

City of Leawood
Planning Commission Work Session
November 14, 2017
Annual Report on Self-Propelled Leawood
2017 Annual Update to the City of Leawood Comprehensive Plan
Residential Unit Sizes within Mixed Use Zoning Districts

Planning Commission Members in Attendance: Hoyt, Levitan, Pateidl, Elkins, Coleman, and Block. Absent: Belzer, Strauss, Ramsey

Planning Staff in Attendance: Mark Klein, Richard Coleman, Staci Henry, Jessica Schuller, Debbie Brenner

Other Staff in Attendance: David Ley, Public Works; Andrew Hall, Legal, Brian Anderson, Parks and Recreation

Mr. Klein: Brian Anderson will talk a bit about Self-Propelled Leawood. After he's finished, we'll move on to Comprehensive Plan and also Unit Sizes within Mixed Use Development.

Chairman Elkins: Regarding Self-Propelled Leawood, the commission's recommendation and City Council's approval of Self-Propelled Leawood included a condition that the Parks Department report to us on an annual basis as to progress. We had a bit of a hiatus, but we are getting back to that schedule.

Annual Report on Self-Propelled Leawood

Mr. Anderson: When Self-Propelled Leawood came out, the city had long-range plans for street improvements that were already planned and budgeted. Since we adopted this plan, it may seem like there was a bit of a lull because our staff looked at the streets that were upcoming, and then we were able to make some modifications to the budget and design. The main thing I wanted to express to you is that we have a working spreadsheet with every street that has some type of biking/walking improvement recommended in the plan. Then, in the plan, we've got mileages the plan recommended to build this thing out as well as where this will be in our current funding cycle. The plan shows marked bike lanes and then lower-ordered streets. What is recommended there is bike route signage and maybe sharrows, which are large, chevron cyclists marked in the lane. It is intended to alert drivers that it is a bike route. It also helps keep cyclists on the bike route. It also shows trails and shared-use paths. Nall is a good example of this. It is a 10' wide trail on one side of the street that is really a wide sidewalk. Any given route could have multiple tools to make it complete. In other words, on Lee Boulevard, the recommendation is that you provide bike lanes from Somerset to 103rd Street. From 103rd Street going to City Park, it is a quieter street with not as much traffic. There, the recommendation is signage or sharrows. One bike route could be segments of trails, sharrows, and bike lanes all

together. The higher-order streets are principle routes. Route 5 on the east side is one that was brought up in your last meeting by the school. In our plan, that is actually a segment of that principle route. Currently, that 6' wide path is recommended to increase to a 10' path on the east side route.

As far as infrastructure, we need to look at signage if we are going to put sharrows down and the streets are to have mill and overlay.

Chairman Elkins: When there is no indication of the planned year, does that mean it is sometime in the future?

Mr. Anderson: Ward Parkway has the parking lot off State Line that is on our side. The recommendation is to go through the tunnel from Ward Parkway and consider striping a trail that follows the perimeter of the parking lot. That parking lot sat very empty. There's plenty of extra room, so maybe we could do a trail. It is developer-driven. At Ranchmart, we considered how to better circulate bikes and pedestrians through their parking lot. Those improvements would be triggered by their development.

Comm. Hoyt: Will all the orange sections be done when the streets get reworked?

Mr. Anderson: Yes, and these streets were called neighborhood collectors. They go nice with the Bike Boulevards to keep cyclists off the higher-order streets.

Chairman Elkins: What is the color coding again?

Mr. Anderson: A suggested method for us to mark bike lanes with signs out in the field was to call the red Principle Routes, and maybe if we had a symbol that was red and then the number to correspond, it would tell cyclists which route to follow. Blue is for East-West. Red primarily goes north-south. Purple are Bike Boulevards, so they are windy streets that tend to be off the busier streets. They will connect with the East-West blue streets. The orange streets link in with the purple. We thought this would enable cyclists to follow the route they want to go.

Since then, I worked with a mapper to develop an interactive website. We could take the map of all the routes and put it on a layer on the website. It could even track you. I tried to get this as a countywide thing working with AIMS and some other departments. The way technology keeps changing, I think it's a matter of time before Google just takes this stuff. We've shared this information with Johnson County Parks & Rec for their trail maps. Any areas we would sign as a bike route would get added into their map. They already have the data. When we have the signs up, they'll add them in. Mid-America Regional Council also has a region-wide metro map. Our trails are already on there. We haven't done much with signing and sharrows.

Chairman Elkins: Are there paper versions of those maps available for just Leawood? If I wanted to find a map that just showed where the bike paths are, is that a document I can get from Parks and Recreation?

Mr. Anderson: Not anymore. We used to have one of Indian Creek and Tomahawk Creek Trails, but we don't have one of this system currently.

Chairman Elkins: Is the electronic map still in process?

Mr. Anderson: Yes.

Chairman Elkins: Do you have any idea when that will be available?

Mr. Anderson: If I got in contact with them and get them going, it would be close. It started becoming more of a multiple-use kind of a tool. I wasn't satisfied with the wayfinding. I would have to go back and start working with them again.

Comm. Coleman: Did the Johnson County Trail Maps not include that?

Mr. Anderson: It includes everything that we have, including bike lanes and trails. It is current and on the paper map. One side has the whole county, and the other side shows a more focused area of Leawood and Overland Park with Tomahawk Creek Trail and Indian Creek Trail.

Chairman Elkins: Are those available from the Parks Department?

Mr. Anderson: Yes, we have them downstairs. Aside from infrastructure, another idea that came out of the plan was to develop what we call recreational loops. Their purpose uses 90% of these bike routes. A north loop and south loop were recommended. The north loop would start at City Park and go north of 435. The south loop would go from City Park south. The north loop is about 13 miles in length. The south loop would be about 15 miles or so. We had nearly 28-30 miles of a recreational loop. We have money in our budget this year to sign the north loop. David and the Bike Committee and I are working on this. We're coming up with a way to mark the path. The trailhead would be at City Park. It would go over 435 on Lee Boulevard and then take Mohawk, meandering through residential streets, working down Sagamore and back into the park. I rode this in August when it was 100 degrees, and there are so many shady trees that it was a nice ride. It is something that recreational cyclists would be able to do. It would be a recommended bike route. In the future, the south loop would be longer and would use some of the trails. It would go down through Ironwoods Park, come up through Steeplechase, go through Leawood South and Hallbrook and then back into City Park.

Comm. Levitan: How far apart would those signs be?

Mr. Ley: We're looking at a sign about 100 feet in front of the intersections. As the cyclist gets onto the street, there would be another sign to show that it is the route, and then it would repeat every 800-1,000 feet or so.

Chairman Elkins: That's a lot of signs.

Mr. Ley: It is 200 signs. We are mapping the loop both directions.

Comm. Pateidl: How many signs are already produced?

Mr. Ley: There are two signs. There is a smaller version, and then there is one between its size and the size of a speed limit sign. The Bike Committee is going to make a recommendation on what size to use.

Comm. Pateidl: It just struck me that there wouldn't be an arrow on it. Once you got on the north loop, a vertical arrow may help.

Mr. Ley: It won't be placed before an intersection; it will be 100 feet after a turn.

Comm. Pateidl: I understand; it is just a matter of the instruction of the sign. Do you leave it blank or leave an arrow on to give further direction?

Chairman Elkins: Does the plan have almost a monument sign at City Park that shows the whole loop?

Mr. Anderson: I'd like to do a kiosk at a rendezvous point with bike parking and bike repair station. Now, I can see two signs for the north and south loops. I can see a paper map of that route and maybe a link in the explanation of what the north loop is that could be downloaded onto a cycling computer. In some of these areas, it's easy to get lost if you don't know the area.

Comm. Pateidl: I'd like to go back to the route near the school. Since it is established in a bike route and approved by the Governing Body, would a map of this help you so that when an applicant comes in and wants to make a change, you can refer to the Bike Plan for guidance? This would have avoided all the conversation during the application with the school.

Mr. Klein: We did call out Self-Propelled Leawood early on. The school simply did not want to keep it. We had multiple conversations with them expressing our desire to keep it. One of the reasons to keep it was Self-Propelled Leawood. Another was to avoid intersections in the parking lot.

Chairman Elkins: We'd have to check the minutes, but I have a vague recollection that we actually made that point as part of our discussion.

Comm. Hoyt: We did.

Comm. Pateidl: Mark, are you comfortable with using Self-Propelled routes to take that position with the applicant?

Mr. Anderson: My office is now upstairs in the planning wing, so they know our plan. Mark attends our Bike/Walk Committee meetings. He and Richard were both on the Steering Committee for this, so they're aware of it.

Mr. Klein: Some of the things the planning department is doing that supports this is a request for bike racks when applications come in. We also ask if they would be willing to provide showers to be a bike friendly business. Some of them have been willing to do that.

Mr. Coleman: Some of them have done it on their own. There's a new insurance company here that has provided that and has provided a gym and showers for all their employees. That's becoming more common.

Chairman Elkins: I don't really understand what makes all this happen, but I've noticed in North Kansas City that they'll have a bike rack with rental bike racks in it, and there is a process to get from one point to the other using those bikes. Are those provided by the city, or is there a commercial venture?

Mr. Coleman: It's a commercial venture that's subsidized by the city. I have one by my house called B-cycle. You put your credit card in, and when you put it back in the rack, it adds up how long you had the bicycle out and charges your credit card.

Chairman Elkins: Is there any data about how much use they're getting?

Mr. Coleman: The city would have that.

Mr. Anderson: Bike/Walk KC is the owner of these B-cycle stations. They are looking to have stations on the Kansas side. The problem for them is they're a nonprofit for Missouri. They would have to get property to put them on. They'd have to get an easement or a city to come in and get an easement from a business or something to put these stations on. That has held them up. They contacted me about potential interest.

Mr. Coleman: They're subsidized by the city. Mine is on KC AT&T property. Anecdotally, they're used more on the weekends and more in the summertime. I can kind of track them because I drive by a couple times a day and can tell how many are in the rack.

Chairman Elkins: They actually get some use.

Mr. Coleman: They do. They're on the Trolley Track Trail. People rent them and take them down to the Plaza or Waldo. I don't know how heavily they're used, but they are used.

Mr. Anderson: They've even expanded some stations to City Market.

Mr. Coleman: They're all over.

Chairman Elkins: They've talked to you about moving to Kansas.

Mr. Anderson: Yes.

Mr. Coleman: The question would be the financial part.

Mr. Anderson: I'll move on to other things we're doing. We have money for a new event next year. It will be a bike/walk-themed event. We don't have all the specific details yet, but one idea is to have the north loop be part of that. We're looking to do that in June. The Bike/Walk Committee has been working with schools quite a bit on a project called Main Routes to School. They've built a packet to take to the principals in the schools. If they're willing to encourage that walking and biking to their school, there is a process with a Bike Committee liaison who will work with the interested party at the school, identify areas where there are gaps in sidewalks or that they need an extra crossing guard. Then those concerns that each school has and brings to the city will get helped. Aside from that, we want then to start pushing and encouraging kids to walk and bike to school. All of our elementary schools have been participating in special events like International Walk or Bike to School Day. We've seen good numbers on those days of kids walking school. We've had several committee members helping with traffic crossing at intersections. That's an update with what we've been doing.

Chairman Elkins: If I read this right, your current plan is to be 51% done in five years, but you really don't have a horizon to be 100% done, correct?

Mr. Anderson: I need to update it because we've added 143rd Street. We updated the plan year for the latest improvements. I need to total it up because we may have more bike lanes in there than before. The target date for 151st Street is 2030.

Chairman Elkins: Yes, and that jumps out because I'm really curious about a bike lane on 151st Street. That seems kind of like having a bike lane on 135th Street, which is a little hard for me to imagine. The plan is out to 2030, which is way out there.

Mr. Anderson: The street design for 151st Street was pretty similar to what was recommended for 143rd. We've got the one part with a trail on the north side and bike lanes on the segment that's done.

Mr. Ley: Windsor to Overbrook will begin construction next year.

Chairman Elkins: Those won't be a divided lane; they'll be a marked lane.

Mr. Ley: 151st Street will be a divided roadway. It will have a median in the center and then two lanes each direction with bike lanes.

Mr. Anderson: There is also a trail on the north side.

Chairman Elkins: Thank you very much. Are there questions? We'll see you next year. When you update your numbers as to the completion, will you give that to Mark, and he can share it with us?

Mr. Anderson: Sure. Thank you.

2017 Annual Update to the City of Leawood Comprehensive Plan

Chairman Elkins: I spoke to this at our last meeting, but a number of the commissioners had expressed interest and questions about the Comprehensive Plan and what its purpose was, what kind of a planning tool it was, and if we were giving it the consideration it deserved both from sound planning principles and from the perspective that this is one of our legislative duties. That is why I asked the staff to continue it from our meeting a couple weeks ago so we could have a solid discussion about the plan, its purposes, and its specifics. I sent out the email last week. I appreciate that a number of you took the time to look, and you have a series of great questions that are hopefully incorporated into our discussion tonight.

Mr. Coleman: We update this annually. Generally, it is tweaking for the most part and then adding graphics and data as it becomes available. We're in the middle of the census period right now. We might get feedback from the County Economic Research Institute on some of the data.

Comm. Pateidl: Mark, before you start, I have a question about this report. For whose eyes is this report really written? Who do we expect to read this, and what are our statutory as well as our marketing responsibilities as far as the plan for the city?

Mr. Klein: This is a document that's supposed to be available for everyone. Different people use it for different things. Citizens use it to envision the future of different properties. More of them seem more interested in an area where they are looking to buy a home. Given that, we have to make sure they understand this is a guide and that it is not locked in. Developers use this all the time with regard to an application they make with the city. They have a certain project they are proposing. We want to make sure it goes along with the Comprehensive Plan and meets the vision of the city. It is a document that is meant for everyone. It is meant to give a profile of what the city is. That is why there are not only different land uses but also natural features that make up the city, the demographics that make up the city. It is a snapshot of the city at this particular time. It has the Comprehensive Plan map that shows the vision of what the city wants to do. That's why we've talked a lot about the 135th Street Corridor, but it also addresses other areas and the city's vision for them. An application came though not long ago for 151st Street and Mission Road with regard to a single-family subdivision. When they came in, they looked at the Comprehensive Plan to see what kind of development they could do. They couldn't do an apartment complex, and the Comprehensive Plan guided that development. There are streets shown that help developers know where the city expects to see them. In addition, goals and objectives are a part of it as well. The city collected input from a decent number of citizens who participated in choosing goals and objectives.

Staff proposed some in the beginning, but a lot of the community actually modified those as well.

Comm. Pateidl: Safe to say that one of the primary users, if not the primary users, are potential developers?

Mr. Klein: I would say they're one of the major ones, along with citizens.

Chairman Elkins: Before I purchased my house, I looked at the Comprehensive Plan so I would have some indication of what might be happening close to me. Mike, would you say developers look at the Comprehensive Plan, and what do they look at it for?

Comm. Levitan: I think they'll give it a look, but I think developers, by and large, have an idea and just want to push it forward. This isn't going to stop them. They'll push forward if they think the best use is multi-family or office.

Mr. Coleman: We get a lot of calls from people who are looking at a piece of property, asking what it is zoned. They'll then ask about the property and what uses can go on it. Some of them are just not allowed in the zoning. Sometimes, it depends, and there could be a change down the road because of someone's idea for a piece of property.

Chairman Elkins: For the most part, is our zoning in sync with what the Comprehensive Plan has?

Mr. Coleman: Yes, but we tweak it every now and then to make sure that everything is lining up right. I think there was one question you were asking about with Village of Leawood and why it went from Low Density Residential to Medium Density Residential.

Comm. Coleman: That was me.

Mr. Coleman: It is RP-2, which in our plan and LDO, is designated as Medium Density Residential because it allows 6,000 square feet of land area per unit. Before computers, the maps were the document that showed all the zoning and everything on the map exactly. That was a loose way to do it. Now, we require ordinances for the zoning.

Mr. Klein: I'd like to run through some of the changes. We do this annually. As Richard indicated, we are looking to make sure the zoning and Comprehensive Plan are in agreement. This is when we make those adjustments. With regard to Village of Leawood, as Richard mentioned, that is a Medium Density Residential. There is a section in the Comprehensive Plan that equates different zoning districts to what goes in. That piece of property was zoned RP-2 [Planned Cluster Detached Residential], which corresponds to Medium Density Residential in the Comprehensive Plan. That is the reason it was changed. As far as Self-Propelled Leawood, we now have a much more comprehensive bicycle and pedestrian plan than what we were showing on the Comprehensive Plan before. Rather than try to superimpose that onto the Comprehensive Plan, we decided to pull off the more general paths and trails and include the maps from Self-Propelled

Leawood. This helps make it easy to read. Additionally, we have a decennial census that comes through every ten years. This is the physical counts. The census does the American Community Survey; however, each year, it takes a small percentage and is more of a survey. We get updated numbers on some of the demographics but not all of them. That is the reason you notice some refer back to 2010 as opposed to the current year, while others refer to 2017. The ones that refer to 2015 or 2017 are the ones we're getting from the American Community Survey. There is almost a year lag behind on the decennial censuses. Even though the census is taken in 2020, we won't get numbers until probably two years after that as they get finalized.

The map shows the proposed rezoning changes.

Chairman Elkins: What does the yellow indicate on the map?

Mr. Klein: The yellow indicates Medium Density Residential. Colors used for zoning and land use maps can be standardized. Typically, yellow is used for Residential. Usually, the intensity of the color indicates the density. Retail is usually designated with red.

Chairman Elkins: Why does the yellow cut through a lot rather than cover the entire lot?

Mr. Coleman: It is just the formatting.

Chairman Elkins: The expectation is the entire lot will be yellow.

Mr. Coleman: Yes; it will be different when you see it.

Comm. Levitan: It's good to see the construction there, by the way. It's coming along

Mr. Klein: We talked about Self-Propelled Leawood, and we included those maps on this as well. If we overlay the entire map, it would be too busy.

Chairman Elkins: On the Self-Propelled Bike Maps, the shape of the city seems different on them than what is on our wall. Is there a way to better delineate that?

Mr. Coleman: The outline of the city property bounds is not heavily defined on the map.

Mr. Klein: It is the light brown background color.

Mr. Coleman: We could maybe put a dashed black line to show the property boundary.

Chairman Elkins: That would be helpful, I think.

Comm. Pateidl: On Pages 58 and 59, would it help to put, "Self-Propelled Plan"? I don't get the impression that it is tied to that.

Ms. Schuller: We're actually working on the introduction for that section. That is an update you will see on the next revision.

Chairman Elkins: This map would have some sort of a title on the actual map to show that it's the Self-Propelled Leawood plan would be good.

Mr. Klein: Self-Propelled Leawood is incorporated into the Comprehensive Plan in the beginning of the document. It refers to Self-Propelled Leawood as being part of the Comprehensive Plan.

Commissioner Pateidl asked about the bus routes with regard to 135th Street Corridor. Ride KC has an overall map that shows their locations. Currently, the bus comes down Town Center Drive and loops down to 119th and then back up. With regard to the 135th Street Corridor, we feel there are many opportunities to expand the bus routes.

Comm. Pateidl: Right now, what you're saying is it's pretty minimal.

Mr. Coleman: It is. Riders can get on and off at Prairie Fire and then at Nall and 135th Street or Town Center Plaza. That is the limit of it. Then there's another route that goes down State Line. It is pretty limited, but when 135th Street gets built out, I'm sure that bus route will be one big loop.

Chairman Elkins: What kind of data do we have now of ridership now?

Mr. Coleman: KCATA would have ridership data. They just tell us that they're going to put the route in.

Chairman Elkins: Would they share the data?

Mr. Coleman: We could call and ask, but that probably changes all the time.

Chairman Elkins: I'm guessing it's low, but I'm just curious.

Mr. Coleman: I'm sure it's pretty low. It is probably by route. Public transportation is going to change dramatically over the next 10-20 years. They've already started self-driving buses. Unfortunately, there was an accident in Las Vegas. It wasn't the bus's fault.

Comm. Levitan: I've got to imagine that the demand is really low.

Mr. Coleman: Particularly at 135th Street because there's not that much out there. In the future, there will be more and more. They're getting ready to build that other development on Nall in Overland Park. As that all fills in, there will be a lot more people working in the area, even though they're not all in Leawood. It will continue to develop as the area develops. KC's growth rate is modest. I would expect everything else to be somewhat modest.

Chairman Elkins: I know it's very anecdotal, but I had two different people tell me the only downside to the move of corporate headquarters for AMC was the lack of public transportation. I was surprised about that.

Mr. Coleman: They can get on a bus anywhere in the city and get to AMC. The bus goes right in front of it. I don't know where they live.

Chairman Elkins: These two both live in the Brookside area.

Mr. Coleman: If I wanted to, I could get on a bus and get out here.

Comm. Hoyt: What they're probably thinking is how much shorter it was to go from where they were before.

Comm. Pateidl: The map shows everything from 133rd from Metcalf to almost State Line as pretty well developed. It is pretty highly residential. The reality is we're not going to get a lot of public transportation in the future. I'm looking 10-15 years down the road.

Mr. Coleman: I think transportation is going to be transformed dramatically in the next 10-20 years by driverless cars and different methods. I think a lot of people won't even own cars; they'll just order a self-driving car with their smartphones.

Comm. Pateidl: What I'm looking at is future development along 135th Street lacking public transportation from the existing part of Leawood to get there. In my mind, I would put an emphasis on some parking requirements. I think we really need to be cognizant of the fact that we can't rely on public transportation to move granny from her house at 122nd and Roe out to some pharmacy on 135th and Roe. That's just not going to happen. She's going to either get in her car and drive there or, I suppose, take a cab, which is public transportation.

Mr. Coleman: In the future, I think she'll just call for a car that's driverless. It shows up, and she just gets in the car and it takes her where she wants to go. In the Implementation Plan, there is a whole section on parking.

Mr. Klein: Another question we had was about the Residential within the 135th Street Corridor. Mixed Use requires a minimum of 20% Residential. Part of that will be multifamily. There are questions with regard to how that will impact schools. We reached out to the Blue Valley School District to get their thoughts. We talked to Eric Pullam, who is the planner for Blue Valley. He indicated that he was aware of the 135th Street Community Plan. They've been tracking it. They would expect a little bit of a lag. Timing is the main thing they would be concerned about as far as projects beginning. In general, he has noticed that the apartments and condominiums in Mixed Use developments tend to have a little bit lower number of children who would go to school because the area tends to attract young professionals and retirees. Also, the price point tends to be a little more expensive in these areas, which prices out people starting

families. The millennials are a very large generation, and even though there is a significant number that wants the services, there are still some who will want single family homes. He saw a movement that way. The building department provides them with a report on a monthly basis with regard to residential development, and he pays attention to that as well. They also have a committee that meets on projections for the schools. They used to meet every other year, and now they meet every year.

Comm. Pateidl: When we do cite the level of education, my concern on the apartments is exactly that. Will we outgrow our grade schools? I'm pleased to hear that you've reached out to them, and I'm pleased to hear their response. Could we incorporate something to that effect inside the verbiage of the plan that shows we're cognizant of this and that we're planning to maintain the high level of education that we have right now?

Mr. Klein: We can emphasize the fact that Leawood is interested in having high education standards, which we do. With regard to a lot of the planning, the school districts will monitor that a lot more than what we will. I asked what happens if we get a huge influx with a major apartment complex and there are many children needing to go to the schools. He thought Mission Trail Elementary would probably take half of the students, and the other half would be placed in the adjacent district. I asked how much would be handled with school expansion and how much would be done with redrawing district boundaries. Redrawing boundaries is their first choice, but there is always the possibility that they could add on to the schools.

Comm. Coleman: Mission Trail has enough room to absorb something like that. The dividing line for Mission Trail goes to Sienna. It goes pretty far south.

Comm. Levitan: Do you have any pending applications for Mixed Use on 135th Street?

Mr. Coleman: Yes.

Comm. Levitan: We'll see something soon, then?

Mr. Coleman: Probably.

Mr. Klein: There was another question with regard to the Historic Districts in Leawood. Currently, Leawood has three Historic Districts. They are designated on the Comprehensive Plan. None of these are part of the National Registry; they are all locally designated. There are not restrictions on them. Usually, there are tax benefits associated with being on the National Registry but also certain restrictions to ensure the integrity of the historical value of the property. Leawood has other historic sites as well, but again, it is strictly local designation.

Chairman Elkins: What does it mean? I've seen signs in Leawood.

Mr. Coleman: Basically, it is the Kroh Brothers Residential Development from the 1940s and 1950s.

Chairman Elkins: How did they get the designation?

Mr. Coleman: It is from the Leawood Historic Commission.

Comm. Levitan: It doesn't mean anything, really.

Chairman Elkins: What would the Historic Commission say their intent is in designating these?

Mr. Coleman: I'm not sure, except they are designating what was probably the original Leawood because the Kroh Brothers Development was Leawood initially. Then, the city became incorporated after that.

Comm. Coleman: It is just designating the first residential settlement of Leawood.

Mr. Coleman: That was basically in the '40s.

Chairman Elkins: He probably wouldn't even appreciate me saying this, but if there is any place in the City of Leawood that has historic value, it is the Sharps' place. That is truly the first settlement in Leawood.

Mr. Coleman: I received an email from Mid-America Regional Council a few weeks ago about the Historic Trails designation. Santa Fe, California, and Oregon Trails have a few that come right through Leawood. There aren't very many signs in Leawood for that, but they're working on it.

Comm. Hoyt: They're on State Line on the Missouri side.

Mr. Coleman: The Travel Trail will come down 123rd Street to Mission. The map goes right across 135th Street and right by the Mission Trail School. I think there's a really good opportunity here to play off that and get some value out of the fact that the trail came right through here. I think part of it was there is so much water here. The city has a lot of groundwater.

Comm. Pateidl: That currently isn't in the plan?

Mr. Coleman: No; we're working on that.

Comm. Coleman: This is my point that I want to raise to Richard when I start my questions. Kansas City, Missouri does a very good job of identifying the Santa Fe Trail and its origins of the City of Santa Fe, which is right off State Line Road. It's actually very fascinating. It is one of the stops. It starts in Independence and goes through Westport. There's a little city of Santa Fe with the graveyard. You can see the swales in the area. When people come to visit, I take them there to show them. Then, it comes to Leawood, and it just stops even though the trail continues through Leawood.

Mr. Coleman: I don't think there are any swales left here. I'm pretty familiar with it all because I used to work for Kansas City, Missouri Parks as a planner. There are a lot more resources in Kansas City, Missouri than we have here. There are also a lot of voluntary organizations that do a lot of that work like Daughters of the Confederacy. When I got this, I thought we needed it in our Comprehensive Plan and that we need to make it more visible and get signage. Mid-America Regional Council will help us do that. Parks and Rec are working on that, too. We have one statue, and we can do the markers and the trail. It will be the Auto Trail thing. Mission Trail was named because of the trail.

Comm. Hoyt: It was. I was part of the opening group of that school, and that is the origin of the name.

Mr. Coleman: Do they have a marker or anything there?

Comm. Hoyt: I don't think so.

Chairman Elkins: I think there is a marker on Mission but not at the school.

Comm. Hoyt: I would have to think if somebody from the city approached the school and said that they would love to partner on calling attention to the historic nature, it would be well received.

Mr. Coleman: It would be a great Scout project.

Chairman Elkins: What are the 22: Page 64 referencing?

Mr. Coleman: This is a snapshot out of a much larger document that the Mid-America Regional Council is putting together. This is their document, not ours. It goes over the entire seven-county area. It goes from Independence all the way through.

Chairman Elkins: I know I've seen references on different signs and different places somewhere in the area where it talks about the Auto Trail, but I've never really been able to find the document that tells me what it is.

Mr. Coleman: I've been around for a while, and it takes a long time to do all these things. The Bike/Hike Trail was started 25-30 years ago in a guy's living room. They've been working on the three trails of the Santa Fe-Oregon Trail thing for a while. There's more done on the Missouri side than the Kansas side, but they're also working with the National Park Service and Historic Trails Commission. Mid-America is working on the metro area part of this. They reached out and asked the city where the trail designation should be that parallels the historic trails. Obviously, it can't go through people's back yards. We could have other things down where the trails do cross. The area at 135th and Mission is a plowed field. It's still placed where the trail bisected it.

Comm. Pateidl: It's owned by Sharp, isn't it?

Mr. Coleman: It was probably a stop on the trail.

Comm. Pateidl: It's also where a barn is really collapsing now.

Comm. Coleman: My whole point was to preserve the historic parts of Leawood, the original houses.

Mr. Coleman: They're bulldozed. The land is worth more than the house.

Comm. Coleman: Other spots designate the Santa Fe Trail and do more of that sort of thing. I was hoping that there would be a listing because it says that the Historic Commission shall create and maintain an inventory of Leawood's historic structures and features.

Mr. Coleman: They have that.

Comm. Coleman: Maybe put the information in the plan.

Ms. Schuller: It is currently on the city's webpage.

Mr. Coleman: In Minor Park on the north side, there is a parking lot and you can walk out to the ruts. Red Bridge has a low-water crossing for the trail. A couple years ago, they built a new bridge to go over it. There is a lot of history in the area.

Comm. Coleman: Prairie Village has Santa Fe Park.

Chairman Elkins: Watts Mill. There are swales on Cerner's property in the Grandview Triangle.

Mr. Coleman: Yes, there is a big historic area.

Chairman Elkins: It is amazing to stand there.

Mr. Coleman: One of the old roads off 63rd Street and Blue River goes to a cut-through on the hillside. That was an old Civil War road that they took when they came from the east to Kansas City. Battle of the Big Blue was all along there. When we built the last community center in Swope Park, they found musket balls. I've found a lot of stuff. We found Indian artifacts. There's a lot of archeological stuff around that people don't know about because you don't want people trying to dig it up.

Comm. Coleman: You're talking KC, MO, or here in Leawood as well?

Mr. Coleman: There actually are some in Leawood, too, but they've probably already been destroyed by road work. Usually, they're along waterways. Line Creek used to have an Indian Artifact Museum. Back in the '20s, there was an amateur archeologist who

found all this stuff. Most of it went to some place in Oklahoma, but there was some still there. The Parks Department had a museum of the artifacts. Then we were building a new ice rink. They had a children's activity with a fake archeological site to teach kids about it. They were building a new one because of the other project, and they ran into the real thing. Then we had to have the medicine chiefs from the Four Corners come to Kansas City to bless it. We had a sweat lodge and a whole big deal. It was pretty interesting.

Mr. Klein: That is what we have with regard to the Comprehensive Plan.

Comm. Hoyt: I had submitted a question, and I think you made reference to this at our last meeting. To what extent is it appropriate in the Comprehensive Plan to look at the issue of redevelopment in commercial properties, in particular? The single biggest question I get over and over again is what is happening to the HyVee and the other commercial developments that haven't really fulfilled their promise.

Mr. Coleman: I don't know that it's something we would put in the Comprehensive Plan because we have redevelopment of varying degrees on most every property, whether it's remodeling the property or completely tearing it down and rebuilding it.

Comm. Hoyt: Is there someplace where that responsibility is housed within the city?

Mr. Coleman: The responsibility is the property owners. We facilitate activity if they have something they want to do. The Chamber of Commerce and the Commercial Realtors Market join in.

Comm. Hoyt: At what point does something like what's happening down there with that whole HyVee shopping center rise to the level of concern as far as the city goes?

Mr. Coleman: The city is very concerned about it. We're actively engaged. I talk to developers and real estate agents about it on a monthly basis.

Comm. Hoyt: They come to you?

Mr. Coleman: They usually contact me.

Comm. Levitan: A lot of that is up to HyVee, though.

Mr. Coleman: HyVee has deed restrictions that severely limit the development potential of that site, so there is really nothing the city can do.

Comm. Hoyt: Is there any sort of process that occurs after so many years have gone by and something sits vacant?

Mr. Coleman: They just have to maintain the property. If they let the property deteriorate, we would send them notices.

Comm. Hoyt: Has it deteriorated at this point sufficiently for those notices to be sent?

Mr. Coleman: We already sent notices after they closed the store about some problems on the property, and they fixed those.

Comm. Block: If they're paying the real estate tax, nobody can take it.

Mr. Coleman: It is what it is right now. We would love to see it redeveloped. HyVee may not be reasonable in their assessment of the property's value. A lot of people aren't interested just from that standpoint. Then, the deed restrictions make it even less appealing. HyVee is an \$8 billion company, and this is like a grain of sand in their portfolio. They don't really care.

Comm. Coleman: What kind of deed restrictions are there?

Mr. Coleman: No food business can go on the property, like supermarket, fast food, restaurant.

Comm. Levitan: It is absolutely within their right to do that.

Mr. Coleman: Ostensibly, it is to protect their grocery market area. They are not going to sell off a piece of property to another grocery store that is going to compete in their market area.

Comm. Coleman: If I remember correctly, they don't own the whole piece of property.

Mr. Coleman: Boyd Brothers own part of it, and the bank property is owned by Dalmark. Boyd Brothers are looking at dividing it up and selling the rest of it in pieces. This will make it even harder to develop. The situation is not good.

Comm. Levitan: It's not a good piece of real estate from a retail standpoint. It is too close to 135th and 119th.

Mr. Coleman: If the price of the property was reasonable, someone could go in and demolish it and put up a small-lot development like over at Hallbrook.

Comm. Hoyt: I'm not saying the city isn't active and everybody doesn't want this to change and redevelop, but even though HyVee is technically maintaining it according to whatever the Leawood standard is, the mere fact that there is such an empty space seems to be a public hazard. There was a holdup in the middle of the day at the pharmacy. I think part of that was they were the only ones over there open.

Mr. Coleman: There's nothing the city can do with that. Just because somebody has a vacant piece of property doesn't mean we can declare it a nuisance.

Comm. Pateidl: A caption on Page 60 caught my attention: “Non-Residential.” We’ve just gone through the approval of a major wastewater treatment plan. Is that really an asset to the city, and should we incorporate reference to the fact that we’re upgrading the treatment facilities? That is a major deal, and it is not incorporated into the verbiage.

Mr. Coleman: The utility is in the plan.

Mr. Klein: Jim was referring to goals and objectives. These were done well before the expansion.

Comm. Pateidl: If we’re going to make changes of substance, one that really caught my eye when I first started reading this comes out on Page 2. It says what we’re not going to be rather than what we’re going to be. I think we’ve got a lot more to sell than what we’re not going to be. It says, “Future Leawood will not be a maze of industrial parks and 10-story office buildings.” It struck me that we started off by saying what we’re not going to be rather than what we are going to be. It is just a matter of how it is presented and particularly if it is presented, if not to developers, to future people who may want to have an office here. I would rather our plan be drafted in a welcoming way.

Mr. Klein: We can reword that. At the time this went through, the Business Park District used to be Industrial Park. At that time, the city decided it really wanted to move away from that. The language probably came in to emphasize that. We can definitely change it to make it sound less negative.

Comm. Pateidl: I think it’s great to have these conversations. This is the first time since I’ve been on the commission that we’ve really had a discussion of substance inside of the plan rather than just changing the dates and demographics. I think there is a ton of stuff that we can really incorporate that helps sell the city. As long as they’re going to read it, we might as well give them something that’s positive.

Chairman Elkins: I have one more question on the urban renewal issue. With all due respect to our planning team, does the team know how to do urban renewal? I’m thinking particularly about 103rd from 435 and west. What do we need to do to get that process going, or is it not the right time to start the process? What does the Planning Commission do?

Mr. Coleman: First of all, we have to recognize that we live in a community that believes in more limited government. Some communities would just go in and condemn all the property. They would market it, sell it, and redevelop it.

Chairman Elkins: That is not our nature.

Mr. Coleman: Normally, if we have a redevelopment authority, you would designate areas that are targeted for redevelopment in the plan. We don’t have anything resembling that, and we don’t have anything like that. I would not recommend putting anything to do with redevelopment in the Comprehensive Plan. Generally, if you had that in your plan, it

would mean that you have depressed areas that need big financial incentives to redevelop. We're not there, and I don't expect us to be. It doesn't belong in our Comprehensive Plan.

Chairman Elkins: Even that space at 103rd and 435?

Mr. Coleman: Its problem is that it's largely in the floodplain. Otherwise, we've had almost every property in there improved over the last 5-6 years. We don't have that issue there.

Comm. Coleman: One of my questions was in regard to that same residential that Jim brought up on Page 60. Down at the bottom to provide incentives, it listed out giving consideration to a Special Benefit District, Transportation District, Tax Increment Financing. You responded to say we don't use TIFs or tax abatements. Should we clean that section up? We're saying we're using TIFs, and then you're saying we don't use them.

Mr. Coleman: It should be cleaned up.

Comm. Coleman: Is there anything in there that we don't use?

Comm. Levitan: You did a TDD at Park Place.

Mr. Coleman: Yes, but we don't have a TIF policy. It should be removed.

Comm. Coleman: All the rest are accurate?

Mr. Coleman: Yes.

Comm. Coleman: The second question I have has to do with parks and trails. When I served on the Parks and Recreation Advisory Board, we commissioned a study with a consultant to assess all of our parks and open space. I couldn't find it at my house. I didn't know if you have it.

Mr. Klein: I reached out to Chris Claxton about that. She indicated there wasn't really a study that ranked us in any way.

Comm. Coleman: I am looking more to understand if we have adequate parks for a city our size. Do we have adequate open space acreage?

Mr. Coleman: To answer that in a short way, we do, except that we're short in spots. Overall, we exceed all the standards. If we just take a portion of the city, we're short parks in the north portion of the city. The only way to remedy that would be to tear out homes. That is just not a popular issue.

Comm. Coleman: I understand that. One of my concerns is if the city doesn't have an open space policy.

Mr. Coleman: We do.

Comm. Coleman: I don't mean that each development has to have 30% open space; I'm thinking about chunks of land like the Sharp area.

Mr. Coleman: It is shown in the Comprehensive Plan. We designated some of the areas.

Comm. Coleman: Does the city take an active role in trying to preserve that by either purchasing the land or another avenue?

Mr. Coleman: No; it would be part of the development plan that comes in for an area. If an area is in the floodplain, the land area could be calculated for density requirements, but it wouldn't be filled in. We would want it to be maintained.

Comm. Coleman: I was just thinking about Village of Leawood. It would have been a great opportunity to preserve some land.

Mr. Coleman: We did.

Comm. Coleman: I know we preserved a section, but I'm talking about the whole thing to make it into a park even though we would have to purchase the land. You mention pocket parks in here.

Mr. Coleman: It would have to take private property for a public purpose. That is not the direction the city has gone.

Comm. Coleman: Even to directly purchase land that's for sale?

Mr. Coleman: We have in some cases, but that is up to the Governing Body. We did purchase the land for Ironwoods Park. There were no houses on it.

Comm. Levitan: We may have pockets in North Leawood without park space, but Prairie Village is just loaded. With Meadowbrook coming online, parks are plentiful.

Comm. Coleman: It is close enough for the people on the north side to use them.

Residential Unit Sizes within Mixed Use Zoning Districts

Mr. Coleman: We looked at different studies for different cities with an overall look at multifamily. Generally, the apartment size has gone down overall. In 2006, it was 1,015 square feet; in 2016, it is 934 square feet. There have been a number of multifamily developers and other people that are interested in having at least some segment that is smaller than our minimum 750 square feet. It seemed like it might be something that we

would want to consider. In Mixed Use Development, it is 30/70 right now, so 80% of the units are required to be 1,000 or more square feet with no unit smaller than 750 square feet. We are looking at options of going to maybe 15%, which would be 650 square feet or greater; another 15% would be 750 square feet or greater, and then 70% would be larger than 1,000 square feet. The one-bedroom apartments are now around 750 square feet on average. It varies a lot. I don't know that we would go as small as some of these micro units at 450 square feet. There are different housing things going on. I just wanted to bring it up because we have had current developers interested in flexibility with some smaller units.

Comm. Block: What's the downside?

Comm. Levitan: Density.

Mr. Coleman: We have to look at the market. A lot of those smaller ones would still be pretty expensive, but they would be singles rather than families.

Comm. Hoyt: You can see the bifurcation of the market, which I understand is an emerging trend. That is that the small units are getting smaller, but the big units are getting bigger. The only growth was in the two-bedroom apartments. Every category of the smaller units is getting smaller. I think our consultant came in and talked about the Mixed Use Development that he was working on in Denver and that, particularly, two-master-bedroom apartments are very popular. Then he saw the very small apartments for a single person being popular. The middle ground was losing out. If that, in fact, is true and it is at least subtly borne out in these statistics, we might want to give a little leeway there to keep up with that as a potential trend that will hit our market as well.

Mr. Coleman: I kind of think it's appropriate because in Mixed Use, we want a broad range of offerings to fill market niches. Whether people live or participate in the community, we want diversity.

Comm. Levitan: Millennials want less. They don't want the excesses that we have.

Mr. Coleman: Surprisingly, they're still pretty expensive. Another trend that doesn't apply here but could if the Mixed Use community was large enough is they're starting to see subdivision developments that are all rentals. The houses are all for rent. It seems strange, but it is a trend. People have everything taken care of for them. At the Chamber, they had the Luxe Development people. It's a young couple that is doing a little development in Lenexa City Center. It is just a block. It is high density single family units that are in this block. They bought a piece of property that is left over basically. It backed on to a water feature that the city had built, so they were pretty excited about it. I don't know that she was accurate, but they were really close together at 6-7 feet apart or something like that. We wouldn't allow that because it doesn't meet any of our zoning requirements.

Comm. Hoyt: Are they to rent or to buy?

Mr. Coleman: They're to buy, but they're all maintenance-provided.

Comm. Hoyt: A lot of those newer developments that I've seen in other parts of the country are being built with alleys in back. The front yard is very small. The back yard is almost non-existent. They're right next to each other.

Mr. Coleman: These are very similar to that. They said that this city was pushing them to do that.

Comm. Block: Why would this proposal be limited to just Mixed Use and not other apartment complexes that maybe would be built in the future or redeveloped?

Mr. Klein: Currently, Mixed Use is the only zoning district that has the restrictions for unit sizes.

Comm. Block: Today, units this small could be built in other zoning districts.

Mr. Coleman: Yes.

Comm. Pateidl: Richard, you said some people have approached with the desire to do small units. If the market is trending that way, we ought to be looking seriously at that and then establishing what "some" means in terms of allowance of units we would have. If it's appropriate, start making some amendments or recommendations to the Governing Body.

Mr. Coleman: What we would end up doing would be bringing back some type of LDO amendment that changed the size.

Comm. Pateidl: Certainly, I'd be in favor of pursuing that because we need to address the marketplace.

Comm. Block: Why was this in here if multifamily didn't have it? Why was it necessary in the first place?

Mr. Klein: That restriction was part of Mixed Use back in 2003 when it was originally proposed. I think they just wanted to make sure the unit sizes did not get too small.

Comm. Block: Why does it need to be in there at all, then, if it's not in there with other developments?

Mr. Klein: I think part of the concern that the city has is if trends come through and a lot get built out as smaller units, once it is done, it is done.

Comm. Block: But if you can do it across the street in a non-Mixed Use Development, why does it matter?

Mr. Klein: It would have to be zoned RP-4 in order to do that. There aren't that many places that are zoned RP-4. Right now, most of the 135th Street Corridor is designated Mixed Use.

Mr. Coleman: They were concerned about it all being very small units and not serving the Mixed Use Development primarily. I wasn't here then.

Chairman Elkins: All right; thank you very much.

MEETING ADJOURNED