

Minutes

The City Council of the City of Leawood, Kansas, met for a Special Call Meeting at City Hall, 4800 Town Center Drive, at 5:45 P.M., on Monday, February 17, 2014. Mayor Peggy Dunn presided.

Councilmembers present: Debra Filla, Tom Robinett, Lou Rasmussen, Andrew Osman, Jim Rawlings, Julie Cain, James Azeltine and Carrie Rezac

Planning Commission present: Lisa Rohlf, Len Williams, Ken Roberson, Kip Strauss, Kelly Jackson, Bill Ramsey, Marc Elkins, Mike Levitan and James Pateidl

Councilmembers/Planning Commissioners absent: None

Staff present: Scott Lambers, City Administrator	Patty Bennett, City Attorney
Joe Johnson, PW Director	Franki Shearer, Assistant City Attorney
Karl Weinfurter, Info Systems Specialist	Chris Claxton, P&R Director
Richard Coleman, Comm Dev Director	Deb Harper, City Clerk
Mark Klein, Planning Official	Pam Gregory, Assistant City Clerk
Michelle Kriks, Planning Official	

Others Present: Britt Palmberg, Design Workshop
Amy Grant, Polsinelli Law Firm
John Sweeney, Real Estate Broker
James Taylor, Resident
Terry Schaefer, Kansas City Star

**Joint Governing Body/Planning Commission Work Session
regarding 135th Street Corridor Presentation**

Mayor Dunn called the meeting to order at 5:50 P.M. Introductions were made by those present.

Opening Remarks – City Administrator Scott Lambers

This is the beginning of public deliberation. This process may take until the end of the year to complete. Another work session on this discussion is scheduled for March 17th. Following completion, the City Council should be able to take action at the first meeting in April to direct staff to initiate proceedings to incorporate it into the City’s Comprehensive Plan. Following this, the City Council and staff will meet in a series of work sessions to determine which Leawood Development Ordinance [LDO] amendments they want to see go through the amendment process. This will be similar to a planning application, which will take 60-90 days. This is envisioned as including an additional MXD/135 zoning category.

Community Development Director Richard Coleman stated this began in May, 2013, and they have since received a grant from the Mid-America Regional Council [MARC] for the Creating Sustainable Places Initiative Program.

Presentation - Britt Palmberg, Design Workshop

Project Introduction –Pages 1-8

In 2013, Design Workshop, along with its sub-consultants was engaged to help the City of Leawood plan for the future mixed-use development of the 135th Street Corridor and provide a plan to ensure a successful future for the area. Three public meetings were held to help guide which direction the project should be envisioned to go. People recognized that 135th Street would remain a major arterial and saw the need for mixed-use development. Previous studies include the Comprehensive Plan (2010) the 135th Street Corridor Urban Design and Development Plan (1997), the LDO and the 135th Street Corridor Plan; ‘What’s Next for Leawood’ (2012). Design Workshop’s process emphasizes a deliberate approach to sustainable design solutions that is comprehensive of four legacy categories: Environment, Community, Art, and Economics.

Community Engagement – Pages 9-12

The project team utilized a variety of tools to ensure participation by a broad cross-section of the community including public meetings, individual meetings, and on-line tools. This process also involved reaching out to local high school youth leadership groups. The community was interested in this project as indicated by the attendance at the public meetings and participation in on-line forums. Methods of outreach included:

- Public Meetings
- A Project Webpage
- MindMixer
- Keypad Polling and Online Surveys

A MindMixer is an online community engagement tool that allows the public to offer opinions, suggestions, and comments on specific topics related to the project. During the design process, the project team posted topics and surveys. Topics included:

- Overall Vision
- Future Land Use
- Walking and Biking
- Community Amenities
- Quality of Development

The Market – Pages 13-22

The market study examines the potential demand for retail, office, and various residential products in the 135th Street Corridor. Market conditions will change with real estate cycles and changes in the marketplace. The project team used data from Environmental Systems Research Institute [ESRI] Business Solutions in order to complete an analysis of the 135th Street study area and the surrounding areas in Leawood and south Johnson County. The population of this area has grown by approximately 10,000 residents per decade since 1990, and the median household income has continued to grow considerably, from \$79,000 in 1990 to nearly \$118,000 in 2012.

Planning Commissioner Bill Ramsey asked how they projected Leawood's population would grow by 13,000 residents and 15,000 new jobs during the 2008-2040 timeframe. Mr. Palmberg replied this data came from MARC long-term projections. Their projections have been revised several times over the last few months.

Mayor Dunn suggested they provide further clarification of the demographic data regarding the drive time on Page 15.

Within the local retail market, developers have already created shopping centers that include most types of stores. Town Center Plaza, Town Center Crossing, and the Park Place Development include a wide variety of mixed-uses. The corridor has an opportunity to develop stores and restaurants that will serve the surrounding neighborhoods in Leawood and Overland Park. Developing additional residential units within the study area would create a larger pool of residents that would provide additional demand for local stores and restaurants along 135th Street in the future. Two main demographic trends are likely to drive the overall residential market over the next two decades. First, the aging Baby Boomer generation and empty-nesters choose lower maintenance living options, such as town-homes, patio homes, or apartments. This means there will likely be additional demand for these in Leawood over the next twenty years. Second, the younger professionals are seeking to live near or in places that have a full range of amenities, including places to work, shop, and play. Well planned mixed-use projects near 135th Street could attract a number of key office tenants. Experience from Leawood and around the country suggests that employers are increasingly seeking out mixed-use environments for their offices to entice highly desired employees.

Streetscapes – Pages 23-48

This chapter outlines the opportunities for development that could most successfully serve the community, environment, economics, and arts and culture of the 135th Street community. These recommendations are flexible and will be further developed through the completion of a future Implementation Plan guided by the City of Leawood. During the design and decision making process, consideration was given to the following:

- Appropriate Traffic Speeds
- Street Sections and Access Management
- Block Dimensions
- Parking Arrangement
- Priorities
- Set-Backs and Build-To Lines
- Building Height
- Character
- Land Use
- Development Standards
- Implementation

A street network and complete street grid help set the framework for future development. The City should work with the community, property owners, and developers to refine street character to create a street network that best responds to Leawood's needs.

LDO recommendations should implement the future street network to the infrastructure and transportation needs for future development and density in the corridor. The City should coordinate the development of various parcels within the corridor to ensure new development plans include the implementation of a fair percentage of street network infrastructures. That is to say, if simultaneous development takes place on two adjacent parcels, each developer is responsible for 50% of shared road building costs. The City can determine these percentages based on a variety of factors including but not limited to: Amount of street frontage; primary and secondary access needs; and traffic requirements as they respond to proposed densities.

Planning Commissioner Marc Elkins referred to the graph on Page 26 regarding vehicle speed and asked if there was anything they could do to prevent 135th Street becoming an east/west barrier. Mr. Palmberg replied the public preferred this remain as a major boulevard at 45 mph. The crosswalk timings could be improved to help control pedestrian crossing. Planning Commissioner Bill Ramsey replied by making 135th Street a divided four-lane roadway with the expected traffic volume, the design was already made as a barrier not easy to get across. They will need controlled intersections to move north and south across 135th.

There are three major types of streets: Destination Streets; Active Pedestrian Streets; and Neighborhood Streets. Destination Streets lay the foundation for activity centers in the corridor. These streetscapes have the highest quality of design and material investment. Active Pedestrian Streets serve as the main thoroughfares for cars, bikes, people, and potentially transit or bus riders. Because of this, these highly visible streets should represent the 135th Street community with quality materials and elements of visual interest. Neighborhood Streets are low-traffic, secondary passageways for community members traveling on foot or in a vehicle.

Mr. Lambers referred to Page 35 regarding neighborhood streets noting he liked the idea of no parking. He felt if they widened the streets to include parking, people may drive faster and they would lose the pedestrian ambiance they are trying to achieve. Mr. Palmberg replied this could be modified to go either way. The public supported the existing conditions along 133rd Street. For 137th Street, the public preferred shorter lane widths leaving room for on-street parking and a larger sidewalk on the north side of the street. For Nall Avenue, the public supported taking a few extra feet from the median and travel feet to allow bike lanes on both sides of the street and create sidewalks wide enough to allow outdoor dining.

Mayor Dunn suggested further clarification of the language on Page 38 regarding Nall Avenue stating it seemed confusing because three corners of this are in Overland Park, with only one in Leawood.

For Roe Avenue, the public preferred a smaller median to give extra space within the right-of-way [ROW] to accommodate bicyclists. For Mission Road, the public supported reducing the lane widths and the median width to give bicyclists a lane on the road.

A potential Multi-Way Boulevard for 135th Street would have central travel lanes for relatively fast-moving through-traffic, bordered by tree-lined medians with walking paths. They have narrow one-way access roadways on each side for slower traffic and parking with tree lined sidewalks.

This presentation is scheduled to continue at the March 17th Joint Governing Body/Planning Commission Work Session at 5:45 P.M.

There being no further business, the work session was adjourned at 7:20 P.M.

Pam Gregory, Recording Assistant City Clerk