



**COMBINED KICK-OFF MEETING NOTES
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FEBRUARY 1, 2007

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CLIENT MEETING NOTES

FEBRUARY 1, 2007, 10:00 A.M.

PARTICIPANTS

Jade Liska	City Planning & Development, Project Manager
Lapondzia Jones	Aviation Department, Project Manager
Ian Redhead	Aviation Department
Phil Muncy	Aviation Department
David Long	Aviation Department
Tom McKenna	Aviation Department
Justin Meyer	Aviation Department
Rich Weems	Aviation Department
Joel Taylor	Aviation Department
David Bowen	Aviation Department
Mark VanLoh	Aviation Department
Sabrina Largen	Aviation Department
Dave Rickerson	Landrum & Brown
Russell Blanck	Landrum & Brown
Jon Woodward	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates

PRESENTATIONS

- Dave Rickerson, Landrum-Brown, opened up the session with introductions.
- Russell Blanck, Landrum-Brown, went over the proposed presentations to the TAC and PAC for the KCI Airport Master Plan emphasizing the Aviation Activity Forecast and the Runway Capacity/Delay Analysis.
- Jon Woodward, Landrum-Brown, went over the proposed presentations to the TAC and PAC for the FAR Part 150 Noise Compatibility Plan, particularly information on flight tracks and noise contours.
- Lisa Briscoe, Patti Banks Associates, went over the proposed presentations to the TAC and PAC for the Area Plan Study, emphasizing some of the major findings of the Data Book.
- Aviation said that right now they receive almost no noise complaints.
- In discussion about Weatherby Lake, Jon Woodward said that if take-offs were not restricted at all, the rise in noise levels over Weatherby Lake would be very small.

- Jade Liska of City Planning and Development said that as First Creek and Second Creek sewers were constructed, we could expect much more development close to the airport.
- Jon Woodward said that new approaches were being considered to measure Single Event Impact of airplane noise. This would be in addition to the cumulative measures now considered. This would address community issues, but is opposed by FAA because of the potential financial impact.
- Jon Woodward said that the Alternatives Evaluation could change the contours maps because it could change how planes take off and land.
- Someone questioned whether Aviation ought to buy land north of I-29 because 65 DNL goes about 1 mile north and the response was “yes” because with the availability of sewers in the future, development pressure can be expected.

The Meeting Concluded At 11:30 AM.

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #1 NOTES

FEBRUARY 1, 2007, 1:00 P.M.

PARTICIPANTS

Michael Chambers	AT&T Missouri, Regional Director
John Eckardt	City Planning and Development
Kyle Elliott	City Planning and Development
John Engelmann	Aquila, Manager Business and Economic Development
Daniel Erickson	Platte County Planning and Zoning, Director
Captain Daniel Gates	KCMO Police Department, North Patrol
Mell Henderson	MARC Director Transportation
Mike Herron	KCMO Parks and Recreation, Northland Manager
Dick Jarrold	KC Area Transit Authority
Brian Nowotny	Platte County Parks and Recreation, Director
Scott Cahail	KCMO Water Services Department
Greg Sager	Platte County Public Works, Director
Mike Torres	Platte-Clay Electric Cooperative
Mark Schenkelberg	FAA Central Region, Aviation Planner
Jim McBee	Aquila
Stuart Bullington	KCMO Water Services Department
Steve Baker	FAA Manager, KCI Airport Tower
Ramiro Gonzalez	Fed EX Rep- Local Air Cargo, Manager
David Price	FAA Manager of the KCI Airport Tower
Todd Madison	FAA Central Region, Environmental Planner
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Ian Redhead	Aviation Department
Phil Muncy	Aviation Department
David Long	Aviation Department
Tom McKenna	Aviation Department
Justin Meyer	Aviation Department
Rich Weems	Aviation Department
Joel Taylor	Aviation Department
David Bowen	Aviation Department
Mark VanLoh	Aviation Department
Dave Rickerson	Landrum & Brown
Russell Blanck	Landrum & Brown

Jon Woodward	Landrum & Brown
Mark Perryman	Landrum & Brown
Jeff Thomas	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Patti Banks	Patti Banks Associates
Triveece Harvey	Patti Banks Associates
Myra Karasik	Patti Banks Associates
Carrie Stapleton	Phillips West
Emmet Morris	Phillips West

PRESENTATIONS

Introductions & KCI Airport Planning Study Process

- After a welcome by Mark VanLoh, Dave Rickerson opened up the session with introductions, how the three studies fit together, and the role of the TAC.

Current Status of Each Study

- Russell Blanck presented the KCI Airport Master Plan, what the Master Plan update would do, the Study Goals, an overview of existing facilities, the Aviation Activity Forecast and the Runway Capacity/Delay Analysis.
- Jon Woodward presented the FAR Part 150 Noise Compatibility Plan, what it is and its purpose and goals, and detailed information on flight tracks and noise contours.
- Lisa Briscoe presented the Area Plan Study, its purpose and goals, and an overview of the Data Book.

Overview of Project Meetings, Schedule & Next Steps

- Dave Rickerson reviewed the project schedule and next steps.

Presentation of Area Plan Data Book

- After a question and answer session, Triveece Harvey, Patti Banks Associates, presented the Area Plan Data Book and a summary of major findings.

COMMITTEE COMMENTS & QUESTIONS

- **Question:** *What dates are the aviation demand projections based upon?*
Answer: The existing aviation demand is based on the peak typical month (excluding Thanksgiving and Christmas) and the date that had the most flights in that month, specifically August 11, 2006.
- **Question:** *How will light rail be handled in the airport and area plans?*
Answer: The voters have approved light rail to come to the airport. The provisions of the ballot issue were complex and very specific. Deviations must go back to the voters. It will take time to implement light rail, 7-10 years even with Federal funding. It will require a separate planning process like this one to completely resolve all the issues so that light rail can be built. The Kansas City Area Transportation Authority (KCATA) and the City of Kansas City, Missouri are working on an approach.
- **Question:** *Will any environmental studies be included in the Plans?*
Answer: An analysis of environmental issues for the Area Plan Area was completed and summarized in the Area Plan Data Book. Any plan recommendations will be analyzed for potential environmental impacts.
- **Question:** *Why did you use 5-year projections to analyze noise contours and their impacts on land use, instead of 20 years, which would be closer to the Area Plan time span?*
Answer: The Federal government mandates 5-year projections. They do not think that technology can be projected 20 years into the future. Also the 5-year projections tie directly to Federal funding. Also the noise projections are supposed to be updated every 5 years. In the past the impact of noise contours was very large, and also largely ignored. The project team will consider the "ultimate" need for land to protect the airport, but that will be hard to sell. The shrinkage in noise contours is due to changes in the aircraft fleet. The new planes in the fleet are quieter. But changes in operations (take-offs and landings) could change the contours, but no change in technology or planes will be as great as in the past. The only big change possible would be if there were a massive change in the number of nighttime flights (10 p.m. to 7 a.m.).
- **Question:** *Are you looking at vehicle traffic both on and off the airport?*
Answer: Yes. We will include a recommendation for any changes needed to the City's Major Street Plan.
- **Question:** *Will the 3 plans be approved by resolution or by ordinance.*
Answer: Most Aviation plans and projects are approved by ordinance. The three plans

could be split with the Airport plan being adopted by ordinance and the Area Plan adopted by resolution.

- The Project Team is looking in detail on the impact of the new development/zoning ordinance on the airport and the area plan. The current draft is eliminating the GP Zoning District for the airport, but may recommend an airport overlay district.
- The Aviation Department would like as broad a category as the previous GP district for Airport property that would allow a mix of uses.
- Aviation would like to know what City development processes would apply if Aviation leases some of their land. What approvals would be required and what process would apply?

The meeting concluded at 3:00 PM.

PLANNING ADVISORY COMMITTEE (PAC) MEETING #1 NOTES

FEBRUARY 1, 2007, 4:00 P.M.

PARTICIPANTS

Kathryn Dusenbery	City of Parkville, Mayor
Dennis Fisher	Parkhill School District, Superintendent
Bob Langenkamp	City Planning and Development
Jeff Kaczmarek	EDC of Kansas City, President
Charles Myers	KCMO Planning Commission, Chairman
David Albrecht	GKC Chamber of Commerce
Jim Rice	Northland Neighborhoods Inc, Executive Director
Aaron Schmidt	KCMO PIAC, District Representative
Mark Swope	KC Area Transportation Authority
David Warm	MARC, Executive Director
Mark McHenry	KCMO Parks and Recreation, Director

Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Ian Redhead	Aviation Department
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Patti Banks	Patti Banks Associates
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Overview of Project Meetings, Schedule & Next Steps

- Lisa Briscoe gave a brief overview of next steps.

COMMITTEE COMMENTS & QUESTIONS

- **Question:** *What does "RJ" stand for?*
Answer: "Regional Jets", which carry 50 to 75 passengers. In the future, more of the fleet will be Regional Jets with the number of seats possibly expanding to between 70 and 100.
- **Question:** *What are the assumptions on the continuation of the current terminal configuration? You said something about there continuing to be mergers that might affect the configuration.*
Answer: As airline alliances change and airlines merge, they naturally do not want to be split between terminals. There could be a need to put them all in one terminal and we will be looking at developing one consolidated terminal facility.
- **Question:** *You said that flights will continue to be predominantly domestic. What is that based upon?*
Answer: It is based on the airlines serving KCI and their future business plans in this market and we think the domestic predominance will continue.
- **Question:** *I see the airport is close to capacity at 7 a.m. How do you increase the capacity?*

Answer: There are various ways to increase the airfield capacity during peak arrival and departure periods. Our Demand/Capacity analysis only looked at one operating configuration of mixed operations (arrivals and departures) on all runways being used. During peak departure periods it is possible to dedicated two runways for departures and the third runway for arrivals. This will help to accommodate the peak departure period. This operation can also be done during pead arrival periods. However, it may also begin to identify a time period when the airport should be starting to look at development of additional airfield capacity with new runways and taxiways.

- **Question:** *How do the figures for Kansas City compare to other cities?*

Answer: Today Kansas City has no delays. There is still some excess capacity even beyond the 20 year Master Plan projection. Even if you have an average delay of 1-2 minutes, it doesn't mean you need to build another runway.

- **Question:** *Where is Parkville on your noise map? We get a lot of flights.*

- **Question:** *What were some of the individual event noise readings?*

- **Answer:** *Around 90th Street the arrivals were at 50 decibels—barely hearable. In some of the areas to the west of the airport they were at 70-75 decibels. All figures were as expected.*

- **Comment:** That's good that there are fewer people in the 65 DNL noise contours.

- **Question:** *Will light rail be folded into the plans?*

Answer: Yes. The City's adopted Major Street Plan, which has a different alignment for light rail, needs to be reconciled with what the voters approved.

- **Question:** *Will the three terminal configuration remain?*

Answer: The Team will look at keeping the 3-terminal configuration, but also at consolidating and moving the terminals. It is expensive to operate 3 terminals. If moved it might be possible to marry the terminals to light rail. The route approved by the voters misses the terminals.

- **Question:** *How does this plan relate to Wheeler Airport?*

Answer: It doesn't. Wheeler Airport recently had its own master plan done.

- **Question:** *How are you going to pull together and coordinate with other on-going planning processes for a unified vision—Line Creek, Park and Parkway planning.*

Answer: Jade Liska, the City Planning and Development's Project Manager for this

project is involved in all of the plans.

- **Comment:** You should also consider affordable housing and other aspects of the plan together.

- **Question:** *How will the coming election affect the Plans?*
Answer: We will work with City staff to brief the candidates.

- **Question:** *What is the timing of the study?*
Answer: All three plans should be completed in about 18 months.

- **Question:** *The Airport is doing its own development. Is it part of the Plan?*
Answer: Absolutely. We will be considering what land is needed for ultimate airport capacity. There will be an announcement in two weeks from yesterday that the Airport will be leasing a 300-acre piece of land for a Le Mans Race Track. It will be a holding use for the future airport because there will be no buildings on the land.

- **Question:** *Has anyone pitched the idea of Airport land for a soccer stadium for the Wizards? What about using some of the property for practice sites for the Penguins (hockey team)? Hotels to house people who come to baseball tournaments at the nearby parks might be a good use. What about golf courses?*
Answer: Golf courses are not needed now but maybe in the 25 year plan time frame.

- **Comment:** It is good you included other municipalities in this planning process.

- **Comment:** *You need to preserve the ease of coming in and out of the airport. The Austin Texas airport is a good example of doing design and convenience right.*
Answer: The value of a single terminal is in security, ease of operations, and consolidated concession areas.

The meeting concluded at 5:30PM.