

# TECHNICAL ADVISORY COMMITTEE (TAC)

## AREA LAND USE PLAN MEETING #3 NOTES

JULY 18, 2007 1:00 P.M.

### PARTICIPANTS

Daniel Erickson	Platte County
Jared Wolters	Platte – Clay Electric Cooperative
Kirsten Munck	Missouri Department of Transportation
Steve Abbott	Kansas City Parks and Recreation
Kellee Wood	Kansas City Economic Development Corporation
Mell Henderson	MARC Director Transportation
Captain Daniel Gates	KCMO Police Department, North Patrol
Pam Leventzow	Missouri Gas Energy
Lee Ann Kell	Missouri Department of Transportation
Margie Maasen	Friends of Platte County Parks & Recreation
Stuart Bullington	KCMO Water Services Department
Scott Cahail	KCMO Water Services Department
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Kyle Elliot	City Planning and Development
David Bowen	Aviation Department
David Long	Aviation Department
Dave Rickerson	Landrum & Brown
Bruce Anderson	Landrum & Brown
Shane Wirth	Landrum & Brown
Jon Woodward	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Laura Whitener	Patti Banks Associates
Myra Karasik	Patti Banks Associates
Emmet Morris	Phillips West
Frank Weatherford	TranSystems
Sara Leitner Clark	TranSystems
David Hinchman	CBRE

### Current Status of Study

Lisa Briscoe presented the status of the Area Plan Study and presented the Land Demand, Capacity & Environmental Vulnerability Analysis and three land use scenarios for consideration by the group.

## **Committee Work Shop**

The TAC broke up into three groups for the purpose of providing input related to future land use. The groups were each given three different land use scenarios and directed to identify the pros and cons of each scenario, select one scenario, add dots showing distribution of future land use, and then to report results to the TAC. The purpose of the "What If Scenario" exercise was to generate responses that are directly useful to help narrow range of possibilities for land use planning. Each scenario covered a range of possible development including residential units and non-residential acreages and is expressed through three consistent elements including: patterns of development, land use strategy, and a transportation strategy. The following are summaries of the "story" of each scenario.

- **Scenario A**

- **Story:** Workers travel to jobs located at multiple growth centers that avoid sensitive environmental areas and residents enjoy a more walkable and transit-oriented community.

- **Scenario B**

- **Story:** Workers can find housing with great access to one on the Northland's largest employment concentrations.

- **Scenario C**

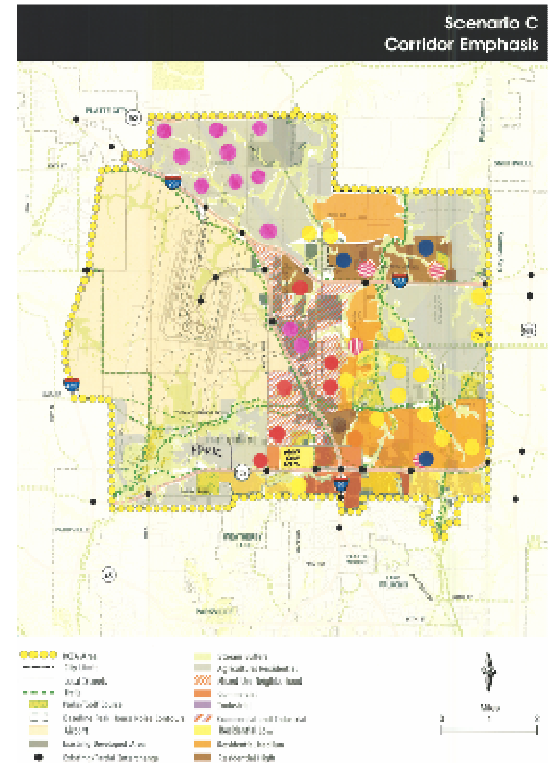
- **Story:** Most new residents of the KCI Area Plan area would live along 3 corridors either in mixed use communities or in single family housing areas of medium density.

## **Group Reports:**

### **Group 1**

- Group 1 liked Scenarios C and A, and chose to place dots on Scenario C. The group thought A was business as usual and that B was housing driven. Scenario C makes you think and challenges you to dream bigger.
- Group 1 saw the planning area as the center of the County and thought the center of the County should have an economic development focus. They raised the issue of the impact of on-airport uses on off airport industrial development.
- Scenario A had fewer holding uses and more commercial and industrial uses proposed that might make it difficult to respond to changing markets or situations in the future. The group did endorse Scenario A's development of industrial north of the airport.
- Scenario B's positive points included integration of bus rapid transit and how it addressed uses along arterials. Its negatives were seen as too much housing emphasis. Participants thought economic development not housing should drive the land use.

- Scenario C was considered to be more financially feasible because of clustering, which is also more efficient and less difficult for provision of utilities. The group had the following recommendations about Scenario C:
  - Liked extensive Agriculture/Residential areas providing holding uses that would be flexible in the long term.
  - Liked the proposed development along Cookingham Road.
  - Should be industrial development north of the airport
  - Tiffany Springs Park should be extended to the east
  - More Low Density development is appropriate south of Tiffany Springs Parkway east of I-29, not just medium density
  - East and west of Amity just north of US-150 should be more dense, with medium density housing and commercial
  - Low density housing is appropriate growing in from the edges of the area bounded by I-435, Skyview Drive, US-152, and eastern planning area boundary.

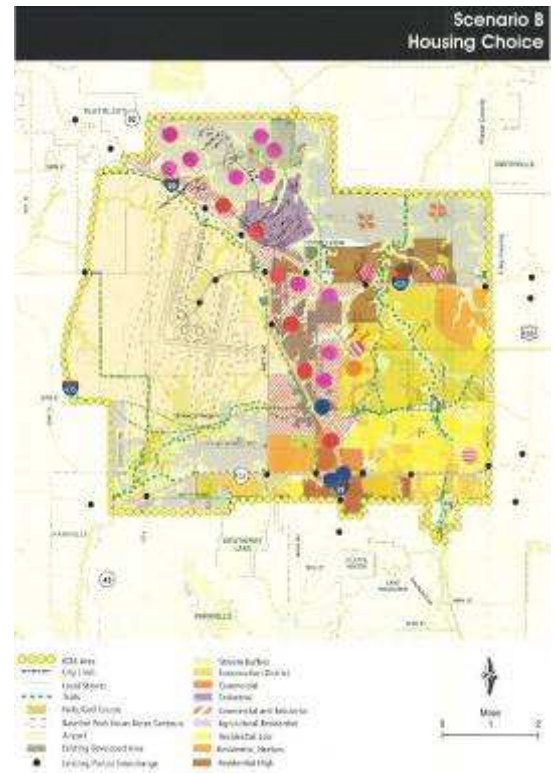


**Group 2**

- Group 2 liked that Scenario A supported industrial use north of KCI, concentration of development which supported light rail, and development of Cookingham corridor. They noted that the development along Cookingham recreates a “new” community and must become an exciting place to go. Inclusion of workforce housing choices is a good thing. On the negative side, there was not enough green shown in Scenario A.
- Scenario B was deemed logical regarding industrial uses and the group cited the blending of commercial/industrial uses along I-29. Densities should be encouraged North to South, not East to West beyond Skyview. Application of conservation districts are a good thing. The group noted linear linkage systems such as parkways, trails and greenways were beneficial and referenced Metro Green. They support rail and appropriate land uses and said to look at other transit modes such as BRT for less dense areas. Node densities at Cookingham must become for dense to support transit and to become a destination.
- In discussing Scenario C the group said that holding uses were a good thing to provide flexibility in the future, yet serve to guide contiguous development. Densities along Cookingham not logical for becoming a destination. They said there was too little square

footage development along Green Hills and needed to look for linear linkage systems such as parkways, trails and greenways. East of Robinhood Lane, Agricultural uses not realistic.

- Group 2 selected Scenario B. Overall, the Group said:
  - Liked use of conservation areas and industrial/commercial uses down I-29 corridor.
  - They recommended removal of commercial areas north along 128<sup>th</sup> Street.
  - Endorsed north-south medium residential intensity along Skyview.
  - Liked mixed use nodes at two scales - a neighborhood scale and transit supportive scale.
  - Concentrate development along Greenhills Rd. East of Robinhood Lane
  - Promoted conservation northwest of Robinhood Lane.
  - Reinforced commercial uses along Cookingham.
  - Group liked linear linkage systems such as parkways, trails and greenways.
  - Group liked major street Plan's light rail route and recommended reserving nodes for light rail in future.



### Group 3

- Group 3 decided to work from Scenarios A and B and chose Scenario A when doing dot exercise.
- Scenario A was denser along corridors and more conducive to transit. The group liked utilization of I-435 and Cookingham corridor, as well as workforce accessibility. Scenario A's drawbacks were that it had the least amount of green space and too much industrial allocated north of airport. If land north of airport were to be designated agricultural, then there would be potential for industrial in future.
- The group preferred the Scenario B regarding the mix of land use north of the airport and the distribution of industrial/commercial along I-29. They said they did not like how 128<sup>th</sup> Street corridor was shown as the placement of commercial did not make sense without higher density residential surrounding the commercial nodes.
- Scenario C did not show enough low density residential or industrial.
- Group 3 suggested development of industrial/commercial just south of the airport and west of Amity to reflect on-airport Trammel Crow Development.

- The group liked mixed use community along Cookingham.
- The plan should utilize existing intersections.
- Leave conservation in north and in eastern portions more closely described in Scenarios B and C.
- The group was supportive of transit and mixed use nodes that would support transit. They said that transit should be shown on all the scenarios. Plan may have to revisit nodes with light rail.

During the large group discussion it was suggested that there might not be demand for conservation areas as there would be more than enough conservation areas elsewhere such as along the Missouri River.

**The meeting concluded at 3:30 PM.**

