

## 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, March 17, 2014. Mayor Peggy Dunn presided.

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

**Planning Commission present:** Lisa Rohlf, Len Williams, Kip Strauss, Kelly Jackson and James Pateidl

**Councilmembers/Planning Commissioners absent:** Councilmember Andrew Osman, Planning Commissioners Ken Roberson, Bill Ramsey, Mark Elkins and Mike Levitan

**Staff present:** Scott Lambers, City Administrator  
Joe Johnson, Public Works Director  
Karl Weinfurter, Info Systems Specialist  
Richard Coleman, Comm Dev Director  
Deb Harper, City Clerk  
Franki Shearer, Assistant City Attorney  
Michelle Kriks, Planner I  
Ursula Brandt, Planner I  
Pam Gregory, Assistant City Clerk

**Others Present:** Britt Palmberg, Design Workshop

## **Joint Governing Body/Planning Commission Work Session regarding 135<sup>th</sup> Street Corridor Presentation**

Mayor Dunn called the meeting to order at 5:45 P.M. Introductions were made by those present.

**Presentation - Britt Palmberg, Design Workshop  
Continued Discussion from the February 17, 2014, Joint Work Session**

### **Leawood Development Ordinance [LDO] Recommendations – Pages 44-48**

This section in the LDO discusses Pedestrian Accommodations, Street Furniture, Street Trees, Lighting, Bike Accommodations, The Multi-way, On-Street Parking, Gathering Spaces, etc.

Community Development Director Richard Coleman stated City staff would bring back individual LDO amendments to allow the Governing Body time to review each change.

Mayor Dunn asked how the lighting standards compared to their current LDO. Mr. Coleman replied the uniformity ratio is the same. Pedestrian connection is a little higher at a 5.0 average and signage is new. Staff would need to ensure they all fit within the LDO.

Planning Commissioner Pateidl asked if there would be any conflict with the multi-way concept regarding traffic flow with other communities on 135<sup>th</sup> Street. Mr. Coleman replied there will be six thru-lanes for traffic so there should be no conflict. This has been discussed extensively.

Planning Commissioner Strauss discussed accommodations for transit options along 135<sup>th</sup> Street and frontage roads since this is a long-term vision for the corridor. Mr. Coleman replied they have discussed leaving green space specifically land-banked for this. Mr. Strauss suggested additional language be included regarding this.

Councilmember Filla asked what they could do to proactively help developers with failing landscaping. Mr. Coleman replied they could amend the LDO to provide for engineered soils in certain locations and conditions. This would increase the cost in landscaping depending upon how much soil would need to be amended. Mr. Lambers stated once the developer balances the cost of replacing the dead landscaping, it would not be in their best interest to do the landscaping cheaper. Councilmember Filla suggested smaller caliber trees because they root and grow faster. Mr. Coleman replied staff has been looking into the 4" caliber tree issues and suggested they consider a work session topic on landscaping.

Planning Commissioner Pateidl referred to Crosswalk Timing noting the target crossing speed of 2.5 feet per second for the elderly, which allows 60-65 seconds to cross 135<sup>th</sup> Street. This puts the Vehicle Level of Service to a grade 'F' and asked how this could be addressed. Mr. Palmberg replied they could line up the properties to minimize the number of crossings to every ½ - 1 mile; however, the 2.5 feet per second is standard. Mr. Lambers added they could provide a type of gathering place in the median that would allow people to be away from traffic and not feel compelled to cross the entire way in that amount of time. Mr. Palmberg confirmed language would be included to address this.

### **Community Plan Transitional Development – Pages 49 - 64**

A transect identifies a range of potential zones from T1 through T6. Each zone designates possible densities, building heights, setbacks, and build-to lines that could be permitted in an area. The idea is to taper a gradual transition from single-family residential neighborhoods to the multi-use development that could happen along 135<sup>th</sup> Street.

Mr. Coleman confirmed the current maximum building height in the LDO is eight stories for residential; six stories for commercial. Bonuses may be allowed. Mr. Lambers stated there will be a higher minimum height requirement in order to create the gradual aspect. Mayor Dunn noted under the T6 Development Core Zone it shows a building height up to 115 feet and asked if the 96 residential dwelling units per acre were being suggested for the highest density. Mr. Coleman replied the density is calculated based upon the lot, which is 30 dwelling units on average. The City limits the percentage of smaller apartments. Mr. Lambers suggested the current minimum 750 square footage be increased to a minimum of 790 square feet to increase the quality of the apartments.

Mayor Dunn referred to the Nodal Model on Page 56 and asked staff to define "The City should prepare to play a significant role in the development of these nodes."

Mr. Coleman replied this was intended so the City could partner with a large land owner and work on soliciting a national developer for a project. Mayor Dunn suggested the language be amended so it does not appear the City would be doing some type of financial support. Mr. Palmberg replied they would amend the language to read: “The City should prepare to play a significant role in the shaping of the development of these nodes.” The Nodal Model creates an excellent scenario for possible future transit routes and walkable transit stops. Planning Commissioner Williams suggested this language be amended to include “bus” transit.

The community has voiced a desire for more open green space in the corridor. The design team has worked with the City to determine the best possible locations for the preservation and potential enhancement of open spaces and coordinating ongoing efforts with the City’s Bicycle/Pedestrian Master Plan. Creating the optimal parking ratio in the corridor is a key element in the success of development and the creation of new districts. Mr. Lambers suggested pedestrian designated walkways be included in the parking language as a basis for more detail in the LDO.

### **Existing Conditions – Pages 65-94**

This section discusses the Existing Land Use, Zoning, Roadways, Traffic, Pedestrian Infrastructure, Bicycling, Transit, Vehicle Level of Service, Pedestrian Level of Service, Multi-Model Level of Service, Parks and Open Space, Signage, and Utilities. Mayor Dunn noted with 83% of the corridor currently vacant, it makes the timeliness of this plan very important. She suggested the language under the Existing Roadways be amended to read that the three corners on Nall Avenue are located in Overland Park.

Mr. Lambers confirmed with Public Works Director Joe Johnson that there will be one additional intersection between Chadwick and Kenneth Road once development occurs.

Mr. Coleman referred to Page 78 regarding Pedestrian Issues and Barriers stating they would incorporate the Bicycle/Pedestrian Master Plan into this area.

Mayor Dunn referred to Page 84 regarding the Vehicle Level of Service and expressed concern with this being graded an “F.” Mr. Palmberg assumed this was a mistake and indicated he would look into it further.

### **Next Steps – Pages 95-100**

This plan outlines the menu of implementation items the City should consider as it moves forward. Their recommendations include Formal Adoption of the Plan, Integration into Public Works Documents, Updates to Zoning and the LDO, Refine Financing Strategies for Mixed-Use Development, Transportation Development District [TDD], STAR Bonds, Density Bonuses, Revise Design Standards and Consider a Form Based Code, Create a Marketing Plan and Strategy, Business Improvement Districts, Development Agreements, and Signage Plan.

Councilmember Rezac asked how a Form Based Code would be incorporated into their standards and if it would be a separate Code. Mr. Coleman replied this could be a separate section incorporated into the LDO specifically detailing bulk, height, materials, setbacks, etc. Mr. Lambers clarified a Form Based Code is basically a Final Plan for the developers to adhere to. This would require a lot of time identifying specific items.

Councilmember Rasmussen confirmed with Mr. Coleman that these concepts and changes in the LDO are only applicable between State Line Road and Nall, and 133<sup>rd</sup> Street and 137<sup>th</sup> Street.

As development takes place throughout the corridor, the City should pursue measuring both the successes of development and the successful implementation of this plan.

Mayor Dunn complimented their vision to protect surrounding neighborhoods and home property values as development occurs. The City hears these comments frequently as citizens are concerned about their property values.

**Appendix A – Pages 101-132**

This section includes a memo and supporting data from Consulting Associates Nelson/Nygaard analyzing the corridor.

**Appendix B – Pages 133-180**

This section includes public input with online polling and the Mindmixer Visual Preference Survey results

**Appendix C – Pages 181-191**

This section includes duplicate copies of the LDO Recommendations.

Mr. Lambers confirmed this plan would be placed on the Agenda for the April 7, 2014, Governing Body meeting for acceptance and to direct staff to initiate incorporating it into the City's Comprehensive Plan, which could take 90 days. Once this process is completed, they will schedule work sessions to discuss potential LDO amendments that would need to go through the Planning Process. The goal is to have everything in place by the end of this year so developers know what the City is expecting by January 1, 2015.

There being no further business, the work session was adjourned at 7:10 P.M.

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Pam Gregory, Recording Assistant City Clerk