



PLANNING ADVISORY COMMITTEE (PAC) MEETING #5 NOTES

JUNE 19, 2008
AVIATION DEPARTMENT
9:00 A.M.

PARTICIPANTS

Ray Olsen	Ray Olsen LLC
Chris Byrd	Northland Regional Chamber of Commerce
Pete Fullerton	Platte County EDC
Frank Offutt	City of Platte City
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Mark VanLoh	Aviation Department, Director
Homi Kapadia	Aviation Department
David Long	Aviation Department
Ian Redhead	Aviation Department
Kyle Elliott	City Planning and Development
Russell Blanck	Landrum & Brown
Jon Woodward	Landrum & Brown
Nick Brown	Landrum & Brown
Shane Wirth	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Blair Sells	Patti Banks Associates
Frank Weatherford	TranSystems
Emiel Cleaver	Phillips West
Shawn Edwards	Phillips West

Current Status Study

- Russell Blanck presented the terminal development considerations and strategies, short-list terminal development concepts, terminal evaluation matrix results, and the future airport layout plan for the KCI Airport Master Plan.
- Lisa Briscoe presented the status of the Area Plan Study, reviewed the preferred land use scenario, priority development zones, transportation framework priorities, urban design framework, reviewed the results from TAC meeting #5, and led an open discussion.

COMMITTEE COMMENTS & QUESTIONS

AIRPORT MASTER PLAN

• **Question: Can you clarify the number of spaces in each garage?**

➤ **Answer:**

There will be two garages, each with approximately 18,500 spaces. The second of the two garages is meant to replace the existing satellite long-term parking lots. People will still be able to park directly across from the terminal and use a moving walkway to get inside the terminal and to the gate areas. This will also help save money on the buses currently used to bring people back and forth from the long-term parking lots. KCI has a fleet of 31 buses; each bus needs to be replaced every 5-6 years. Also, the annual revenue from the airport's parking is \$42 million.

• **Question: Is there a reason that the south access road to the terminal does not connect to Tiffany Springs Parkway?**

➤ **Answer:**

This will be ultimately be determined by the City and Airport. Generally, the feeling is to keep Tiffany Springs Parkway operating as a designated parkway, with limited access and less through traffic. The south access will stem from Hwy 152, which will be designed as a 60mph roadway from Hwy 152 to the terminal entrance without any stops along the way.

• **Question: Is there any concern with a "one way in, one way out" design?**

➤ **Answer:**

Not at this time. There will be access from the south and north into the terminal area. The south access roadway could always tie into Tiffany Springs in the future if it is necessary.

• **Question: Is there a concern about trying to enter/exit the terminal if you want to quickly drop someone off or if you miss your turn into the terminal?**

➤ **Answer:**

At this time, the driver would have to drive around the entire loop if they missed their turn, but this shouldn't be a concern because the loop is only about 1 mile in length. In addition, there may be another interior roadway system to access additional facilities inside the roadway loop.

• **Question: Is the new terminal layout designed with Light Rail Transit in mind?**

➤ **Answer:**

Yes, depending on the LRT timing and which comes first, light rail can enter the airport from either the north or the south. The LRT station will be located adjacent to the

terminal curb front with an escalator into the terminal building.

- **Comment:** To cut to the chase, this is a radical change in location and style of the existing terminals. To move toward Council adoption, politics and communication are important. This new layout will be viewed as a big conversion by the public, who will likely oppose it. The terminals provide a sense of nostalgia and convenience, and we need to understand the public's resistance. "It would be like changing Union Station to a Waffle House." It would not be good to go blindly to Council.

- The existing terminals will eventually become outdated. When airline companies begin to merge, as we have started to see already, it will be difficult and costly to accommodate all of their needs and provide passenger conveniences. It is hard to provide the needed flexibility with the existing terminal geometry and layout; the added flexibility comes with the future arrangement. It will take time for passengers to understand and see how the existing terminals will become inefficient in the future and not be so convenient to use as they are today.

There is a strong case for the change, and it will take time for local passengers to see the long-term benefits.

- **Comment:** By the time we do this, the terminals will be 50 years old, and will not be able to keep up with future design and technology. Fifty years is a long time for the functionality of a public amenity such as an airport.

- The Airport will have to continually spend money for maintenance and upgrades, there is only so much you can do to keep the existing terminal facilities functional before you need to move to a more efficient facility.

- **Comment:** When airlines aren't able to hub here, they leave and air service will start to suffer. Southwest is at their outer limit.

- You have a strong case, it just needs to be better communicated to the public.

- **Question:** What is the best case scenario when we could start to see new construction?

- **Answer:**

It would be about 10 years from now until we form a task force to review where things stand in the industry and local conditions. At that time we would travel the world to look at other terminals and airports, and talk with architects to start the design process. Another 5 years would also be needed to conduct the environmental assessment. We would work in concert with MoDOT for roadwork improvements.

- **Comment:** Maybe if we keep pushing the airport, people will get used to it. This is not a new concept; it was discussed in the 1995 Master Plan as well. Also, it appears that the people who complain about the airport the most are the ones who only travel once a year.

- **Comment:** It will be interesting to see the opening of Minneapolis' airport as a "green" airport post 9-11. It is similar in size to Kansas City, so it will be interesting to see how they operate.

- **Question:** Is there space for satellite gates/facilities?
 - **Answer:**

Yes. Right now there is a big push for lighter private and corporate jets. There is space north of the Runway 9-27 for this type of activity and they could use one of the existing terminal facilities to operate from in the future.

- **Comment:** Right now, the east-west runway is used only 5% of the time due to winds and conflicts with the downtown municipal airport. It may become obsolete with the future long-term 3rd parallel runway to the west.

- **Question:** Has Public Works been brought into the discussion regarding Hwy 152/south access?
 - **Answer:**

Yes. They are aware about the possibility of adding auxiliary lanes to Hwy 152.

- **Question:** What about the racetrack located on top of the proposed new runway?
 - **Answer:**

It is anticipated that the 3rd parallel runway won't be needed for 20-30 years, in which case the racetrack would need to move. There are no condemnation issues, as this was stated in the developer's original lease agreement.

AREA PLAN

- **Question: Are you proposing new stream buffers?**
 - **Answer:**

No, the Plan language about stream buffers will be based on what is negotiated and adopted by the City.

- **Question: Is the conservation district requirements really a 10-acre minimum lot size?**
 - **Answer:**

No, that is an error on the slide. It should say 10-acre development minimum.

- **Question: The term “workforce housing” is problematic, and since KCI is a “working site”, how should it be referred to in the Plan?**
 - **Answer:**

The term “workforce housing” is not used in the Plan, but it does mention that housing is to be located near jobs. The key to that is density and access to transit.

- **Question: Why didn’t the Plan consider anything west of I-435?**
 - **Answer:**

That is beyond the city limits of which our client does not have jurisdiction. It is definitely important to those counties to consider, and we should encourage the planning principles to be looked at regionally.

There is an issue of multiple jurisdictions. I wish we could engage those others, as it presents opportunities for partnerships and leveraging.

- **Comment: Last time a noise study was conducted, Platte County adopted all of the recommendations and Kansas City, Missouri did nothing.**

- **Question: Is there an issue of placing TOD on Cookingham? This area will probably never see transit.**
 - **Answer:**

Transit oriented development includes service by buses, BRT, LRT, etc. Although the Cookingham corridor does not have existing transit service, it is outlined in Smart Moves as a regional connector. The prototypes are shown at these two locations, but they are not static. They are just showing design characteristics of what can be built. It is difficult without completion of KCATA’s Alternatives Analysis, to have a resulting LRT alignment to include in the Plan. But, the TOD designs could be appropriate around light rail stations.

- **Question:** Should we add in the Plan that the locations are not static and can move around? Make it more specific for design rather than location?
 - **Answer:**

Yes, we will make those changes.

- **Comment:** With regards to LRT and transit, there are other locations in the study area that may be better for TOD. Without a set LRT alignment, however, it makes it tough to put it on a map where TOD may work.

- **Comment:** A distinction in the Plan between design standards and locations of TOD may help solve the problem.

- **Comment:** In response to Urban Design gateways, it is important to coordinate with development codes to find out what is allowed as far as signage. What is shown in the Plan illustrations may not be legal.

- **Comment:** The bridges on Bruce Watkins Drive between 55th and downtown are magnificent, and the bridge treatment is an excellent example of gateway treatments. KCI will be a significant node in the future and it is very important to find ways to fund such gateways.

- **Comment:** We are a year away from the City adopting the new development code.

- **Comment:** The study team met with the TAC yesterday and had a good discussion. The TAC had no additional changes to the land use map.

- **Question:** Are there any concerns with the land use map as shown? Are you in agreement?
 - **PAC response:**

Did you confirm with City planning regarding the mixed use near Harley? Can this be done?

Yes, City planning agrees the mixed use land use will work in this location. There was no formal overlay district or agreement with Harley about limiting residential uses.

- **Question: What are your thoughts on the priority development zones?**
 - **PAC response:**

The medium low priority zone is designed to direct development east of Skyview as it grows over time. The idea is that you start from the west and move to the east (less developed areas).

Why do we have these zones? If it is strictly a “planning tool”, they may change over time. The actual zones are not as important as the descriptions and corresponding criteria.

Agree, the zones can jump up and down on the list. The delineation of each zone is tied to the market, future development, and infrastructure needs.
- **Question: Could the medium high and medium low districts become one “medium” district?**
 - **Answer:**

That is something to talk about.
- **Question: If we have a gradation of products, what incentives and disincentives are placed on the priority zones? Is the “high zone” a premium product and therefore should have lower impact fees?**
 - **Answer:**

Higher incentives should be within areas of higher priority. The zones can be used as a tool and guide for elected officials. True, more incentives follow high priority zones, but that doesn’t preclude low priority development - it will just cost more.
- **Question: Should the very low and low development zones switch? I am interested in the land north of the airport, as it could be useful to develop in this region where there is available room for big box development.**
 - **Answer:**

This area was deemed very low priority because of its lack of existing infrastructure, roadway connections, and location within the noise contours. Therefore, according to the proposed land use map, industrial uses are the holding place in this location.
- **Comment: The dirt north of the airport is prime for development and is maybe mis-titled as a very low priority. It sends mixed signals, because it offers potential to attract business.**

- **Question: Moving on to the Transportation Framework, do you agree with the priorities presented?**

- **PAC response:**

What about improving Amity from Hwy 152 to Tiffany Springs Parkway?

We believe this to already be on the list of capital improvements, but will have to double check. Otherwise, the group is in agreement on the priorities.

- **Question: Moving on to Urban Design, are there any concerns or gaps in the Plan?**

- **PAC response:**

Did we miss bridges and interchanges? Should they show up as components of the plan particularly, the 112th and I-29 interchange? TranSystems will check on this, and how it can tie into the local street network. What about the presence of a minor gateway at that interchange, as a connector to 108th St.?

What about schools? They have been invited to the meetings and are members of this group.

Amity north of 104th St. will never be built, it may need to shift to the east so there aren't conflicts with development.

The meeting concluded at 11:00 AM.