

**City of Leawood
Planning Commission Work Session
135th Street Corridor
September 10, 2013**

In attendance:

Commissioners: Lisa Rohlf, Len Williams, Ken Roberson, Kelly Jackson, Kip Strauss, Bill Ramsey, Marc Elkins, Jim Pateidl; **Absent:** Mike Levitan

Staff Members: Mark Klein, Richard Coleman, Justin Peterson, Michelle Kriks, Franki Shearer, David Ley

135th Street Corridor

Mr. Klein: The city has hired consultants to work on the 135th Street Corridor Community Plan, which generally runs between 133rd Street and 137th Street with a few additional properties, including Church of the Resurrection and Sienna Apartments. The study area consists of about 697 acres, and about 600 acres of that is currently vacant and undeveloped. Large sections are also under single ownership, which can be very advantageous with regard to land assembly. Some of the area is zoned Mixed-Use, including Parkway Plaza and Mission Corner. Market Square and Cornerstone are zoned Retail. Plaza Pointe is partly Retail and partly Office. The vision has led to the 135th St. Community Plan goals, planning strategies and performance measurements. They planned on including a number of different components, including economy and making things understandable to property owners, developers and citizens. People should be more aware of public art and the boundaries of the city as well. The area should include a mix of uses including commercial and retail. Environmentally, the area will incorporate and preserve large green areas, turning them into assets and also utilizing those natural areas as amenities within developments.

Chair Rohlf: Was this what was shared at the meeting, or is this what the consultant is doing?

Mr. Klein: This is what the consultant is doing. The next slide was shown at the public meeting on the 22nd. They had an inverted pyramid that was broken up into different components they were using. The first public meeting incorporated the first two tiers of that, including the travel speed street sections and access management, so it focused more on the street layout. The next part was the arrangement of parking and layout of streets. The second meeting will cover some of the block dimension in parking alignment and street prioritization, along with getting into setbacks and build-behind character and land use. At the third public meeting, they plan on going back and revisiting some of the issues within the green section and come out with development standards.

The first component was related to streets and traffic. The exhibit showed the speed limits in the study area. 135th Street is 45 mph; State Line Road is 40 mph; 133rd and 137th Streets are 35 mph in some sections and 30 mph in other sections. At the meeting, they discussed whether people were in favor of keeping the speed limit on 135th Street or lowering it; people wanted to keep it at 45 mph. The current layout has a 39.5-ft.-wide median in the middle of 135th Street with three travel lanes in each direction about 13 feet in width. Each side will have a green buffer of 21 feet on one side and 17 feet on the other with 6-ft. sidewalks on either side.

The following slide shows developments that have done well on a similar street in Los Angeles. The street is six lanes with two turn lanes, which is similar to 135th Street. Offices are on one side with commercial, and on the other side is an apartment project that has its back oriented to the busier street and faces a courtyard.

One of the concepts the consultant wanted people to consider is something called a multi-way, which basically has an extra traffic lane on either side of your primary traffic flow. It would provide an opportunity for parallel parking. This allows traffic going along businesses that face 135th Street to actually

be able to allow traffic to move at slower speeds, allow parking in front of those buildings and maybe encourage businesses to face 135th Street rather than internally, which is what we're seeing now. Traffic would stop before the multi-way, cross the multi-way and hit a median with an island refuge and then cross the primary lanes of traffic with another multi-way going into the next development.

Comm. Jackson: How expensive are bridges over things like that?

Mr. Klein: Pedestrian bridges are fairly expensive.

Mr. Ley: They're probably going to be half a million at least.

Mr. Klein: In the street view, you can see the parking located on the other side of the trees, and then the car is turning onto the primary lanes of traffic as it flows through. An alternative to the multi-way takes 135th Street with 169 feet of right-of-way. Currently, we have a large median located in the middle which would be narrowed up to about 17 feet in width and then reduce the travel lanes down from 13 feet to 11.5 feet. It would create an 8-ft. island on either side of that to separate the main lanes of traffic from the multi-way, which would be located on either side. A row of parallel parking would be proposed.

Unknown Speaker: Are 18-ft. minimum lanes required?

Mr. Klein: It is possible; we would have to check, but there is a good chance they will need the access. In addition, if a car stalls, we want to make sure there is room to get around.

Comm. Pateidl: Given the completion of 135th Street to the extent that it is, is it practical or even reasonable to consider this concept?

Mr. Klein: We have tried to discuss an alternative to leave 135th Street as it is and maybe allow a multi-way on the developers' property with a little bit of parking in front that faces 135th Street.

Comm. Pateidl: We can do that via changes in our regulations and development criteria versus property acquisition and condemnation and all that?

Mr. Klein: Correct.

Comm. Pateidl: Of that remaining 600 acres, how much is owned by Regniers?

Mr. Coleman: I think it is 200-some. He was at the first meeting, and they have met with him one-on-one. They're still trying to meet with his brother, who lives in California. It is part of the family trust.

Comm. Williams: In terms of leaving 135th Street the way it is and then allowing the multi-way concept on the property, does it eliminate the buffer that we currently require between the street and the property?

Mr. Klein: That would be something we would want to consider. I imagine we would want some sort of buffer in there to protect the multi-way and ensure separation between the primary lanes of traffic. It probably doesn't need to be 40 feet in width, but it would definitely need to be wide enough to provide enough room so people feel comfortable and to allow trees and amenities.

Comm. Jackson: How much is that?

Mr. Klein: Currently, they are showing 8 feet in width, which actually is not very wide. Our minimum standard for parking lot islands is 8 feet for trees to be planted. There is some debate as to whether that is even enough.

Mr. Coleman: The right-of-way would be where that landscape median is, and the rest would be developed as part of private development. Everything would be bigger, and the 135th Street right-of-way would stay like it is.

Comm. Williams: In the left side of the section, sidewalks would be on the developers' property instead of in the right-of-way.

Mr. Coleman: Correct, and then the idea would be that the sidewalks would be adjacent to an office or commercial or housing. It would be like Park Place in that sense where Ash Street is actually part of the development. It would have a multi-way, sidewalk, landscaping and then the building. The idea behind that is that we have had feedback from tenants and people in Parkway Plaza and Market Square who don't feel like they have visibility on 135th Street. This would be a way of giving them frontage on 135th Street beyond the multi-way.

Comm. Williams: It would actually have frontage instead of the rear of the building.

Mr. Coleman: Yes, and when they did the survey, we were surprised that there was more interest in this concept than we expected. We decided to keep it in the plan and see what we could do with it. It might be an option for a certain area because we can't do it where Market Square is, for example, unless Market Square gets torn out. Some developments preclude this, such as Bank of Blue Valley, Parkway Plaza and Plaza Pointe. It wouldn't make much sense to do it within the right-of-way in those sections because there isn't frontage on 135th Street.

Mr. Klein: Currently, we would have to change our ordinance to allow something to that effect because we allow a minimum of 60% of the frontage to be either building or landscaping to a depth of 90 feet. An alternative that you basically saw before would dedicate one of the primary lanes on one side for bus transit. Another alternative incorporates a bicycle path in the median.

With the current alignment of the streets, they are so far apart that it is difficult to create walkable communities. Right now, we have things divided by a quarter section along there. In the meeting, they proposed that to have a walkable community, blocks of 600-660 feet are required. In order to create a grid network, it would overlay this primary grid right now at 135th, 133rd, 137th, Nall, Mission Road and State Line. It would have a primary grid with the current streets with an overlay in each area with a finer network.

Comm. Elkins: Are the green lines the network of streets?

Mr. Klein: Yes, this is a network of streets. Parkway Plaza has a private street cutting through the development, so they have incorporated an east/west version of that right now. This would apply more of a grid network to the overall Corridor.

Comm. Jackson: How big is the development in LA that you showed?

Mr. Coleman: It would fit in the Corridor, but it would take up a lot of it. It was basically an example of some high-density housing that one of the council people thought we ought to look at.

Comm. Williams: Mark, did you mention the factor that went in the dimension to lay out the grid?

Mr. Klein: The 600 feet? Yes, that is what they were drawing this walkable community from. To actually make things a bit more walkable, you would need buildings in there with access for people to walk around the blocks. There are more pedestrian connections and opportunities for traffic to disperse and not get funneled down to a few streets or a few access points.

One of the conventional styles of development was shown at the meeting with the building and then parking adjacent to the street with a large parking field. The city was trying to get away from this with the 60/40 rule with 60% of the land area adjacent to a public right-of-way as building or landscaping to a depth of 90 feet. A Mixed-Use style of development would incorporate the parking within the actual development itself instead of having large parking fields in front of the buildings and would also take advantage of some structure parking if that could be worked into the equation. This would create fewer conflicts with turning movement. Something that was suggested is various nodes of activity within the corridor. Here, they are actually showing three nodes that can be located in different locations. We wondered why there couldn't be a fourth node. They showed alternatives which included one north of 135th Street and one south. This one is located at the area where Plaza Pointe is located and built out and that probably doesn't have much pedestrian traffic. The center of the node there is at the intersection of 135th Street and Mission Road with a node on all four corners. The current 135th Street Corridor plan calls this the Market Square area, and it was calling for special development characteristics. Bernie Madden's Interior Decorating had a plan approved and is zoned SD-CR; however, the plan has long since expired. One of the areas that has a lot of potential is under single ownership. Before the economic downturn, the developer came in and shared a plan that proposed a Mixed-Use development, indicating a plan for public amenities and maybe some public uses such as a library, post office or museum.

They are also looking at different ways to accommodate parking, including internalizing it. This is what we try to do with what we do now. Different types of parking would include parking fields in front of the building, internalized parking away from the street and teaser parking, which includes small parking fields in front of the businesses. Many times, developers want some parking in front to show activity and the rest of the parking someplace else. The last option is structured parking, which the city offers floor area bonuses for, but developers often are reluctant because of the cost. Regarding demographics, two sectors of the population will drive this area. One is the empty nesters, who are primarily looking for maintenance-free living near entertainment and dining. The other is the young professionals, who also want to be near employment centers and places to eat and play. Crossroads is a popular area for young professionals. As far as projections, senior citizens should make up a large percentage of the population, which will grow to 76% between 2010 and 2040 and will comprise 60% of the growth of new households in Kansas between 2010 and 2040 in the Kansas City metro area. We also hear about more single-person households at 54%.

Comm. Pateid: Single-person will be 54% by when?

Mr. Klein: By 2040, and the reason these numbers don't add up because of the crossover between the categories. We have been hearing these numbers over and over again nationwide, which will also lead to what types of housing are demanded and what people want. To meet residential demand, they are coming out with townhomes and apartments with an emphasis on high quality. Some examples are Mission Farms and downtown Lawrence, which has businesses below and residential units above.

Comm. Williams: Going back to the demographics, we discussed the large growth in the senior population and the singles, but it almost implies that families are going to the wayside. Yet, I don't think we see that as actually happening, but they're not referenced in any of the demographic discussions here.

Mr. Coleman: They're not going by the wayside, but they're becoming a smaller percentage of the overall population.

Comm. Williams: Should they still be mentioned in the demographic study?

Mr. Coleman: Sure; I think they're just mentioning the prominent trends.

Comm. Roberson: You're not going to see a young family wanting to live between 133rd and 135th.

Comm. Williams: No, but they will be on either side of 133rd and 137th, feeding the marketplace.

Comm. Strauss: And those demographics are KC metro, so not only this corridor, but Leawood can still decide what their demographics are that they want to market. That is the whole region.

Mr. Coleman: You can take Kansas City metro or Johnson County, and you can shift it out about five years because Leawood is older, by percentage, more than the rest of the metro area. There are more older people in each cohort than the overall metro area.

Comm. Jackson: Is Blue Valley School District looking at getting rid of any elementary schools?

Mr. Klein: The next section of the population is a large bulge of younger people that are coming through. The baby boomers are all shifting into retirement age; however, there is another large section of the population that will actually be very young. I think they expect household size to decrease as well.

Mr. Coleman: Yes, households are generally not having as many children.

Mr. Klein: Another goal with the 135th Street Corridor is specific community gathering places, parks, trails and open spaces to have some nice amenities. We talked about why these are going in the east/west direction, and we talked about having some go north/south or even both. Do you have any thoughts on all of this?

Comm. Pateidl: It sounds like if you replicate Park Place as often as you can, you're in good shape.

Comm. Roberson: As long as it has residential.

Mr. Coleman: I think part of the conclusion we're leaning toward is more residential between 133rd and 137th. There is enough land there to have a little village with its own office and commercial center and then housing around it or in it.

Comm. Roberson: If you want a lot of pedestrian traffic, you're going to have to have close-by residential, and that's going to have to be localized. You can't depend on the residents to the south or north to be walking; it just doesn't happen.

Mr. Coleman: That's why we showed you the higher density residential.

Chair Rohlf: How did this meeting go? They presented some of these slides and then discussed things; did the public have an opportunity to ask questions?

Mr. Klein: Basically, they went through a presentation with a lot of these concepts. Then they broke out into small group sessions with the study area laid out on large, printed maps. With a facilitator at each table, they worked through some of the issues that they felt was the vision for that area and tried to make them think about different characteristics as far as street network, setbacks, residential locations, residential mix and amount of retail. After that, they broke up from the small work sessions and got into the general group and went through keypad polling. They would show immediate results. On some of them, they had a visual preference survey between different looks of developments. They could choose as many of these as they wanted.

Chair Rohlf: These were the consultants' questions?

Mr. Klein: Yes, they worked with a committee to come up with them, and they plan on doing the same thing at this next meeting. The keypad polling was unique here in that it allowed citizens to see the results of the survey, which is beneficial because as an individual, you might think that everybody thinks exactly the way you do, and if you see it different on the screen, you realize there are other viewpoints.

Chair Rohlf: Can you give me an example of a question and then some of the responses?

Mr. Klein: We printed out the results of a lot of them.

Chair Rohlf: Is there anything interesting or that you didn't expect?

Mr. Klein: Like Richard said, there was more interest in the multi-way than we thought originally.

Comm. Williams: There was a higher level of acceptance of up to four stories.

Mr. Coleman: One-story was not acceptable; it was really between two and four stories. A lot of that has to do with where it's placed, too. If it's on 135th Street, four stories are probably more acceptable than if it's right next to a single-family residential. We are working with the consultants on to have them develop a spatial hierarchy for the density for the plan so that we're looking at how those densities could impact the existing developments.

Comm. Roberson: I like the idea of having a bike path down the median. Having it on 135th wouldn't make any sense at all.

Mr. Coleman: We do have two bike paths already: one on 133rd and one on 137th. My only concern with that whole idea is people traveling at 50 mph and the intersection issue.

Comm. Williams: The consultant talked at great length about road speeds and safety for pedestrians and cyclists. At 45 mph, it's a disaster waiting to happen for both pedestrians and cyclists. You limit pedestrian and bicycle traffic on 135th Street, then. If you do a median idea on 135th for the cyclists, it's five minutes and they're done and they have to get off it somehow and cross all that traffic.

Mr. Coleman: As soon as you get to 35 mph, your survival rate starts dropping off dramatically when coming in contact with a car.

Comm. Pateidl: Something that strikes me about the shorter blocks and density and a lot of the amenities shown is there is a very heavy emphasis on walkability throughout the balance of the development. In Johnson County, it seems to me that the walkability aspect would be highly dependent upon mass transit and use of mass transit. We are so far from the Plaza and downtown Kansas City and as spread out as our community is. Have they mixed the use of mass transit in with the planning as to where this thing is going to be? It would be a lovely community to walk through. I think Park Place is a perfect example; it's lovely, but then I get in my car and drive home because it's a long way away. I know you're thinking long term and what you're building for the future, and this is maybe 50 years down the road, but I hope they're building that practicality side into this because it's just not the way Kansas City is built.

Mr. Coleman: They are looking at the transit aspect, so right now, the closest transit service is at 69 Highway and Metcalf. It doesn't come down to us. I assume because of Prairie Fire, it will start moving that direction. There have been questions about different aspects of transit. It came out pretty even with 50% of

the respondents saying they would use that if it was available, and 50% said they would use their car. The plan is looking 20-30 years down the road. We are trying to lay the groundwork so developers that come in and want to develop see a base plan that gives that guidance.

Comm. Strauss: I live at 130th and Nall, and I'm walking distance to this. We walk up there on the weekends quite a bit. I think there are a lot of residential areas outside of 133rd and 137th that want to access this for restaurants and entertainment. We're excited that Prairie Fire is going in with all the restaurants and that those are walking distance. I think there is the possibility for a lot of walkability. Then I also see the walkability with the high-density residential so people don't have to get in their car and go across the street. You see that in Johnson County a lot. Even though you may drive from northern Johnson County to this, but you'll park on one side and there's something a mile down the street that you'll get in your car and drive to. Can we create a different environment where you could park and then walk, shop and eat?

Comm. Jackson: Is some of that determined by how it's laid out? You were talking about 600-ft. blocks. I won't walk the length of Town Center; I'll get in my car if I'm going from Barnes and Noble to Dick's.

Mr. Coleman: That has a lot to do with it. If there is a lot of stimulation where you're walking, you tend to walk farther than if there isn't.

Comm. Jackson: It's not like I won't walk that distance at a lot of other places, but I won't do it at Town Center.

Mr. Coleman: It is sort of like walking down Ash Street and then turning the corner and walking down 116th Street in Park Place, which would be like walking from Generale to AMC. You've walked almost the same amount - at least $\frac{3}{4}$ the distance of Town Center - but it wouldn't feel as long. 1,500 feet is considered the general walk area that people will walk from the center. A lot of it is creating the environment that promotes that. Having that type of environment is good at a number of levels. The more you walk, the healthier you are, so there's the health aspect to it. What we would like to see happen is to have more walkable environments where people tend to spend more time and money. That was a concept of an enclosed mall with having people captured. We're probably not going to have a huge amount of retail; there will be pockets of it and probably small- or medium-sized retails.

Comm. Jackson: What happened to the node thinking with these nodes?

Mr. Coleman: They are there; they have just moved them off 135th Street into these side streets. We are talking to them about that because I think the intersections are important because they are the areas where we can have the most density, too.

Comm. Williams: Instead of having the nodes be a visual item or an identification item as they are today because of street configurations, you take these nodes and move them into the developments, and they become activity areas and serve a dual purpose.

Comm. Jackson: What would it look like to have more of a retirement community setup out there? It is what Leawood is lacking and is going to need.

Mr. Klein: We get a lot of people asking us about retirement and senior living from all portions of it: assisted living and skilled nursing. If it is incorporated in the Mixed-Use, assisted living still has a limited possibility. Skilled nursing probably would still be okay, but it couldn't be a major component as far as relying on that group of people to participate in pedestrian traffic. Independent living would provide those opportunities, and a number of different housing types would be possible with that.

Comm. Jackson: At that age, you want smaller shops, I'm guessing. This could be a nice little development with the retail and the senior living around it and then the neighborhoods behind that can bolster the retail.

Mr. Klein: One of the things they indicated is in order to get the type of mix of uses, they will need to have an increase in density as far as housetops; therefore, residential needs to be a major component of some of these Mixed-Use areas. Currently, we require a minimum of 20% to be residential, but I know the city has talked about allowing a little higher density. Currently, we cap it at fifteen units per acre in the overall development.

Comm. Jackson: Senior living may want smaller.

Mr. Klein: Some actually just have small efficiency apartments; others are full units.

Mr. Coleman: There is a place for it, and now it's done, but one of the keys is going to be having a developer who's sophisticated enough to pull that together because Mixed-Use is a lot more complex than any other type of development, and there are few people, especially around here, who can do it successfully. It has to be someone with good financial resources and a good plan that they can develop over some period of time. Even if it's started, it will take 3-5 years to build it out. Park Place is fortunate to have financial backing that could weather the economic issues. If it had been conventionally financed, it might not have happened.

Comm. Pateidl: The more I listen to this, the more it reminds me of the movie Back to the Future with the neighborhood grocery store. I grew up in one; it is what my folks owned.

Comm. Williams: It would be nice if Mike was here tonight because he could share more of the market perspective in that regard, having a son that is a small business proprietor in this town. Though he's doing well at the moment, he's starting to sweat bullets because REI is coming in and Scheels. That may even close the doors on Dick's in Town Center. These are major players that come in with money, with the ability to buy product at a discounted price; it hurts the small retailer, and we've been hearing that for a long time.

Comm. Pateidl: That is my observation; I am not sure it can compete, but then again, we're looking at 50 years down the road.

Mr. Coleman: I remember when none of these existed. Galyan's came in as the first, and then Cabela's came. Then Bass Pro came in. You keep adding these, and that market is not growing; it is actually diminishing. I don't know how they will all survive. They are over-saturating the market.

Comm. Roberson: Discounted rents for a period of time is how they survive.

Comm. Jackson: Is there a way to hand-pick some developers and ask them to come in?

Mr. Coleman: There is; you would have to do it in partnership with the property owners. There are people who own property down there who are not developers; they're landowners.

Comm. Elkins: We talked to the consultant in an academic sense around this idea of Mixed-Use and this idea of bringing more housetops closer to pockets of commercial use and retail use. In the time I've been here, every time we have retail and residential starting to get close to each other is when the Council room is full. At an academic level, we can talk about walkability and the importance of having residential close to commercial, but the practical experience in Leawood over the last ten years or so has been exactly the opposite. It's an observation. At an academic level, it seems like the kind of community I would like to live in, but every time we have tried to find a way to marry the two, it gets difficult. And maybe the secret is to do it

at the outset rather than have one meeting the other. But with the 135th Street Corridor, each time a developer has come in and wanted to put a Mercedes dealership or the dentist office over by the sculpture of the guy who was asleep, the neighbors were very concerned, and we had a number of people arguing vociferously that they didn't even want that relatively light commercial use that close to home. The other observation I would make is it's a real challenge to us and the planning department and the consultants because that group the other night seemed to be very strong on the idea of a way to get from one side of Leawood to the other on 135th Street, and they want to go 45 mph to do it. To me, that is a microcosm of what we've been dealing with on 435 where nobody wants to live in a condo right next to 435. I recognize that going 75 mph is a lot different than going 45 mph, but will they want to live close enough to 135th Street where people are using it to get from one end to the other at 45 mph? I think we have a real challenge here.

Comm. Williams: The entire stretch of 135th or 119th from State Line to the west edge of the county, you see a lot of residential, including both single-family and multi-family. People are living along roadways that are 45 mph. By the same token, they're living along interstate highways.

Comm. Elkins: But you're not seeing it in Leawood; you're seeing it west. Every time we've run into it, notwithstanding what all the academics are telling us in terms of what the demographics are, when the rubber hits the road, we're running into opposition. Perhaps it's the vocal minority; I don't know.

Mr. Coleman: There are some people that just don't want anything. In the surveys, there are people who literally just said to leave it a cornfield.

Comm. Ramsey: What is being said here is instead of drawing a line on a map and saying that it is the 135th Street Corridor, there needs to be some transitional zone between the 133rd and 137th side of this and those residences. Otherwise, we all know what will happen if we put commercial along either one of those streets.

Mr. Coleman: There are some areas that can withstand some commercial or higher density, like across the street from the dentist office we were just talking about. That is a really good place for commercial development.

Comm. Ramsey: If we don't give the guidance to the consultant that they have to consider a transitional zone along 133rd and 137th, they aren't going to do us any good.

Mr. Coleman: We've already talked to them about it; we just don't have it all in there yet.

Mr. Klein: They realize they need a transition, that people will not tolerate skyscrapers along 133rd or 137th.

Comm. Ramsey: More precisely, they probably won't go for commercial.

Comm. Roberson: It is because of the traffic.

Comm. Williams: It is a concern about "those people" and how close they will be to my back yard. We've heard that.

Ms. Kriks: We had staff brainstorm multiple times on how to create that buffer between the residential and the commercial along 133rd and 137th.

Comm. Williams: To some degree, a buffer is somewhat self-defeating to the idea of making these areas walkable because you get so much buffer that you lose a lot of the potential people.

Comm. Roberson: To find a good buffer, along 133rd at Deer Creek, there are duplexes across from the golf course. To me, that's an ideal buffer of a development because it has the backs of the houses along 133rd Street and then a group of homes in there. They can walk to the grocery store.

Comm. Ramsey: I don't anticipate that it has to be green space; I am just saying it may be some type of multi-family or townhomes or something like that, that isn't as onerous to the people across the street. Then, they can go to the higher-density or commercial activities.

Comm. Williams: You don't want the situation we had with HyVee with the truck loading docks and trash across the street from residential, even though that residential is a higher-density, nice transition to larger single-family neighborhoods. It's the pits to have that going on across the street. All the trees and berms don't really make it go away.

Comm. Pateidl: What will be interesting is to see the demographics of the residences in Park Pace, Prairie Fire and the Oddo project as they come to fruition and get a feel for what people want in a community.

Comm. Williams: All the market stuff and demographic overlays of what's going to happen in 2040 for the metro are great, but when the rubber hits the road, it's the market.

Mr. Coleman: Probably look at Mission Farms and get an idea. I think they do have some empty nesters in there, but I think a lot is young professionals.

Comm. Elkins: I was astonished by the statistics the developer gave, assuming those were accurate, of the demographic of the people in those apartments on the Overland Park side.

Mr. Coleman: The median income was over \$100,000.

Comm. Elkins: It was \$120,000, and they already have a waiting list of 17-20.

Comm. Jackson: How big were those? They were over 1,000 feet, right?

Mr. Coleman: Yes.

Comm. Elkins: I was just stunned at the average income.

Comm. Jackson: Where are they working?

Chair Rohlf: Not all of us who live in apartments are bad.

Comm. Elkins: I'm not suggesting it's bad; I'm suggesting you're a lot wealthier than I thought you were.

Comm. Roberson: They just had an article not too long ago about the people who live there, and it was interesting. I think the apartments going in on the Leawood side will be just as successful. The condos aren't going to sell because quite frankly, that noise is just horrendous. I was there last night, and it doesn't stop; it's like a buzz saw on 435.

Comm. Williams: There are nights I can sit on my deck on the north side of my house toward 435 from two miles away and I can hear the noise.

Comm. Roberson: I can, too, and I'm at 123rd and Mission. I can hear the train in the summertime.

Comm. Pateidl: You just get used to it.

Comm. Elkins: Do you know how many residential units they're putting into Prairie Fire?

Mr. Coleman: 300?

Comm. Elkins: Is that going to absorb the market?

Mr. Coleman: I don't think so.

Comm. Pateidl: Are they four stories?

Mr. Coleman: I think so. There are 26 for-sale townhouses that face the golf course in the back, and then they have a series of apartment buildings.

Comm. Roberson: Oddo has a couple hundred.

Mr. Coleman: Oddo is 290.

Comm. Roberson: Then you have Mission Farms.

Mr. Coleman: That is 132.

Comm. Roberson: So that is 700 new apartments that will come online in the next couple years.

Comm. Williams: And then Park Place.

Comm. Ramsey: It's the new normal, though, as far as trying to get a loan today.

Comm. Roberson: You can't get one for a condo.

Comm. Ramsey: Or even a new house for a young couple.

Comm. Roberson: If they qualify, they can get a loan; it's the condos you can't qualify for.

Mr. Coleman: You have to put a lot more down than you used to.

Comm. Roberson: The norm now for condos is 20%; whereas, they had the low-doc, no-doc loans way back when that we won't go into. The point is it has changed, but the condo market has pretty much dried up because the restrictions are so tight that you can't sell them in the secondary market; therefore, there is not much financing unless you're a large financial institution that's willing to hold the paper. Then, they require 20%-40% down.

Comm. Pateidl: Is the Clinton Housing Program still in effect?

Comm. Elkins: The reinvestment stuff?

Comm. Roberson: Yes, that is definitely still in effect.

Comm. Pateidl: How can you do it?

Comm. Roberson: You go through an exam every single year if you're a financial institution, and you have to meet your CRA requirements.

Comm. Ramsey: My point is this is what's driving the apartments, which is where the action is.

Comm. Roberson: A lot of people don't have the down payment, but they have the income; I agree.

Mr. Coleman: There are other housing types that could go in here, such as single-family, patio homes, villas or a little village with 5-8 units to an acre.

Comm. Ramsey: I understand that the hottest thing in the market is the maintenance-included villas.

Comm. Roberson: Yes, and the reason for that is people are looking not to do yard work; they don't want to shovel their driveway.

Comm. Ramsey: They've just about built out White Horse Villas, and I think all the lots have been sold with only 1-2 lots that haven't been built on.

Comm. Roberson: I would agree with that. Deer Creek on 133rd is maintenance-free with small lots and duplexes. The place is full.

Comm. Ramsey: These are not inexpensive.

Comm. Elkins: In this next public meeting, is land use a part of that?

Mr. Klein: They should get more into land use, setbacks, build lines, building height and character.

Comm. Pateidl: When is the next meeting scheduled?

Mr. Coleman: Next Wednesday, the 18th at 7:00 PM at The Lodge.

Comm. Elkins: Are we going to have to do those small group things again?

Mr. Coleman: We moved it to the end if we do them. You were one of the twenty who bolted for the door.

Comm. Elkins: I think one of the big needs we have going forward is some sort of retirement/senior living. Where I've seen it done, they take up a lot of space. There's an opportunity here because we have some big chunks of ground. The ones I've seen to be successful have had the combination of independent living, assisted living and skilled nursing and you progress through them. That takes a lot of real estate. One in Manhattan takes up probably 80 acres.

Comm. Roberson: My parents were in a beautiful development, maintenance-free, well maintained, but you started with the duplexes, which were the single-floor slab homes with a two-car garage. Then you moved to assisted living, which was like an apartment complex with the restaurant, health club, barber shop, bank, meeting rooms and that type of thing. Then they had the nursing home there, which was the skilled nursing facility. Literally, people would progress from stage to stage. They would have the funerals in the meeting rooms.

Comm. Pateidl: The other thing they sometimes have is a rehab facility. It's not a linear progression. You fall and break your hip, so you're in the rehab facility, and then you may be back in the assisted living. To

provide all those kinds of services takes a lot of dirt. This may be our opportunity. I have to believe there are developers out there that this is their business.

Comm. Pateidl: What is it down in Prairie Village that they're having all the fights over?

Mr. Coleman: I think it needs to be the right location. We had the group that wanted to put the facility in Parkway Plaza. We had a proposal, and it would have been nice for Sharon Lane and Villaggio. We have others that people are looking at, but it is more or less assisted living or skilled nursing care.

Comm. Roberson: We need that, but not as a standalone facility.

Mr. Coleman: That's how I see it: the retirement community and then some other housing and a commercial area.

Comm. Roberson: I've got the perfect place for it in Leawood.

Comm. Elkins: One of the thoughts in my mind is there is a tremendous amount of loyalty in our community. People are very proud to live in Leawood, and certainly there are some snowbirds who are looking to move to Florida or Arizona, but I also think there is a substantial number in our community that if we can provide the opportunity for them to stay in the community as they get in their senior years, they'll seize it.

Mr. Coleman: I think that's right.

Comm. Williams: Along that line in one of the questionnaires was how long they had lived in Leawood. The vast majority of the people in attendance at that meeting had been in Leawood for over twenty years.

Mr. Coleman: Only 2%-3% said they planned on leaving.

Comm. Elkins: There's a real loyalty to our community.

Comm. Jackson: Those snowbirders are nice. If you can get them a little maintenance-free spot, they would probably take that six months of the year and go to Florida the other six months.

Comm. Williams: I think it was Oddo in one of his presentations who talked about the apartments serving that kind of a purpose.

Comm. Elkins: With the big chunks of space along 135th Street or in Leawood generally, there is an opportunity now; whereas, as we get more built out, it will start shrinking.

Mr. Coleman: Any other questions?

Comm. Jackson: Richard and I went to a healthy communities planning meeting this morning. I don't know that we're starting in the right place when we start at the top and are talking about our road system. It's more what we want there. Do we want nursing homes there? What does the community need to stay healthy as they age in retirement? I don't know that we're starting from the right place when we look at how to lay out the roads.

Comm. Strauss: Land use and roadways work together, but right; why don't we start with the land use and look at the roadway system that fits it? We have a roadway network, so we have to work within those parameters.

Comm. Jackson: When you're looking at the 600-ft. blocks –

Mr. Klein: I think it's harder to start with the land uses because you can plan the street network and we can zone certain areas for certain uses, but it really takes the right developer to make the application you're looking for. That zoning district may allow a variety of different uses, so you might get an application for something you're not foreseeing. Sometimes that is harder to control.

Comm. Jackson: It might be the other way, too; there might be an amazing project that comes in that is not allowed within the zoning.

Mr. Klein: Yes, and then you consider rezoning, but then you're also locked in a bit to the adjacent zoning so it doesn't become spot zoning. You're right that sometimes you'll get something that is phenomenal and you'll want to rezone it. Basically, Park Place came in and we didn't have anything called Mixed-Use. There is no way it would have been allowed under the old ordinance.

Comm. Ramsey: Why don't we just create a Planned Unit Development District and call it good?

Comm. Jackson: Would that be anything you would want it to be?

Comm. Roberson: Pretty much so.

MEETING ADJOURNED