residence of Rock Creek and the Lanes at Mission Bowl, they keep switching the name up on us. It's confusing. The

Lanes at Mission Bowl. Mr. Banks had requested a tax increment financing assistance from the City, which was approved a few years back. He is now contemplating a Phase 2 of his project, which would be on the parking lot just to the east of the site. And that parking lot is currently owned by the Brain Group, which also owns the former Security Bank building on the north side of Martway. So, it's kind of a satellite parking lot for that building. And they're interested in selling to Mr. Banks for the development of that project, Phase 2.

He again would like to have tax increment financing assistance from the City, so he has submitted an application to the City. And then we have received the application as well as the project plan and we are in the process of setting up a series of events that occur with that. So, Wednesday night, there will be a resolution before the City Council establishing a date for a public hearing. Then that resolution will be sent to the school board and the County Commission and a few other taxing jurisdictions notifying them of the TIF process. So, at that point the whole process will kind of begin. And then there will be a public hearing and then redevelopment agreement negotiated and some of the things that occur.

But step one is conformance with the Comprehensive Land Use Plan, and that's where you all come in tonight. So, just a little bit about what's occurring here. In your, and that's an example of the two projects. So, it's current projects on the left and then sort of proposed Phase 2 is on the right. And then the proposed TIF district is that hashed area. That's kind of shown there in the light, you know, that's the kind of hash dark gray area in the photograph below the map below.

And kind of a larger sense, what I described in our memo was that back in 2006, the City created its first tax increment financing district, which was the Rock Creek Tax Increment Financing District. And that ran from the Gateway site at essentially Roe and Johnson Drive all the way down to almost Lamar. And it just kind of followed the corridor of the Rock Creek. And a lot of those properties in the TIF district, that Rock Creek TIF District, are in the floodplain. So, you know, fortunately, the creek is not necessarily confined to what we see in the banks that can have a tendency to sort of meander all over the place during storm events, and there has been flooding in the past. So, that's what qualified for the creation of the TIF district.

We have subsequently taken that large TIF district and broken it up into three smaller TIF, or four smaller TIF districts. The Gateway site is TIF District No. 1. The site that's kind of in the middle from Nall to essentially Woodson or so is TIF District No. 2. And then that section from Roeland Drive to Nall is No. 3. And then as properties come up for redevelopment and they request assistance, we will actually carve out that property. So, that helps to create the particular base, tax base or assessed tax value for that individual parcel of property, and it's not affected by other parcels of the property around it, which could throw that off. So, that way the developer is able to capture the full increment. So, that's what we did with 3A. And then we're now creating 3C. So, that's kind of the process in a nutshell there.

And kind of turning back to the last portion of my memo here where we talk about the conformance of the Comprehensive Land Use Plan, of course, now we're looking at each model together, Comprehensive Land Use Plan for 2040. And that was adopted in December of 2023.

So, this particular project, well, there's lots of recommendations in the Comprehensive Land Use Plan about walkability in the community. We talked about all this tonight. Creating a sense of higher density within our downtown. Taking advantage of infill developments for more sustainability in terms of using existing roadway infrastructure all of that. So, this plan certainly ties into all those aspects just like Phase 1 does.

We also talked in our Comprehensive Land Use Plan about sustainability. And Mr. Banks, although he doesn't indicate that in his project plan, he is currently striving to achieve LEED silver certification for Phase 1 and intends to do that with Phase 2 as well. And that'll be a component that we negotiate our redevelopment agreement with him.

So again, transit-oriented development is mentioned several times in the Comprehensive Land Use Plan. The transit center is right across the street. So, we are encouraging residents of both of his phases as well as those that use the office building to use a transit center. So, we're trying to discourage parking actually a little bit, which is kind of an oddity to say that. But we have asked Mr. Banks to try to reduce his parking as much as possible on both of those phases, to encourage people to use the transit center. And then we're also asking him to negotiate with the Brain Group for kind of a shared parking arrangement, again, encouraging the office users to use the transit center as well, but having some available parking for overflow.

So, there's lots of components with this project that fit very nicely into the adopted Comprehensive Land Use Plan. This particular parcel of property is identified as high mixed-use density in the Comprehensive Land Use Plan, which would fit the -- this particular project would fit the definition of that land use

So, it's staff's recommendation that a resolution that is included in your package be approved tonight, finding that the Rock Creek Redevelopment District No.3 TIF Project Plan is consistent with the Comprehensive Plan for the development of the City of Mission. I'd be happy to answer any questions.

MR. SNYDER: So, Brian, I was reading through it, and can you explain the whole revenue piece of it with regard to redevelopment, and there -- it's a projection of 6.6 and how that's going to -- just explain that whole -- that whole process for me if you will.

MR. SCOTT: So, when the City considers the redevelopment plan at the public hearing, if they choose to adopt it, what they will essentially be doing, well, actually, let me step back here. When the City created the TIF district, they essentially froze the assessed value for all those properties there in the TIF district. So, it doesn't really have any impact on those that own property because they continue to pay the current assessed value that they're getting every year. But when the TIF district is actually established, a project plan is presented and a TIF project plan is accepted by the City, then at that point that assessed value that's been frozen when the district is created is kind of used as the established assessed value. So, the taxing jurisdictions will continue to get that frozen assessed value, the City, the school district, fire district. But then as the developer builds his project it's obviously going to increase the assessed value. So, there's that increment between the two. And he's going to pay the higher assessed value on his project. So, he's going to pay the full property tax that all of us pay on our property. But the increment that's captured is going to be given back to him to pay for certain eligible costs. And those eligible costs are primarily, as I say, anything that's horizontal. So, it's acquisition of the land. It's any site work that's done. In this

particular case, this particular parcel is still a little bit in the floodplain. So, he's going to have to do work to get it out of the floodplain. So, that's going to be some pretty hefty site work just in that of itself. If any infrastructure that's installed like storm, water, sewer. Parking can also be included in that. So, like the podium structure that he's building with the residential units on top, that podium structure itself can be pretty expensive because it's all concrete. That's considered to be an eligible cost that's captured. So, it's structured, it will be restructured in the redevelopment agreement as a pay-as-you-go. So, every year when he pays his property tax, we get a report back from the county showing what the base is, what he paid, what the increment is, and then we'll write a check back to him for that increment. And then at some point, either the 22 years runs out on the TIF, or the 20 years runs on the TIF, or we've paid him off, one or the other, so. Did that help to answer your question?

MR. SNYDER: Yep. Thank you.

MS. DUKELOW: I have a question. I remember that we reviewed, and it seems to me that we approved a preliminary development plan --

MR. SCOTT: Correct.

MS. DUKELOW: -- for this property, for this site.

MR. SCOTT: Uh-huh.

MS. DUKELOW: And so, my question is, so at that time, had they not requested the TIF funding? Is that why we're revisiting now?

MR. SCOTT: They were contemplating it at the time, yeah.

MS. DUKELOW: I'm sorry?

MR. SCOTT: They were contemplating TIF assistance at the time, but they had not made an application.

MS. DUKELOW: Okay. So, this is a formality --

MR. SCOTT: Yeah.

MS. DUKELOW: -- since the TIF has been, funding has been requested.

MR. SCOTT: Right. Yeah.

MS. DUKELOW: And so -- okay. Very good. Thank you.

MR. SCOTT: And then Mr. Banks is planning to bring back his final development plan later this summer for our consideration.

MS. DUKELOW: Okay. Thank you.

MR. LEE: Any other questions?

MS. DUKELOW: Mr. Chair, I move to approve Case #23-12, the Lanes at Mission Bowl, Phase 2 TIF project plan.

MR. SNYDER: Second.

MR. LEE: Call the roll, please.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Aye.

MS. STEFFENS: Mike Lee.

MR. LEE: Aye.

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Aye.

MS. STEFFENS: Wayne Snyder.

MR. SNYDER: Aye.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Aye.

MS. STEFFENS: Motion passed.

MR. LEE: Thank you.

Motion 5: **Robin Dukelow - Ward IV/Wayne Snyder - Ward 1:** Approve Resolution PC-24-01 finding that the Rock Creek Redevelopment District No. 3C TIF Project Plan submitted June 10, 2024, is consistent with the Comprehensive Plan for the development of the City of Mission. **The motion carried 5-0-0.**

IV. OLD BUSINESS

MR. LEE: Old Business tonight? No. Okay.

V. PLANNING COMMISSION COMMENTS

There were no Planning Commission comments.

VI. STAFF UPDATES

1. Upcoming May Planning Commission Meeting

MR. LEE: Staff Updates.

MR. SCOTT: We will have a meeting in July on July 22nd, and the two items on the agenda will be the Milhaus final development plan and the final plat.

MR. BRADEN: What was that? I'm sorry.

MR. SCOTT: Milhaus.

MR. BRADEN: Okay. Yeah.

MR. SCOTT: That's the project over here on Martway between Dearborn and Beverly. And then that is it for now. So, we may have a meeting sometime late summer or early fall to talk about some things. But that's -- those are the only applications that are before us now, so.

Karie and I are working on an RFP for zoning code update. Yeah. It's a long time coming, So, got the comp plan adopted back in December. Now, we need to take the comp plan and really kind of implement it. And a lot of the things in the comp plan are most effectively implemented through zoning code updates. And the more I started looking at the RFP, the more I've really gotten into, yeah, there needs a lot of updates. So, it's beyond just language and permitted uses and all of that, but it's really taking a lot of those concepts that are called for and the smart growth principles in the plan and updating those in the zoning code so. It's a set of regulations that we can use to implement all that. So, that will be a big lift. So, I'm anticipating, we'll try to get the RFP out, I hope by early July, maybe July 1st. And then allow for probably six weeks to respond. And then we'll probably put together a review committee. We have several. And then kind of go through interviews, selection process. And then at that point, I've talked with the City Administrator about putting together a steering committee. So, probably representatives from the Planning Commission as well as the City Council. And there will be a lot of public engagement through the whole process and a lot of educating of the public and elected officials and you all and staff as we go through. So, it's going to be a very hands-on process. And it will probably take the better part of next year I would imagine. So, I think that's about all I have.

I would be remiss in not acknowledging Karie and all the great work that she did on the two plans tonight. She really did the heavy lifting and the yeoman's share of the work. Applying for the grants, coordinating everything, working with the consultants. I just kind of provide some gentle guidance when needed and showed up at the meetings, but Karie really did the work, so I applaud her for that work. Job well done.

MR. LEE: Thank you.

MS. DUKELOW: Thank you.

MR. SCOTT: All right. Anything else?

MS. DUKELOW: Can I ask a question? Actually, I have two. One is BP and the next one is the Gateway. Just updates.

MR. SCOTT: Two complicated questions. You always ask the complicated questions.

MS. DUKELOW: I'm sorry. I shouldn't have told you the second before -- until you answered the first.

MR. SCOTT: Yeah. So, of course, the owners of the BP appealed our decision, staff decision to the BZA. The BZA supported staff. So, they have now appealed to district court. And that appeal was filed at the end of May, beginning of June. And then we have filed our response to that appeal. And frankly, it's a little bit over my head, but our response is that you didn't file it correctly, so it's null and void. Just kind of legal case law. So, I'm sure they're going to probably file a response to our response. So, then a judge will kind of determine what to do and either throw it out or allow them to modify their petition, which I imagine will be the case. And then there will be some kind of court date set to hear it. So, that's kind of where we're at now with that. So, it's just sort of sitting over at district court.

Gateway is much more complicated.

MS. BROWN: [Inaudible; talking off mic]

MR. SCOTT: Right. Yeah. That's the now empty gas station at Nall and Johnson Drive.

MS. BROWN: [Inaudible; talking off mic]

MR. SCOTT: Yeah. Uh-huh. Yeah. Frankly, I don't really know much more than anybody else does. So, obviously the bank had made a \$24 million loan to the developer and then that loan was just kind of kicked down the road a little bit. And then finally the bank foreclosed. I think they got some pressure from the SEC last winter when the banking crisis was occurring with the number of regional banks that were on the verge of failing. And so, I think that's what triggered them. The bank foreclosed on the developer. Of course, there's a lot of liens on top of that property. There's a lot of mechanic's liens. So, I think they're kind of working through who kind of has what in terms of order of payment proceeds from the sale. And so, I think there's been a lot of back and forth on that. That's my understanding. So, that's really about all I know. I don't know where it's at, you know.

MS. DUKELOW: You mentioned, I think I heard you say the sale. Does that mean that the property is no longer under the ownership of the previous builder?

MR. SCOTT: No. The property is still technically owned by GFI, which is a company out of New York that was the developer. And they were in partnership with Tom Valenti and his son, Cameron Group. So, their name is still on the ownership for the tax records. But the bank has kind of stepped in to foreclose. And the only way they're going to get reimbursed for their loan is to sell the property. Now, I say it was a \$24 million loan. Well, that property is not worth \$24 million. It's probably worth the best a third of that. So, that's issue number one. They're not going to get their full reimbursement. They're not going to be able to pay off their loan that they made. And then the question becomes of that value that would be for the sale, who gets what because there's all these mechanic's liens, so.

MS. DUKELOW: Thank you.

MR. SCOTT: Yeah. It's a mess to say the least.

MR. SNYDER: It's certainly an eyesore. And there's graffiti that's --

MR. SCOTT: Yeah.

MR. SNYDER: -- that being done there now and --

MR. SCOTT: Yeah. We've actually been mowing the property this summer.

MR. SNYDER: What was that, Brian?

MR. SCOTT: We've been mowing the property this summer. So, we put them on notice that they had tall grass, and their fence is falling down, and they didn't respond to it. So, we just hired a contractor. We've been mowing all summer. So, that will be an invoice that we send to them at the end of the summer. They'll ignore it. So, it'll go to the county and place that as an assessment on the property. So, that's another log. So, yeah.

VII. ADJOURNMENT

MR. LEE: [Inaudible; talking off mic]

MS. DUKELOW: I'd make a motion, Mr. Chairman, to adjourn.

MR. SNYDER: Second.

MR. LEE: Call the roll.

MS. STEFFENS: Wayne Snyder

MR. SNYDER: Aye.

MS. STEFFENS: Mike Lee.

MR. LEE: Aye.

MS. STEFFENS: Stuart Braden.

MR. BRADEN: Aye.

MS. STEFFENS: Robin Dukelow.

MS. DUKELOW: Aye.

MS. STEFFENS: Kelsey Brown.

MS. BROWN: Aye.

MS. STEFFENS: Motion passed.

Motion 5: Robin Dukelow - Ward IV/Wayne Snyder - Ward 1: Adjourn.
Motion carried 5-0-0.

(Mission Planning Commission Meeting adjourned at 8:43 p.m.)

CERTIFICATE

I certify that the foregoing is a transcript to the best of my ability from the electronic sound recording of the proceedings in the above-entitled matter.

/das _____

July 8, 2024

Deborah A. Sweeney

APPROVED BY:

Kimberly Steffens, Permit Technician