

Final Report



TWIN CREEKS KC DEVELOPMENT

Task Force

City of Kansas City, Missouri



June 11, 2015

The Honorable Sylvester “Sly” James, Mayor
29th Floor, City Hall
414 E 12th Street
Kanas City, Missouri 64106

Dear Mayor James and Honorable Members of the City Council:

On behalf of the Twin Creeks KC Task Force, we would like to thank the City Council and the Platte County Economic Development Council for initiating this effort. We would also like to thank the Task Force members for their commitment and time in striving to develop the recommendations contained within this report.

Twin Creeks KC has the opportunity to serve as the growth center for Kansas City for the next thirty years. With the \$45 Million investment in sewers, the 15,000 acres contained within the area could serve as the home to close to 75,000 future Kansas City residents, according to City planning staff. The natural terrain and largely unspoiled landscape provide the perfect opportunity to blend the needs of development with our obligation to be good stewards of the land.

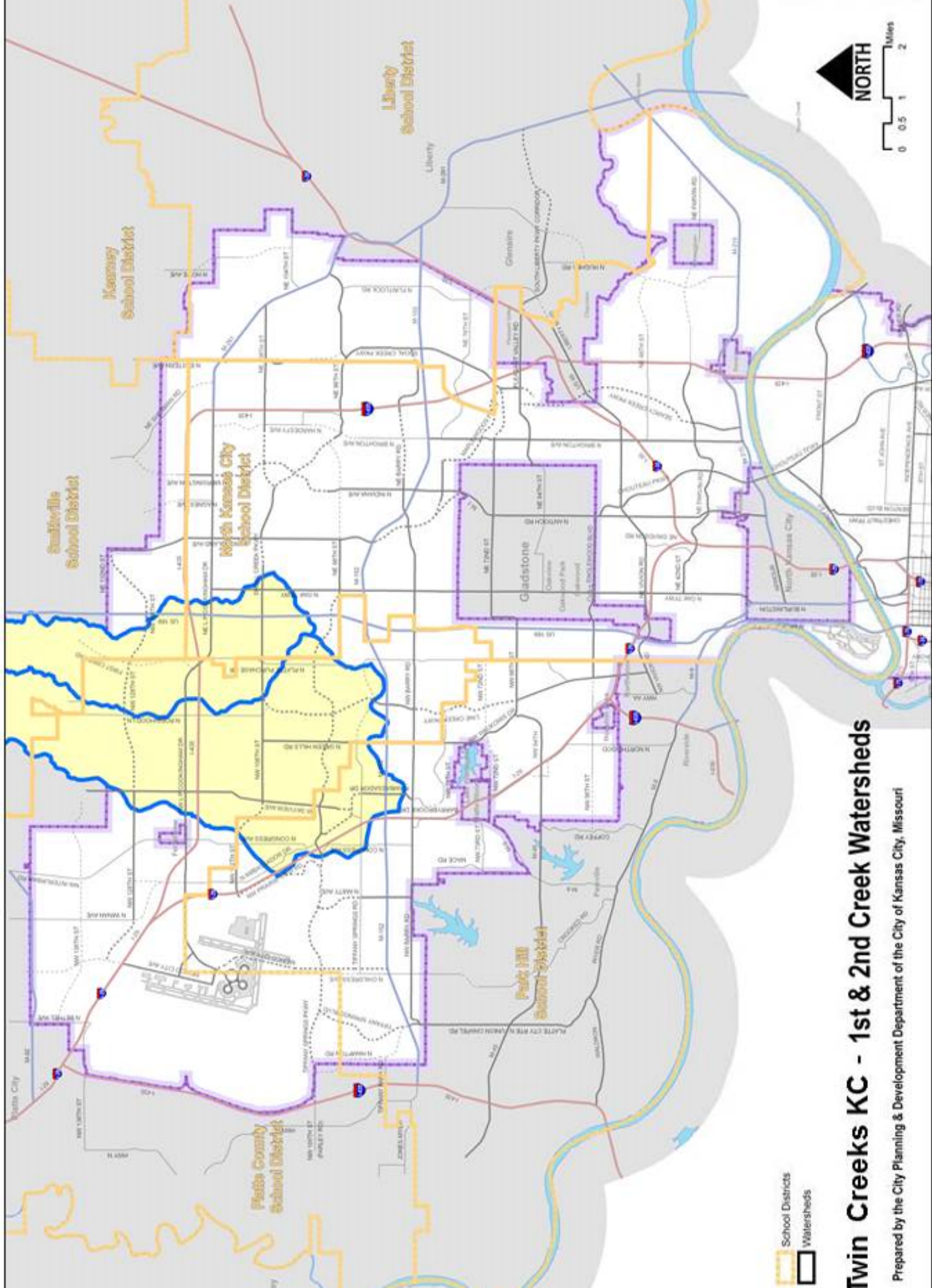
While much work remains, it is our hope that the deliberative nature of the Task Force and the recommendations developed from its work will serve as the guiding premise for the successful development of Twin Creeks KC.

Respectfully submitted,

Ed Ford
Co-Chair

Ed Bradley
Co-Chair





Twin Creeks KC - 1st & 2nd Creek Watersheds

Prepared by the City Planning & Development Department of the City of Kansas City, Missouri

TABLE OF CONTENTS

Background.....	3
Task Force	4
Process	5
Recommendations	6
Acknowledgements.....	12
Appendix A: Task Force Historic Presentations and Meeting Minutes.....	13



BACKGROUND

Twin Creeks KC is comprised of approximately 15,000 acres located predominately in Platte County with a small portion located in Clay County. For this report, the area identified as being bordered on the North by Interstate 435, on the South by Missouri Highway 152, on the West by Interstate 29, and the East by Missouri Highway 169. As the name implies, the area is dissected by two major watersheds; 1st and 2nd Creeks. In addition to the watersheds, the terrain is comprised of rolling hills. The watersheds and the rolling terrain pose significant challenges and additional cost associated with infrastructure and private development.

The Twin Creeks KC region officially became part of Kansas City in 1962 when the city annexed approximately 122 sq. miles of unincorporated land in Platte and Clay Counties

Efforts to foster development within Twin Creeks KC were identified in a series of bond issues and master plan updates dating back to 1963 that anticipated the need for sanitary sewer placement as the critical catalyst for future development.

In 2007, the KCMO Water Services Department authorized contracts for the engineering design of sanitary improvements. In 2010, the project was suspended due to a reprioritization, resulting in funding being redirected to Environmental Protection Agency mandates associated with sanitary system overflows occurring in the Southern portion of the city. Finally, in 2015 after nearly 50 years, the primary conveyance components of the sanitary sewer were completed. The Infrastructure funding was obtained via both public and private sources.

The champion and driving force behind Twin Creeks KC has been the Platte County Economic Development Council (PCEDC) and their KCI Area Development Committee. The committee was tasked with taking a holistic view at the development opportunities within this 15,000 acre region. The committee would review, develop, and present implementation plans regarding sewer, school, parks, commercial, and residential developments along with interchange and arterial streets. In November, 2011, the committee prepared a 1st and 2nd Creek Watershed Issue summary and began to analyze the various tools available for funding the massive amount of needs in the Watershed.



TASK FORCE

As the magnitude of the project unfolded, the PCEDC and Kansas City Councilman Ed Ford sought to continue the momentum created by the KCI Development Committee with the creation of a Mayoral Task Force. In June 2013 the Task Force was formally approved by City Resolution # 130443.

NAME	REPRESENTING	COMPANY
Ed Ford	City Council	City of Kansas City Council
Tim Kristl	City KCI TIF Advisory	Mitchell Kristl Lieber
Allen Dillingham	City Park Commission	
	City PIAC	Was Chris Byrd, moved to alternate
Babette Macy	City Planning Commission	Kissick Construction
	Clay County	Clay County Commission
Sheila Tracy	NRC	Northland Regional Chamber
Alicia Stephens	PCEDC	Platte County Economic Development Council
	Platte County	Platte County Commission
Mike Reik	PCR-III Schools	Platte Co R-III School District
Ed Bradley	Private sector	BankLiberty
Aaron Schmidt	Private sector	Hunt Midwest
		M D Management, Jim Harpool was, Caprice James filling in
	Private sector	White Goss
Jim Bowers	Private sector	
Pat Daniels	Resigned Nov, 2013	The Land Source
	Private sector-Daniels' replacement	
Darren Hennen		Olsson Associates
Russ Johnson	Alternate - City Council	
Dave Mecklenburg	Alternate - City park commission	Park Commission
	Alternate - City Planning Commission	
Trish Martin		City of Kansas City
Greg Martinette	Alternate - Clay Co	Clay County EDA
Scott Springston	Alternate - KCI TIF Advisory	Park Hill Schools
Danny Clemens	Alternate - school district	NKC Schools
Nelsie Sweeney	Alternate - City PIAC	

The goals of the Taskforce were:

- Determine how to finance and build the necessary infrastructure
- Promote quality development and maximize the City's investments
- Determine the proper blend of development



PROCESS

Over two years, the Taskforce met monthly, receiving presentations and identifying potential challenges that include:

- Twin Creeks KC lies in two counties and two school districts
- Connectivity between neighborhoods
- Topography of neighborhoods, walkability
- Not to get sidetracked with changing factors outside of its control
- Each KCI land use plan contains a barrier to development
- Design standards
- Competition with Johnson County
- Difficult east-to-west roadway connection
- Finding new source of revenue to build roads
- “Hopscotch” development
- Small tracts of land landowners: 13,782 developable acres have 348 owners and 200 owners of less than 20 acres

Task Force Agenda items with corresponding dates:

MONTH	MAIN TOPIC	PRESENTER
6/14/2013	Taskforce start-up (2 meetings)	
7/8/2013	Area plans	City staff - Kyle Elliott
8/12/2013	Housing stats	MARC - Frank Lenk
	Housing market - private sector	Ernie Wasserman
	Property owners map	City staff - Kyle Elliott
9/9/2013	Stream setbacks	City staff - Dion Walden
10/14/2013	Planning discussion	City staff - Binkley & Williams
	Interceptor sewers	Jim Bowers, Scott Cargill
11/18/2013	Parks & Boulevard Standards	City staff - Patty Noll, Denise Phillips
1/14/2014	Major Street Plan	Sherri McIntyre
2/10/2014	Land use plan	City staff - Kyle, Jeff, Diane
4/14/2014	Sustainable infrastructure	Jay Burress
6/16/2014	Identify commercial nodes	Kyle
	Identify transportation needs	
7/14/2014	Identify commercial nodes (con't)	Kyle Elliot
8/11/2014	Water infrastructure	Andy Shively
9/8/2014	Zucker Report	Bob Langenkamp
10/13/2014	School District/ Road Priorities	Superintendents & Wes Minder
11/10/2014	Pkwy/Blvd standards	P & D, Patty Banks, Parks
12/8/2014	Pkwy/Blvd standards	P & D, Patty Banks, Parks
1/12/2015	Review of presentations	Ed Ford, Ed Bradley

February, March, April, May and June 2015 meetings have focused on final recommendations. **Most presentations are available at www.plattecountyedc.com**



RECOMMENDATIONS

After two years of study, the Task Force determined that it had garnered enough preliminary information and moved to form three (3) working groups to help formulate recommendations. A fourth group was considered, but not activated. The working groups were:

- Infrastructure & Funding
- Land Use
- Land Owners
- Destination Opportunities (Not activated)

What follows are the agreed upon recommendations as presented by the working groups and approved by the membership of the Task Force.

Land Owners Sub-Committee

GOAL: *identify issues, concerns, next steps with and for land owners.*

A list was shared that has the 40 largest property owners totaling 9,331 acres. It is anticipated that development will follow the infrastructure for water, sewer and roads. Development in Twin Creeks KC will likely continue the pattern of southeast to west and northwest since southeast is where much of the residential growth is now.

Taskforce Recommendations

1. Do not implement tools such as a CID, NID, or TIF in place too early. Although it can be an asset to do so, it can also be a detriment in selling/developing property. A CID or other overlay should be considered at the time a development plan is presented.
2. Survey the top landowners. Provide an update of progress, ask if they want to participate, and gauge their interest to develop their parcels.
3. Assure that the water plan is in place in order to drive or at least keep up with development. However, do not over plan, keeping in mind that development is market driven. In other words, don't run water lines or streets until we know the direction of development.
4. Contact the landowners adjacent to the identified Twin Creeks KC road priorities.
5. Discourage sub-dividing tracts into less than 100 acres in order to manage land assemblage opportunities.
6. Determine the best way and by whom to guide and assist in land assemblage.
7. The City should consider policies which will help the area grow. The Taskforce recommends that the City set aside \$1 million annually for land acquisitions needed for easements along streets, parkways, boulevards and water infrastructure.



Land Use Sub-Committee

Two land use plans that currently cover the Twin Creeks KC area - the KCI and Gashland/Nashua area plans. There is a combined use plan in place for residential and commercial, approximately 70% of land will be residential and the remaining 30% would be commercial. In the sub-committee it was stressed that we somehow balance future development and still serve the current commercial development. Density of residential and intensity of retail were discussed. The group agreed that they would like to see the following characteristics in the development:

Taskforce Recommendations

1. Commercial nodes are neighborhood focused not big box which is missing from the current land use plan.
2. Two commercial nodes should be located generally near the intersection of Green Hills Road/Tiffany Springs Parkway and near the intersection of Shoal Creek Parkway/Line Creek Parkway.
3. The area should be multimodal so residents can drive, bike, and walk.
4. Develop the area in such a manner to maximize and leverage state and federal dollars for infrastructure.
5. There should be smooth transition between the commercial and residential area, and landscaping should be cohesive.
6. Commercial nodes should strive toward shared parking throughout the development.
7. At this immediate time do not identify certain zoning categories.

Refer to the section "Parkway and Boulevard Design Standards and uses" regarding residential development on a Parkway or Boulevard.



Infrastructure & Funding Sub-Committee**Taskforce Recommendations**

1. The portion of Twin Creeks KC west of I-29 is removed from the discussion.
2. The costs per lane mile agreed upon to utilize for discussion are \$1.9 million for a Public Works arterial and \$2.6 million for a Parkway (net present value 2015).
3. The roadway will be built in a manner that will transform into a boulevard or a parkway depending upon terrain, safety features, bridges, hills, roundabouts, traffic, residential vs commercial corridors, and other factors.
4. Once the roadway locations have been studied, right of way should begin to be compiled. A 200-foot standard width right of way or minimum of 150-foot right of way with 25-foot grading and drainage easements on either side for parkway/boulevard corridors.

Critically important to the growth of this area are smooth, business and development friendly processes. The Taskforce supports the recommendations of the 2014 City Planning and Development Department's Service Analysis and suggests a timeline for improving the process of plan review and plat approval.

The Twin Creeks KC Taskforce prioritized the transportation projects. Those priorities are:

- **Tiffany Springs Road Bridge**
- **Shoal Creek and 108th from Platte Purchase to Holly**
- **Platte Purchase from 152 to 108th**



Parkway and Boulevard Design Standards and uses

With regard to Parkway and Boulevard Design Standards, the Twin Creeks KC Taskforce strongly believes that compromise is necessary and notes the following:

- In the Twin Creeks KC Area, the majority of the roadway system is planned for Parkways and Boulevards primary to roadways.
- The Development Design Standards proposed for city wide application by the Kansas City Missouri Parks and Recreation Department were presented to the development community on February 24, 2015. The development community responded to the standards with a letter on March 2, 2015. A small sub-committee has had ongoing discussions, **some compromises have been reached**.
- The Parkway and Boulevard Design Standards **as applied to Twin Creeks KC** should permit the type of highly successful commercial and residential development that has occurred in the majority of the Northland in the past 20 years.
- Some points of disagreement with the proposed Parkway and Boulevard Design Standards have not been resolved. The Taskforce recommends that the policymakers give strong consideration to these points:
 1. Proposed standards note that no parking will be allowed between the building and the parkway/boulevard. The private sector contends that this will directly and negatively impact a business' ability to operate and the parking should be allowed between the building and the parkway/boulevard.
 2. Proposed standards regulate that no drive-through lanes will be permitted in front of businesses facing the parkway/boulevard. This, too, will directly and negatively impact a business' ability to operate and drive-through lanes should be permitted.
 3. Proposed standards note that fuels pumps are not permitted in front, facing the parkway/boulevard. The private sector disagrees and notes that fuel pumps should be allowed at the front of the building in commercial nodes facing the parkway/boulevard.
 4. Proposed standards would require that structures provide a minimum of 60% transparency on the ground level facing the parkway/boulevard. Private sector strongly believes that the City not mandate transparency.
 5. It is common practice to have buffers in residential developments. The current city code requires a 30' landscape buffer between a main road and residential lots. The proposed standards would require an 80' buffer if a house backs up to the parkway. Whereas the development community concedes the need for additional buffer, 80' is excessive. The 'no build' landscape buffer should be a number that can be maintained equally by the City and the property owners' association.



Funding

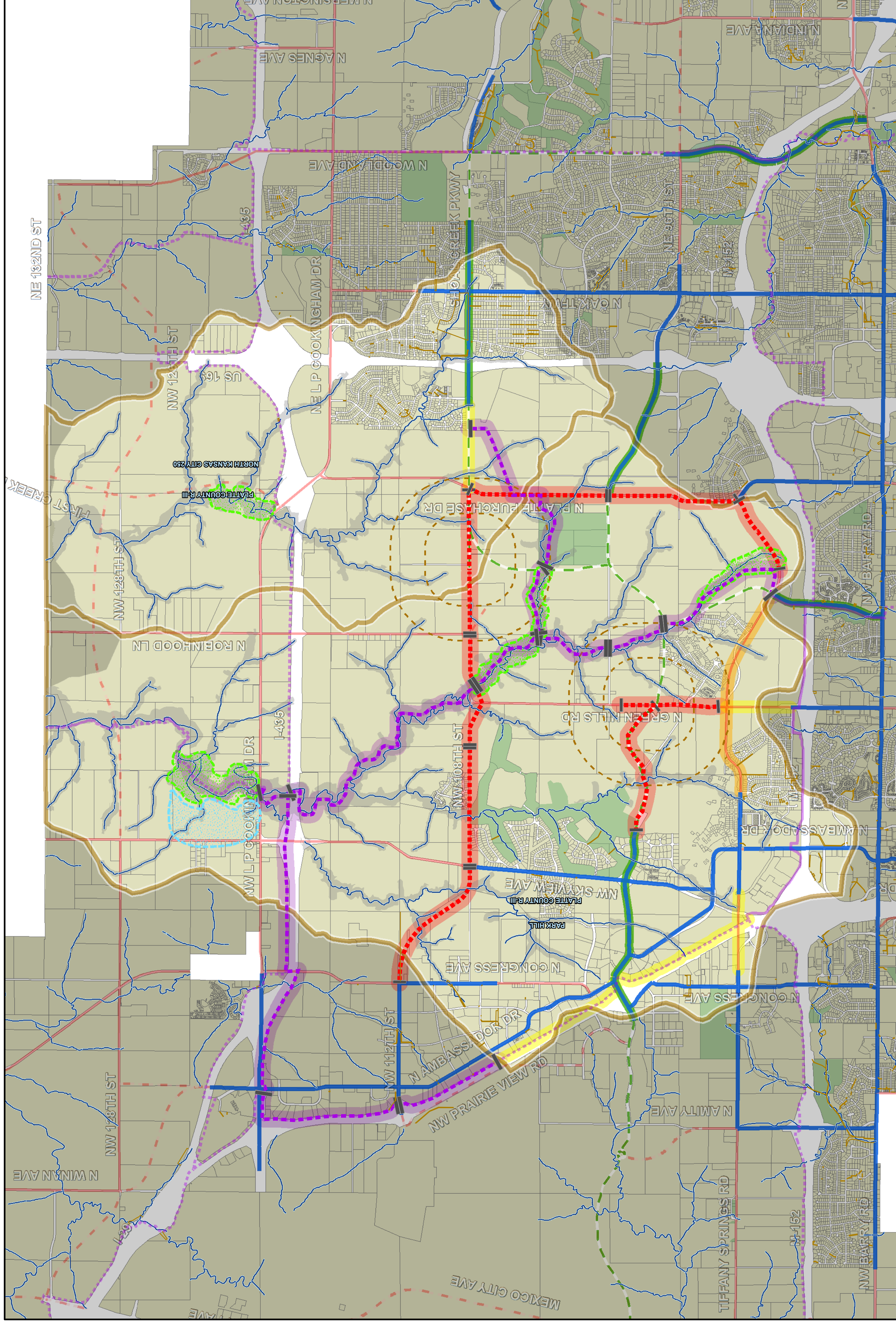
Taskforce Recommendations

1. Include Twin Creeks KC in any proposed list for a city-wide GO Bond infrastructure capital program. Considering a \$500 million GO Bond mixed with a variety of the funding options as noted below, the Twin Creeks KC Taskforce recommends that \$16.5 Million per year for 20 years be allocated to the area for streets, parkways, boulevards and bridges.
2. In 2018, the capital improvements sales tax will be due for renewal. In order to grow support for its continuance, City Council should include projects in the Twin Creeks KC area. Renewal of the capital improvement sales tax will provide funding for infrastructure projects throughout the City, including Twin Creeks KC.
3. A Community Improvement District where a \$.01 sales tax or a self-assessed property tax in a designated district are used to fund infrastructure.
4. A Tax Increment Financing plan for the entire Twin Creeks KC could be an option although there is not an expectation of considerable NEW revenue.
5. If TIF is not a viable option then consideration should be given to a sales tax reimbursement agreement as projects roll off the KCI TIF.
6. Use of a Transportation Development District in which the TDD would be a sales tax overlay of existing areas and capture additional sales tax in KCI Corridor. The funding would then be used for infrastructure, transportation, etc. However at this time, there is uncertainty about how much revenue it would generate.

Funding Options

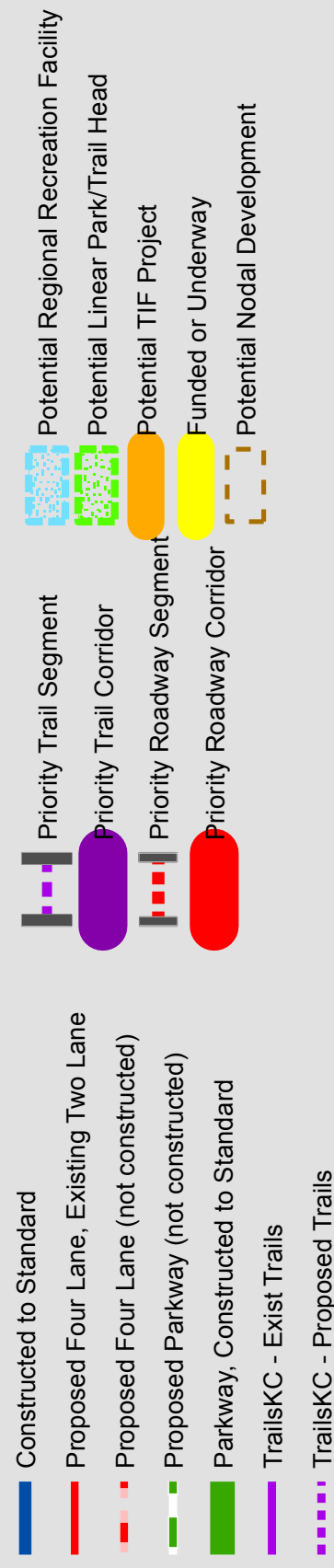
Initial phase of city investment should facilitate development to leverage alternative funding for additional infrastructure improvements. Other funding sources to be considered include PIAC, Platte County Road Tax, Impact fees and transportation funding through Mid America Regional Council.





Twin Creeks: Targeted Projects

Current Status - 2015



Destination Opportunities

The Taskforce had considered a sub-committee to evaluate Destination Opportunities. Although no small group addressed it, we do believe there are possibilities. Given the travel and tourism infrastructure already in place i.e. KCI, hotels, Zona Rosa, a tourism destination makes perfect sense and warrants more discussion. Options briefly discussed that could be public-private partnerships include:

- Regional Outdoor recreational sports hub i.e. soccer, hockey would require 20-40 acres
- Regional Indoor recreational sports center for indoor soccer, volleyball, basketball
- Cultural attractions such as a Performing Arts Center, Amphitheatre and museum
- A Community Center
- A significant water feature, park or conservation area.
- A regional draw such as a “Powell Gardens” North

Committee Recommendations

1. Because this item was not fully vetted by the Twin Creeks KC Taskforce, it is recommended that a small committee coordinate meetings to garner public input in order to obtain destination ideas.
2. Funding for a destination could include Missouri Development Finance Board and a special recreation district.

Critical Next Step

As a critical next step for the development and growth of Twin Creeks KC, the taskforce strongly recommends that that work continue through the Platte County Economic Development Council’s KCI Area Development Team, which is where the 1st and 2nd Creek Watershed discussion originated. The taskforce members are in agreement that the next planning and implementation would be positively impacted by a joint effort to enlist the assistance of Chuck Marohn, President of Strong Towns (strongtowns.org). It would be necessary to cost share the consultant cost which the taskforce believes would not be a challenge.



ACKNOWLEDGEMENTS

The research necessary for this work could not have been undertaken without the help and resources noted. We appreciate that they remained engaged and served as resources for the Taskforce.

Pat Klein, City of Kansas City (Office of the City Manager)

Wes Minder, City of Kansas City (Office of the City Manager)

Lisa Minardi, City of Kansas City (Office of Councilman Ford)

Jeff Williams, City of Kansas City (Planning & Development Dept.)

Diane Binckley, City of Kansas City (Planning & Development Dept.)

Kyle Elliott, City of Kansas City (Planning & Development Dept.)

Jade Liska, City of Kansas City (Aviation Dept.)

John DeBauche, City of Kansas City (Planning & Development Dept.)

Patty Noll, City of Kansas City (Planning & Development Dept.)

Sherri McIntyre, City of Kansas City (Public Works)

Andy Shively, City of Kansas City (Water Services)

Maj. Roger Lewis, City of Kansas City (Police Dept.)

Mark McHenry, City of Kansas City (Parks & Recreation Dept.)

Travis Kiefer, City of Kansas City (Parks & Recreation Dept.)

Denise Phillips, City of Kansas City (Parks & Recreation Dept.)

Jimmi Lossing, City of Kansas City (Parks & Recreation Dept.)

Dr. Mike Reik, Platte County R-3 School District

Dr. Danny Clemens, North Kansas City School District



APPENDIX A

SUMMARIES OF INDIVIDUAL TASK FORCE PRESENTATIONS FOLLOW



Twin Creek KC Task Force Presentations & Meetings Highlights

Goals for the Taskforce:

- Determine how to build the necessary infrastructure to make this area ready for development
- Promote quality development and maximize the City's investments
- Figure out the proper blend of development

Challenges:

- Connectivity between neighborhoods
- Topography of neighborhoods, walkability
- Not to get sidetracked with changing things outside of its control
- Each KCI land use plan has a plan barrier to development and need to go through each plan now and make the changes
- Design standards
- Competition with Johnson County
- Difficult east-to-west connection, grid will not work without money
- Finding new source of revenue to build roads
- "hopscotch" development
- Little landowners, nobody owns a big tract of land
- 13,782 acres have 348 owners and 200 owners of less than 20 acres

Potential Actions Needed:

- Special zoning ordinance
- Development of TC website
- Developers marketing the area
- Moving all TC plans into one plan including the Line Creek Plan and Nashua Plan, find conflicts between the TC plans and modify
- Identify where the high density will take place
- determine density versus price point
- where does the workforce live
- Having engineers look at the area to determine ways to make it more development friendly
- Engage large landowners
- Make the process a "model" process by streamlining it to make a more simple city process
- Identify infrastructure priorities such as East/west connections
- Revisiting the land use plan in connection with parks and parkways
- Determine a budget, revenue stream, focus on a few key things i.e. nothing over \$4 million per project
- In March make a presentation to the task force with recommendations

Opportunities:

- Creating an economic development district out of the TIF
- Legislation would have to be re-written
 - Issue could be that it's essentially a CID
 - Needs to be written to say it can be a designated district, and preferably include two counties
- Establish a NID



Destination Opportunity:

- Need a destination opportunity in the TC area
- Looking at the creeks as an impediment to development (ways to use them)
- Trails would be a good use
- At one point there was a plan for a significant water feature
- Nice parks and picnic areas
- Regional recreations sports hub

General comments:

- Zoning plans make decisions but growth should be market driven
- TC will not be similar to the Benson Place-type workforce housing
 - Hunt Midwest's first development will be in the \$300's and MD's will be around \$275
 - Hunt Midwest has 500+ single family lots, 80% which are in Clay County (108th)
- Development Community does not want another level of review
 - New set of reviews is time consuming and costly and a huge problem
- All plans that apply to Shoal Creek apply to Twin Creeks KC
- In the new zoning ordinance there will be more flexibility

Presentation highlights**Zucker Report**

- Feb. 2014 focus group formed to design and construction professionals to discuss the city process
- City manager put together a team of staff member to focus on implementing the recommendations (37 recommendations have been completed and 19 have been initiated)
- City did good job reaching out to the developers
- City should be commended for trying to solve a long standing problem
- Staff and Group found there were problems with silos and communications between departments and outside of City Hall
- Management issues and customer service issues were problematic
 - Culture within City Hall needed to be more customer service oriented
 - City needs to have people are good at problem solving
 - Problem solving to becoming more of an automatic solution
 -
- Staff needs to not only identify why City Hall doesn't meet the standards but also how it can meet standards
- Looked at budgetary factors and found solutions to improve productivity, reallocation of staff and a fee increase was recommended
- Report was looking at the development review process
- Public Works has a focus on standards
- Standing committee to look at the standards and specifications
- 325 recommendations total
 - Seven key priorities: finance management, culture, land development division, performance standards, communications/silos, fifth floor city hall (not conducive to staff communication or customers)
 - Pairing resources to situations



- Some things will require a dialogue with the customer base
- City has over 200 people in 2009 and now has 125
- Development fee cost for KC is competitive
- Twin Creeks KC poses an opportunity for the City
- Through revisions of the policies, opportunity to create a housing resource
- City does not want to encourage low end development
- Analysis looked at the turnaround times and the permit process
- Frustration with how many times it has to go through the process
- Recommended turnaround time is 3 weeks
- Recommendation will have to go to City Council because it will require a policy change

School Districts Presentations

- NKCS D has projected it will add an additional 1,200 students in the Twin Creeks KC
- Staley High School will serve the Twin Creeks KC area
- PCR3 estimates
 - if 50% of residential acreage were to develop the district enrollment would reach 22,072 by 2032. Twin Creeks KC alone would provide 9,021 students in that figure.
 - 392-480 acres needed for future school sites in Twin Creeks KC
 - District is working on a comprehensive master plan for the Platte County High School
 - R3 District will always be three years away from the next project with the current growth rate

Housing:

- Under \$200,000.00 considered workforce housing
- Northland different than the rest of the metro in terms of housing
- Platte Co needs to find what works here and provide more options for diverse population
- Hunt Midwest has a new urbanism type development in North Kansas City that has not performed as well as other traditional types of development
- Hopes to see dense properties to make it cost effective (Dion Waldon)

Tracy Cross and Associates (Ernie Wasserman)

- Rooftops draw retail
- Small volume population interesting to Tracy Cross and Associates
- Median sale in Platte County was higher than KC area
- Mix of housing would be successful in the area
- Statistics show people still want to own their own home
- Clay and Platte combines could have the same market potential as Johnson County
- Development in the Midwest is different and KC occupies large amount of ground and people require more space.
- Need more innovation in product design
- Sees build out lower when compared to other areas
- Future development is looking at an age targeted product and shared amenities
- Workforce housing is not necessarily a lower priced home, typically workforce housing is over \$200,000 homes



MARC (Frank Lenk)

- White population of the KC MSA is moving more suburban
- Need for different housing stock is growing
- Rent-to-owner share is 51% and 49% with the owner rate going down more opportunity for multi-housing
- People want walkable environments
- Gen-Y will power the growth and want close-in suburbs, causing a need for a more diverse product

Residential Development:

- Need to hear from active realtors selling houses in Northland
- 70% of the land area within the Twin Creeks KC area is currently planned for residential
- Biggest pocket of residential uses were inside the 1st and 2nd Creek watershed
- Much of the area is in the Platte County area
- Hunt Midwest will develop 500+ single family units at the northeast corner of 108th (2/3 in the North KC School District and western 1/3 will be in the Platte County district)

Commercial development

- Nodes are one suggestion to encourage commercial development
- Commercial development will be built on Parkways because there will not be a parallel boulevard build in this area
- Mix use is a necessity and 30% is already built on the southeast area, but inside the area needs more retail, office, medical type neighborhood nodes
- A 60/40 split be would be better unless the commercial doesn't make it
- Group needs to look at the commercial already in the area
- Look at existing businesses and make sure they stay strong
- Look at the job types in the area and our industries and job categories
- Look at the surrounding land use and what's already there.
- There could be 4-5 commercial nodes in the area
- New commercial will be neighborhood commercial
- Usually commercial uses are not put on parkways and will need to be discussed with the Parks Department
- When looking at the future commercial nodes, there is an existing commercial component at the Tiffany Springs and Ambassador
- Green Hills Road, Platte Purchase Road and 152 are potential commercial nodes

Infrastructure:

- To establish quality development, it starts with road
- Look at connectivity and walkability and how strict this issue will be when it comes to infrastructure costs
- Banning the subdivision of 100 acre lots into 20 acre lots because the City can't recoup infrastructure costs
- Major street plans include the ultimate build out
- Next layer is filling in the collector roadways (need to look at zoning in core areas)



- Cost of roads is now estimated at \$322 million (need to prioritize roads)
- Roads in the area need to be brought up to arterial standards
- Final plans for road construction is about 10%-15% of construction costs (suggestion made that seed money is needed and the plans need to be on the board so that when they go to PIAC or TIF they will be ready)
- Focus on horizontal infrastructure (Envision Sustainable Infrastructure. Jay Burress)
- Projected cost of the proposed system for infrastructure needs is \$398 million, all the plans were considered prior to the building of the sewer
- Suggested look at a plan for \$100 million and develop an incremental plan broken down by years
- \$100 million design build would be the best option
- From Skyview to Green Hills Road a study was done to estimate the alignment of a force lane
- Without the price of parkways included, its estimated at \$63 million to finish out the TIF plan
- Existing roads with water lines is where the priorities start
- Most logical to expand would be the Green Hills Road
- Phase one of the water master plan is complete and working on phase two
- WSD working off a plan from the 1990's and developing a sewer rehabilitation program
- WSD created a scale to distinguish when water mains need to be replaced
- Approximately 1% of pipe is replaced annually
- Planned improvements at Shoal Creek Parkway and Platte Purchase and asked if the water will be done at the same time as the road (Yes)
- Transmission infrastructure is top priority for water and there should not be an issue being able to provide water to an area
- Funds for the transmission lines and distribution goes with development
- Group does not need to worry about funding the transmission
- No concern with the size of the line being put in
- WSD has \$500 million bonding capacity
- PIAC members toured the City to look at public infrastructure projects but the tour did not make it to the Northland
- Three-lane arterial is a cost effective way to build roads
- 3 lane road 20% cheaper than a 4 lane road
- The three roadways previously prioritized include, Tiffany Springs Road Bridge construction, Shoal Creek and 108th from Platte Purchase to Holly, Platte Purchase from 152 to 108th (these complete the box)
- Can boulevard standards be used instead of parkway standards?
- The next east-to-west road is the big question
- 108th and Tiffany Springs Parkway are the next priority for new development
- 108th to Congress and Skyview need to be prioritized, but are outside of the TIF and not on list, they need to be priority for truck traffic

Land Use Planning:

- Land use needs to be adjusted and neighborhood retail set out
- Need to add more commercial and connectivity
- Mixed use plans and nodes
- Effects of inserting mixed use nodes at different locations (70/30 mix is what city looks for)
- Develop residential and the commercial will come



- It was suggested that a walkable environment in theory is good but not the reality for the lifestyle and topography of Platte County.
- 20% is available for commercial and industrial use
- Mixed use categories allow for commercial and residential
- Comparison of Shoal Creek- TC 20% commercial/industrial, SC 10.3%
- Of the total area for commercial, areas are being removed from availability (stream buffers)
- Shoal Creek has 900 acres and the KCI TIF has about 600 acres
- In areas unserved suggestion was made in area plan that walkability is about ¼ to ½ mile (from commercial to residential)
- No recommendation for drive-ability
- Suggestion made if there needs to be a change to the area plan (currently 11 area plans), KCI plan requires walkable, not feasible geographically
- When there is a change to the area plan that's when all the neighbors come in and they would have to get back to the stakeholder's group to inform them
- Node development should be put in the area plan today (2/10/14)
- Stream setbacks and roads need to be identified in the commercial areas now (2/10/14)
- KCI Area Development plan suggests adding community services, have been added to the land use map and map showed an area in the center without those services
- Suggestion made to put some small areas of nodal development and ringing them with high density residential around the Tiffany Springs Parkway/Green Hills Road
- With Tiffany Springs Parkway completed to Green Hill Road, makes sense for the first node to be just north of there
- At 108th and Green Hills Road there will need to be something
- No retail potential east of 108th and Green Hills
- The northeast corner and southwest corner would be potential for retail
- 108th is a main commuter route (needs breakdown of 5-10 year goals)
- There is a node at Green Hills and 152
- Tiffany Springs and Green Hills as a community/neighborhood node with less commercial (similar to a Burlington Creek)
- Need to pair the residential with commercial with higher density to create a walkable node
- Primary plans for Platte Purchase

Design Standards:

- Suggestion for design standards instead of extra level of approval
- Suggestion for design standards for arterials
- Plan for roadway design standards
- Design standards need clarity
- Look at codes and design guidelines
- Possible design standards in the North and South and Council adopting standards

Parkways and Boulevards:

- Purpose of a parkway is to promote residential development
- No plan for design enhancements for parkways on what they will look like
- Problems arise because there is a Boulevard and Parkway standard that is not part of the development code



- 300 lanes miles of arterial and 70 parkways miles to complete the plan
- Look at residential versus commercial on the parkways since parkways will be our main east-west thoroughfares
- Which way should the houses face on the boulevards
- Design plans were developed between parkways and city looking for help with funding
- Build out for Tiffany Spring Parkway would be around \$32 million
- No normal for parkways in an area
- Parkway north of rivers have a different function than south of the river
- Staff is working on recommendations for the Parks Board and City Council
- Staff will present its recommendations to the taskforce before making final recommendations
- Group came up with recommendations and a list of prohibited uses
- Any revisions will go into the development code for changes
- It was asked if the plan was for the developer to have to go to the Parks Board to present its plan, response, the goal is a unified process
- Planning commission unclear where to yield
- Commission usually has to ask for a continuance which is then costly to the developer
- Parkway are designed to make all responsibility on developers
- City needs maintain the parkway or allow developers to have less facade standards
- How will trucks get to where they need to go
 - Trucks are allowed for deliveries but it is preferred they use the highway
 - The area is to be different than the rest of the city
 - Ordinance includes three different parts for truck traffic: prohibit all trucks, trucks can carry goods and services to and from
- Right-of-way for a 4 lane arterial is 100-110
- Idea is to create a boulevard-type section within the commercial node to allow development
- Number one choice would be to build out the entire parkway
 - Second choice would be to grade to 4 lanes but only build 2
 - Third choice would be to grade two lanes and build two as interim construction

Parks Dept:

- The Parks board wants to have oversight
- Method for approving that allows city departments to review plans through the city. Parks then gets to have an additional review and it serves no purpose by to delay the process
- Process needs to be put into place for what is prohibited and allowed
- 8% of property must be dedicated to parkland (Dion Waldon, Stream Setback presentation)
- Parks will not let area with improvements be parkland, it may be open space, but what can you do when the open space is limited
- Criteria for open space is you need to have an easement for lots to include streams across the property
- All developments will be impacted by the new ordinance expected for any property that has already been platted, but the plan is flexible.
- Working on putting taskforce together to work closely with development
- Development standards dealing with topography and parks wants to be clear what exists and narrow down what needs to be consolidated.



Funding:

- Funding Sources included PIAC, TIF, Platte County Road Tax, and General Funds
- Priorities for TIF boxes of development (loops and completing connecting segments to complete the grid are priorities) First development will be at 169 and Platte Purchase
- Until Traffic counts increase there will not be federal funds available
- Impact fees and bond issue are another source of funding
- Special improvement district also an option
- 169 and Cookingham need an economic development driver because TIF is tapped (Wal-Mart interested)
- Need to identify an area for the driver to locate
- Group needs to decide on a budget
- Suggested not to rely on federal funding and PIAC has seen issues
- Best option to look at a \$500 GO Bond issue
- City will have to leverage projects south of 152 that will need a match, no City money from PIAC budget
- Not enough commercial to support new TIF in non-TIF areas
- City Council is working on its 5 year budget



COMMITTEE SUBSTITUTE FOR RESOLUTION NO. 130443

Supporting the formation of the Twin Creeks KC task force.

WHEREAS, the First and Second Creek Watersheds cover approximately 15,000 acres of prime development area and are generally located between I-29 and 169 Highway, north of 152 up to the north city limits; and

WHEREAS, the City of Kansas City, Missouri approved a complex infrastructure investment in sanitary sewers for this area which are under construction; and

WHEREAS, the Missouri Department of Transportation partnered with the City of Kansas City to improve the intersections on 169 at 96th and 108th Street to help serve this area; and

WHEREAS, the First and Second Creek Watersheds are covered in the KCI Area Plan, Nashua Area Plan and the Line Creek Valley Area Plan; and

WHEREAS, the Platte County Economic Development Council through its KCI Area Development Committee has been holding monthly informational and planning meetings for approximately 3 years; and

WHEREAS, the marketing committee and the board of the Platte County EDC, after due deliberation and community input, adopted "Twin Creeks KC" as the name for the development area known as First and Second Creek Watershed; and

WHEREAS, once developed, this large area has the potential to house 70,000 residents and create a "city within a city"; and

WHEREAS, there are infrastructure and capital needs in this area for it to see its potential, including projects related to schools, parks, roads, and public safety facilities; and

WHEREAS, this development area is an excellent opportunity to implement the City's plans and policies related to parks, parkways and boulevards, stream buffers, the Major Street Plan, the Trails Plan, natural resources and flood mitigation, and the interceptor sewer; and

WHEREAS, the City's interests would be best served by a joint task force to be formed by the City and the Platte County EDC to plan for this development area; and

WHEREAS, the task force will include five City representatives, one from the City Council, one from the Board of Parks and Recreation Commissioners, one from the City Plan Commission, one from PIAC, and one from the KCI Corridor TIF Advisory Committee, with these representatives to be appointed by the Mayor; will include three to five private citizens to be appointed by the Platte County EDC; and will include one

COMMITTEE SUBSTITUTE FOR RESOLUTION NO. 130443

representative from each of the following, to be appointed by that organization: the Platte County Commission, the Clay County Commission, the Platte County EDC, the Northland Chamber, and the Platte County R-3 School District, and

WHEREAS, the appointing authorities will appoint one alternate for each position, except that the Platte County R-3 School District's alternate will be a representative of the North Kansas City School District to be appointed by the NKCSO; and

WHEREAS, the task force will have co-chairs, one from the public sector, and one from the private sector, to be chosen by the task force; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

That the Mayor and Council support the formation by the City and the Platte County Economic Development Council of the Twin Creeks KC development area task force, and direct the City Manager to provide staff support for the task force including, but not limited to, representatives of the departments of Public Works, City Development, Parks, and Fire, and to invite the Mayor's Office, the Kansas City, Missouri Police Department, the Missouri Department of Transportation, the Kansas City Economic Development Corporation and the Mid-America Regional Council to provide representatives for technical support.



Authenticated as Passed

Sly James, Mayor

Marilyn Sanders, City Clerk

JUN 06 2013

Date Passed