



PLANNING ADVISORY COMMITTEE (PAC) MEETING #6 NOTES

SEPTEMBER 4, 2008
AVIATION DEPARTMENT
9:00 A.M.

PARTICIPANTS

Ray Olsen	KCMO Chamber of Commerce
Sheila Tracy	Northland Regional Chamber of Commerce
Pete Fullerton	Platte County EDC
Frank Offutt	City of Platte City
Jason Metten	City of Platte City
Jim Rice	Northland Neighborhoods Inc.
Jack Broleman	BAX Global
Dennis Fisher	PHSD
David Albrecht	GKCCC
Todd Smith	X-Com Systems
Steve Abbott	KCMO Parks and Recreation
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Mark VanLoh	Aviation Department, Director
Phil Muncy	Aviation Department
David Long	Aviation Department
Ian Redhead	Aviation Department
Greg Baker	Aviation Department
Bruce Wiggins	Aviation Department
Russell Blanck	Landrum & Brown
Jon Woodward	Landrum & Brown
Bruce Anderson	Landrum & Brown
Nick Brown	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Blair Sells	Patti Banks Associates
Sara Clark	TranSystems
Emiel Cleaver	Phillips West

Current Study Status

- Russell Blanck and Bruce Anderson presented the Master Plan recommendations, terminal development considerations, preferred Master Plan terminal concept, preferred terminal concept pros and cons, and KCI's position for the future.

- Jon Woodward presented the Part 150 planning process steps, noise exposure maps, land management recommendations, and results of the recent public hearing.
- Lisa Briscoe presented the status of the Area Plan Study, reviewed the preferred land use scenario, priority development zones and their design characteristics, transportation framework priorities, multi-modal prototypes, urban design framework, and implementation strategies.

COMMITTEE COMMENTS & QUESTIONS

AIRPORT MASTER PLAN

- **Comment: DFW has 156 gates, including 40 gates that are not operational. I understand they are closing one of the terminals to save \$21 million.**
- **Question: The argument for a consolidated terminal has been made. Why wouldn't we bite the bullet now? Federal authorities, airlines and aviation experts want this concept. We need to get Council and others to do it and make a decision.**
 - **Answer:**

Technically, the airport's approval of expansion plans are easy to achieve. The hard part is the political side of the equation. The reason these projects move forward is the motivational factor on the political side. It's getting everyone in agreement with the plan and say yes on moving forward. You have to have champions and people willing to get out there and take the initiative to push the plan forward. Some of the public may not understand industry dynamics and the airport's contribution to the region's economy.
- **Question: There are basically two things that could come up in the political process in favor of the existing terminals: an emotional attachment/aesthetic, and convenience. However, the facility is getting old. In the era of convenience, how much are we willing to pay for convenience?**
 - **Answer:**

There are trade-offs for convenience. Granted with the consolidated facility there may longer walking distances, but you are going to factor in other conveniences that you don't have right now with the three terminals. Some of these conveniences will diminish as traffic and passenger activity increase in the future and the terminal facilities can no longer adequately accommodate the demand levels.
- **Question: Wouldn't Aviation have to do an election for the bonds?**
 - **Answer:**

We have bonding authority now, but we would probably have to raise the bonding level or get out of the city and become an airport authority.

- **Question:** Passengers spend 1-2 hours in the terminal, so we're still trying to find things to do within the terminal. Are we expecting security times to be longer in the future? What is the maximum time that it may take to get through security?

➤ **Answer:**

I don't think it will be any different than current averages nationwide, but it depends on the industry. As things are today, security screening would slow down a little. There may be fewer security checkpoints, but there would be more security lanes with the proper equipment. The consolidated terminal facility can absorb those peaks more easily without increasing wait times. Right now, security at Terminal B at 6:00 AM is very busy – there are a lot of people and it is hard to get through.

- **Comment:** You said there is a \$4 billion budget for TSA. It would be interesting to do a cost/benefit analysis comparing airport security and the war in Iraq to see what's more effective in stopping terrorists.

PART 150 NOISE COMPATIBILITY

- **Question:** The 400 acres listed there – is that total acreage of parcels or total to be acquired?

➤ **Answer:**

The 400 acres, highlighted in blue, represents the total to be acquired, including parts of some parcels to the south. Total future property acquisition is closer to 1,000 acres.

AREA PLAN

- **Question:** Will the study area southern boundary impact existing GP zoning? Will it remain?

➤ **Answer:**

Yes. Land use plans cannot change zoning. That would require a totally separate action by ordinance. It's just a boundary change to the study area.

- **Question:** Workforce housing is a key issue. To meet the affordability factor, you have to increase density to make more affordable housing with close proximity to worksites.

➤ **Answer:**

Based on the capacity/demand analysis, multi-family uses in the Area Plan exceed the demand by at least three times. In fact, the Plan has recommended medium density residential close to more than seven times the demand.

- **Question: Is the concern by area residents to change the single-family and medium density residual uses in the area to agricultural or conservation due to higher densities and mixed socio-economic levels?**
 - **Answer:**

Residents, which live south of KCI, on either side of Tiffany Springs Road, like their open space and rural location. They prefer Agricultural or Conservation District land use for the area. They have been here for 5-10 years and have established large lot developments. We've received comment from these residents throughout the process. Residents are aware of the topographic and infrastructure challenges in the area and it's difficult for them to understand why anyone would want to invest in the area.

- **Question: You said you skimmed down density and allowed for single family to the west of Amity. I don't think we want any single family anywhere close to the airport. West of Amity and north of 152 should be conservation or agriculture. The farmettes are already there. We are asking for trouble by allowing single family there. We don't want to give the impression of the ability to subdivide the area.**
 - **Answer:**

In terms of noise compatibility, this land use recommendation is compatible with the noise contour patterns and overlay approach. You don't have to be close to the contours to complain about noise (Weatherby Lake). With the terminal moving south, there are transportation access issues, and it is not a good economic solution to put a frontage road there especially with the new flyover and location of interchanges. This area would tend to remain isolated.

- **Comment: This is going to have to be worked through. With 62,000 jobs in the airport zone and many in the service industry, and with the cost of gas, we will have to provide affordable housing and density near worksites. Employers need employees. Densities need to have access to transit. Other cities have shown that multi-family housing can be developed with good design.**

- **Question: Can we get a copy of the design characteristics? They would make good flyers for policy makers.**
 - **Answer:**

Yes. In addition, the draft plan is uploaded on the airport's website where you can see the design characteristics profiles for each area.

- **Comment: There seems to be a flaw in implementation for many plans; many plans mysteriously don't make it to the end of implementation. Look at the church built**

at the end of the runway. We need to get better at following through and figure out a way to make sure we get to implementation of this plan and use it.

- **Comment: The same thing happened in 1995. Platte County adopted the plan and the City didn't.**
- **Question: I am shocked that the area north of the airport is "Very Low Priority" but has sewer, a 24" water main, a 6" gas main, and it is flat. It is good for industrial development. I am stunned it still ranks "Very Low." Residential areas tend not to pay for themselves. I would like it to be at least moved up to "Low."**

➤ **Answer:**

The status of infrastructure you outlined was considered as priority zone lines and sequencing where developed. A variety of factors affects the kinds of uses and sequencing of the prioritization zones. We looked at ways to try to allow the area to grow in a smart way, instead of leapfrog, disconnected pattern. The plan provides modifications to the boundaries and their order based upon change of conditions in the market place and area conditions.

- **Question: I don't understand the worry of leapfrog development in a "big lot" business park environment with industrial development. Nomenclature is the issue – it gives the impression that the area doesn't mean much.**

➤ **Answer:**

In consultation with City Planning, we could consider changing it from "Very Low" to at least "Low" if not "Medium Low." Is your concern the term, not necessarily the tool? We want to try to protect the areas for industrial uses. Is your concern, if opportunities come along the term "Very Low" could preclude development?

- **Aviation Comment: If the Airport buys the 400 acres of land (north of the airport), the Airport will develop that land.**

- **Aviation Comment: Residents at Tomahawk Ridge north of 92 highway will see airplanes every day over their houses. That is a huge development near the approach, but it is far enough away we couldn't do anything about it.**

- **Question: Is City Council going to embrace this?**

➤ **Answer:**

We will meet with City Planning staff to discuss next steps in the process. It is likely that the City Planning Commission hearing would take place in 2008 and that the City Council hearing would take place in early 2009.

- **Comment: Homeowners need to be advised in their deeds. They should be required to do sound attenuation when building.**

The meeting concluded at 11:00 AM.