

KCI STUDIES MEETING NOTES

PUBLIC MEETING #2

DATE: JULY 19, 2007
 TIME: 4:00 TO 7:00 PM
 LOCATION: NORTH HEARTLAND COMMUNITY CHURCH

OPEN HOUSE OVERVIEW

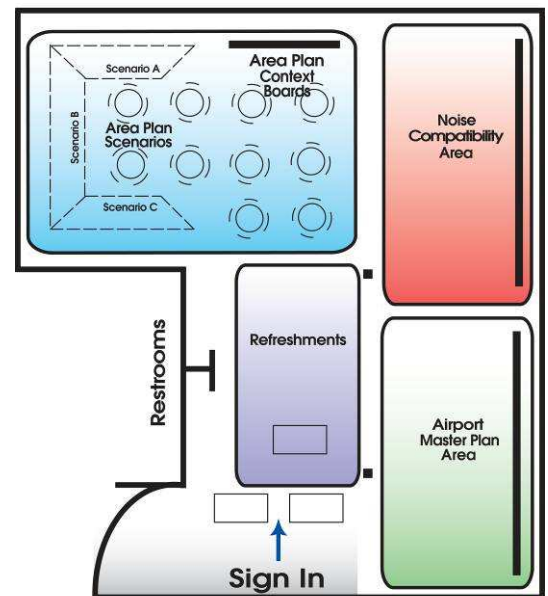
The Kansas City Aviation Department, in association with the City Planning and Development Department, hosted the second public Open House to present three KCI Airport studies. The studies included a new Airport Master Plan, a Noise Compatibility Study, and a KCI Area Land Use Plan. Over 35 community stakeholders were in attendance at the open house held Thursday, July 19, 2007 at North Heartland Community Church from 4:00 to 7:00 PM. Participants could indicate where they live or work within the study area using a map. A majority of participants live or work in the study area.

The open house format allowed the public to view each of the project displays and discuss the projects directly with team members. An Area Plan Workbook handout was provided to all attendees that summarized each of the three "What If Scenarios" for the KCI Area Plan Study area. Team members staffed each study area during the entire period to talk individually with citizens about project issues, and "what if scenarios". Board-mounted graphics displayed the current issues/analysis completed to date for each of the three studies.

Exhibits were divided by study area into the following station areas: (see floor plan)

1. Airport Master Plan,
2. Noise Compatibility, and
3. Land Use Area Plan.

The participants who attended the open house were given the opportunity to share their thoughts with team members. Overall, most people wanted to identify where they lived and what their future noise levels would be. Nearly all wanted answers to what future plans were for their areas. Others had specific questions related to the replacement of the existing terminals. Recommendations are to be provided in the fall of 2007.



Verbatim Comments from Comment Cards

The participants who attended the open house were given the opportunity to share their thoughts with team members. Each participant was given a blank card to provide comments. Of the 5 comment cards received, verbatim responses include:

Comment #1—1) New airport terminal – I would like to see the existing buildings incorporated into the new plan. When we move out of older buildings it seems that they are left standing and essentially abandoned. Makes the area look blighted like the old airport. Stop moving & building new-try to use the old. 2) All these areas are full of wildlife; everything possible should be done to preserve this.

Comment #2—Higher density allows for agricultural/open space preservation in areas outside of immediate airport vicinity –Would like to see a chunk of land devoted to flex space so that it could become industrial/commercial/residential, depending on future market conditions –Mixed use, dense development should flow along future light rail corridors

Comment #3—Scenario B & C should take in consideration residential development at N. Childress & Barry Rd. We would like to see that residential homes be built in this area.

Comment #4— I am disappointed that all of the Airport Plans use a single terminal. Kansas City has long been known as one of the most convenient airports in the country. As a VP of the 3rd largest corporate travel agency in the world (BCD Travel) I believe that it is a mistake to give up our unique airport terminals. I have 15 years in the travel industry, 8 of which were spent working at MCI. Feel free to contact my company or me for more input.

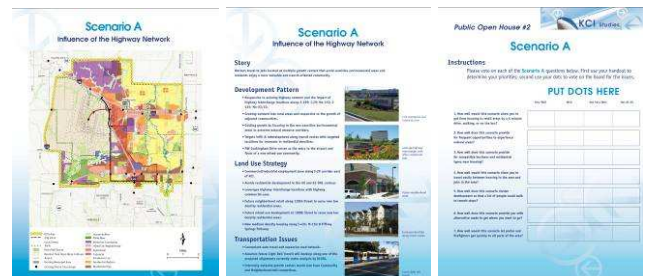
Comment #5—Silly to think you will plan single family abutting Barry on N. side when you have existing commercial on south side of Barry. Between Barry Park and Barry Road the entire area should be commercial. The NE corner of Old Stagecoach & Barry should be commercial. It adjoins existing commercial zoning on three sides. Why do you have 50 ft set backs on north side of Barry for commercial and on the south side of Barry ten foot set backs for commercial?? The north side of Barry should not be in Airport Plan – Regulations on both sides of Barry should be the same!!!! It is crazy that the NW quadrant of Barry & Platte Purchase is residential – It is already zoned C1 and existing commercial zoning nearby. The west side of Platte Purchase should be commercial north of Barry & south of 152. South of Barry should be more intense zoning between KK and Mace Rd. Using Scenario A as reference, show possible commercial south of Barry Road between Rte K and Weatherby Lake. Northwest corner of Platte Purchase and Barry Roads should be shown as commercial. C1 uses exist at this location, including commercial, industrial, KCPL.

Area Plan Workbook Exercise Results

As a part of the open house, participants were given the opportunity to participate in a four part Area Plan Study exercise involving "What If Scenarios" for the KCI Area. The exercise consisted of reviewing three different scenarios, each covering a range of possible development patterns. These exercises build on the major points made at the first open house and further inform "how" and "where" development should occur. The purpose of the exercise was to solicit community input about each of the three scenarios in order to assist in developing a preferred alternative that will be the basis for the KCI Area Plan. The following are summaries of the "story" of each scenario.

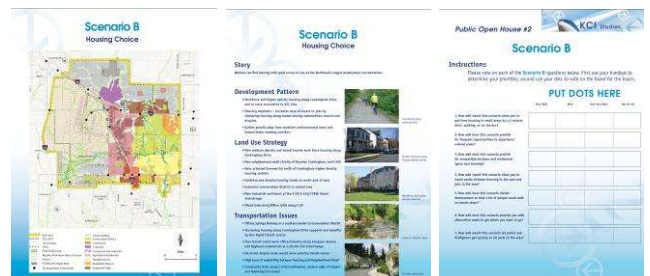
• Scenario A

- **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.



Exercise Results

Using the workbook provided and large boards the public was asked to evaluate each scenario and then to select one. Questions were provided to evaluate each scenario from different perspectives. The following is a summary of those results.

Scenario "A" Responses

Questions	Very Well	Well	Result	Not Very Well	Not At All
How well would this scenario allow you to get from housing to retail areas by a 5 minute drive, walking or on the bus?	53%	32%	85% Agree	15%	0%
How well would this scenario provide for frequent opportunities to experience natural areas?	39%	28%	67% Agree	33%	0%
How well does this scenario provide for compatible business and residential types near housing?	34%	33%	67% Agree	33%	0%
How well does this scenario allow you to travel easily between housing in the area and jobs in the area?	53%	35%	88% Agree	12%	0%
How well does this scenario cluster development so that a lot of people could walk to transit stops?	20%	30%	50% Agree 50% Disagree	50%	0%
How well does this scenario provide you with alternative roads to get where you want to go?	28%	55%	83% Agree	17%	0%
How well would this scenario let police and firefighters get quickly to all parts of the area?	42%	32%	74% Agree	26%	0%

Scenario "B" Responses

Questions	Very Well	Well	Result	Not Very Well	Not At All
How well would this scenario allow you to get from housing to retail areas by a 5 minute drive, walking or on the bus?	69%	13%	82% Agree	0%	18%
How well would this scenario provide for frequent opportunities to experience natural areas?	65%	12%	77% Agree	0%	23%
How well does this scenario provide for compatible business and residential types near housing?	33%	33%	66% Agree	11%	23%
How well does this scenario allow you to travel easily between housing in the area and jobs in the area?	56%	6%	62% Agree	13%	25%
How well does this scenario cluster development so that a lot of people could walk to transit stops?	29%	29%	58% Agree	18%	24%
How well does this scenario provide you with alternative roads to get where you want to go?	28%	39%	67% Agree	5%	28%
How well would this scenario let police and firefighters get quickly to all parts of the area?	29%	18%	53% Disagree	29%	24%

Scenario "C" Responses

Questions	Very Well	Well	Result	Not Very Well	Not At All
How well would this scenario allow you to get from housing to retail areas by a 5 minute drive, walking or on the bus?	21%	42%	63% Agree	5%	32%
How well would this scenario provide for frequent opportunities to experience natural areas?	32%	32%	64% Agree	11%	25%
How well does this scenario provide for compatible business and residential types near housing?	23%	44%	67% Agree	5%	28%
How well does this scenario allow you to travel easily between housing in the area and jobs in the area?	25%	31%	56% Agree	13%	31%
How well does this scenario cluster development so that a lot of people could walk to transit stops?	32%	16%	52% Disagree	26%	26%
How well does this scenario provide you with alternative roads to get where you want to go?	5%	32%	63% Disagree	37%	26%
How well would this scenario let police and firefighters get quickly to all parts of the area?	16%	26%	58% Disagree	26%	32%

Comparative Results Between Three Scenarios

Questions	Scenario A	Scenario B	Scenario C
How well would this scenario allow you to get from housing to retail areas by a 5 minute drive, walking or on the bus?	85% Agree	82% Agree	63% Agree
How well would this scenario provide for frequent opportunities to experience natural areas?	67% Agree	77% Agree	64% Agree
How well does this scenario provide for compatible business and residential types near housing?	67% Agree	66% Agree	67% Agree
How well does this scenario allow you to travel easily between housing in the area and jobs in the area?	88% Agree	62% Agree	56% Agree
How well does this scenario cluster development so that a lot of people could walk to transit stops?	50% Agree 50% Disagree	58% Agree	52% Disagree
How well does this scenario provide you with alternative roads to get where you want to go?	83% Agree	67% Agree	63% Disagree
How well would this scenario let police and firefighters get quickly to all parts of the area?	74% Agree	53% Disagree	58% Disagree

Which Scenario Do You Prefer?

Scenario A	Scenario B	Scenario C
48% Prefer	33% Prefer	19% Prefer

The meeting concluded at 7:00 PM.