

Neighborhood & Housing workgroup meeting

August 1, 2023, at 6 pm

Notes from meeting

Attendance:

Multistudio: Graham Smith, Abby Newsham, Alexandra Purvis-Smith

City: Angela Eley, Gerald Williams, Marlene Pardo, Andy Clarke

KCATA: no staff in attendance

Stakeholders: 22 in-person and 2 on-line

Stakeholders need to have a great understanding of an Overlay.

Graham presented the Overlay boundaries, subdistrict categories (Urban Node Community, Urban Neighborhood Node, Urban Industrial Node, Transit Corridor), land use table.

Stakeholders expressed the land uses to limit or prohibit:

- Adult businesses - prohibit
- Taverns - prohibit
- Agriculture, Animal - prohibit
- Agriculture, Crop - prohibit
- Bed & Breakfast -prohibit
- Hotel/Motel – limit the weekly rental room type hotels. Need established Hotels. This seems like the size of hotel/motel matters.
- Auto repair shops/Car dealerships/auto storage – limit but provide design guidelines that require businesses to look orderly. No cars parked on sidewalk. No cars using public street for storage of vehicles. Businesses with adequate equipment such as hydraulic lifts.
- Detention and Correctional Facilities - prohibit
- Halfway Houses - prohibit
- Pawn Shop – prohibit
- Short-term loan establishment – prohibit

Questions from stakeholders:

1. Who gets to participate in development?
2. Are we going to change the community to look like Main Street?
3. How can a private or public entity access funding to develop along Prospect?
4. Are you creating something new and different with these regulations?
5. Will there be incentive for existing residents or others to keep the wealth in the community?
6. Can the regulations restrict ownership which is within the overlay? Can the regulation or the city restrict out-of-state ownership?

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7. Is there a way to require a higher tax for absentee ownership?
8. How can ownership be a tool?
9. How do out-of-state people purchase a grouping of lots? How do they get their information?
10. How do we get the plan implemented and used by the City Council? How do we get the plan used?
11. How do we tell the City Council to encourage more incentives to Prospect and less incentive in other areas?
12. Can a developer build anything they want even if an overlay is in place? For instance, if a developer buys an entire block and builds something different than what the overlay regulations require how do we stop them from doing that?
13. How do we add a Community Benefits Agreement or recall Community Collaboration Agreement added to this plan?
14. Is there a Park & Ride planned along the corridor?
15. Can we limit the number of religious institutions along the corridor?

My Thoughts from meeting:

1. Hotel/Motel – limit the hotel/motel use to Urban Community Node because the problem currently along the corridor is a motel that is known as a weekly hotel for guests and known for unneighborly activity. How do we control the type of hotel/motel? Would that be through the size of the hotel/motel or the minimum number of hotel/motel rooms required? If we encourage boutique hotels along the corridor, should the minimum height of hotel/motel be 3 stories with “X” amount of rooms?
2. Auto Repair Shops, Car Dealerships. The stakeholders wanted to have better code enforcement of Auto Repair Shops that have cars on sidewalks or cars parked liked a junkyard or cars parked on public street. The stakeholders wanted design guidelines for these auto shops and car dealerships. How do we control these issues?
3. We need to inquire about the study that Jeff Jolley from LISC is preparing. The study looks at collecting ownership of vacant properties and then using study to create an Owner Vacancy tax.
4. Stakeholders want to know how to direct more incentives to the Prospect Corridor. Wasn't there an ordinance approved to encourage developers to build housing east of Troost if they were seeking incentives? What is the process for neighborhoods to advocate for funding to be directed to their corridor or neighborhoods?
5. Abby talked about ownership as a tool to build community wealth. This project does not necessarily talk about homeownership but are there programs that the Funding & Financing group are recommending as a tool for homeownership along the corridor?
6. A stakeholder wanted to know if this project will create something new and something different. Let's continue to ask ourselves if the recommendations create a new paradigm of how development should be created at nodes and along corridors. Are we making the same recommendations as 10 years ago, 20 years or even 30 years ago? Are we changing the community to look like Main Street? Or are we creating something unique to Prospect?

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7. Can some of the questions about funding be answered in the Funding & Financing meeting on August 22?
8. Are the uses in the draft Overlay Table encouraging Transit Oriented Development along the corridor? Should we limit uses that don't support TOD?
9. How do we approach Drive-Throughs? The time period with covid shutdowns caused consumers to re-think how they obtained their groceries, food orders, product orders. We used a lot of drive-through and pick-up services. Do we need to reimagine how drive-throughs are designed or do we limit drive-throughs along the corridor because it does not fit the transit-oriented development model? Has there been new TOD models which include drive-throughs along corridors with a walk-up window and drive-through in the rear and small inside eating space?
10. I am going to make copies of the Land Use Table with the subdistrict definitions. Lamar Vickers is going to handout the copies to neighborhood groups to complete and turn those copies back to me by next week.

Multistudio Notes:

Uses to prohibit:

- Correctional Facilities
- Halfway Houses
- Adult Uses
- Pawn Shops
- Short Term Loans
- Quik Trips
- Bed and Breakfasts
- Mobile Park Vendors (a stakeholder would prefer designated areas for food trucks)
- Stables
- Cemeteries
- Land Fills
- Demolition Uses
- Religious Facilities
- Taverns

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- Agriculture / crops / animals

Uses to include / encourage:

- Collection center for recycling
- Businesses support services
- Workforce development
- Lodging
- Recreational Parks
- Park and ride for the Max route (location suggested to be 31st and Prospect)
- Car mechanic shops (with design guidelines)

Questions / Comments / Discussion from stakeholders:

- A stakeholder asks if the nodes are [bus] stop areas? Major [bus] stop areas? Would this expand the bus service (like other existing bus centers)? When these are built, will community members be allowed to have booths / kiosks / small businesses in these centers? Public transit allows community members to access their jobs and increasing economic opportunity should be another goal. Will there be a percentage of how the economic opportunities from these projects are allocated to the community? Who gets to participate in the contracts, and who gets to grow their small businesses? Stakeholder would like to see less of the Plaza Bank type businesses, and more of community-based and community owned / run small businesses. The stakeholder wants to see the community change in such a way that the community benefits from this project economically.
- Stephanie: I hear you saying what is the city's role / what is the expectation of developers to ensure that the projects have room for the community's business owners?
- The stakeholder notes that they are concerned about gentrification within the neighborhood, wants to ensure that the current community residents can participate in building and developing this area.
- Another stakeholder is concerned about affordable housing and wants to hear more about the plan to incorporate affordable housing.
- A stakeholder discussed building a mixed income community in the area, notes that it is important to attract mixed income tenants, to support both middle class housing and affordable housing. The stakeholder says it is important to design projects to attract millennials to bring in the middle-class income as well as to develop more affordable housing.

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- Another stakeholder wants to ensure that this is the kind of neighborhood where mixed-income communities can exist again.
- Angela Eley: the city wants to do something different with this project than the city has done before. General nods/agreement from stakeholders.
- A stakeholder brings up the 18th and Vine overlay district and the subject of state funds for improving transit and wants to see state and other funding partnerships within this project.
- A stakeholder expresses that they don't want to just the corridor to look how it used to look, instead they want it to be new, creative, and inclusive.
- A stakeholder asks if will there be new factories / small industrial / sustainable small uses? Another stakeholder asks if there could there be tech uses / employment opportunities (server farms, etc.) in order to bring in dollars to the corridor? Interested in going beyond what is already there. Wants to think bigger, do things bigger, make KC an impactful community due to its national impact. Interested in bringing in federal dollars to fund investments, improvements.
- Stakeholder asks if there could be some kind of requirement to keep the generational wealth in the corridor, instead of having developers outside of the state / city / region build / develop and take that wealth out of the area? Will there be recommendations or regulations on this topic? Can ownership restrictions be a part of an overlay district? What is the benefit of money from development going out of state? Stakeholders would like to see money from development remain in the local neighborhoods. Would guidance on this topic be in the ProspectUS Plan that someone could look through when people are looking to see what they could do along the corridor?
- Stakeholders have questions regarding ownership: can ownership be spread out among a group? Will there be fees or other measures in place that would make local ownership easier? How is it that someone from Wisconsin knows more about buying local property here than a local resident – what are they looking at, what homework are they doing? Another stakeholder notes that this is an investment strategy that out-of-town developers use. They look for up and coming neighborhoods and buy up properties in that area. Co-ops are a local ownership option, where a group can buy a building and have a condo model to keep ownership local. The only way to give local developers an advantage against out-of-town developers is to have public incentives.
- A stakeholder asks whether in the next funding / financing meeting there will be recommendations presented about these strategies?
- A stakeholder notes that gas stations, neighborhood restaurants, and grocery stores are needed in the urban core. Another stakeholder notes examples like convenience stores and local delis in mixed use buildings
- A stakeholder has a question regarding ADUs: is the ADU ordinance written to allow an investor to build them for the purpose of owner-occupancy?

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- Another stakeholder asks if the city will have any way to stop development if it's not proposed according to the community's recommendations through the ProspectUS Plan? A stakeholder notes that out of state developers are leaving our neighborhoods with vacant homes and just paying the fines while the city council says the city has no control, and that the state would have to intervene.
- A stakeholder asks who would be in charge applying the overlay?
- Another stakeholder notes that they already have existing URAs, regulations, ordinances, in place, and is skeptical that another project will be any different, more impactful, or more responsive to community desires than past projects.
- A stakeholder comments via the Zoom chat: Fees should also be charged to owners of vacant businesses along the corridor. Yes, gas stations, car lots, mechanics, payday loans should require EXTRA review processes.
- A stakeholder responds that they have said this overlay will be different from the other in the sense that whatever goes on in the corridor, the community has a stake in it and can identify if they want to stop it.
- Another stakeholder notes the current ordinances and zoning doesn't create stakeholders out of community. There's nothing in there currently requiring community collaboration – the regulations say it's helpful to have community on board, and to have neighborhood meetings, etc. But it doesn't say that the community must sign off on a project, or rezoning, etc. I haven't heard how y'all are activating community stakeholders.
- A stakeholder comments via the Zoom chat: I agree with the uses so far. I agree with the idea of nodes being more mixed use and corridors being more residential. I agree with the idea of nodes being more mixed use and corridors being more residential. In the neighborhoods I would like to see infills and rehabs become a part of Kansas City Community Land Trust. Another commenter responds: Yes! Walkability! I'm so jealous of my friends who are in walking distance from a pharmacy, bank, and grocery store.
- A stakeholder is concerned that it [the overlay] won't come out the way that community wants because it's happened for decades in the same way, where consultants listen to the community but don't incorporate the feedback.
- A stakeholder comments that they have been here before and are skeptical that there will be any power put behind the overlay to implement the community's recommendations. The community is behind this and wants to push this, but the community needs to have the power behind influencing the development. How can we require that the developers get the community on board?
- A stakeholder notes that it sounds like the community wants a CBA. General nods/agreement among stakeholders. A stakeholder says they want a community collaboration agreement. A stakeholder notes that the community wants this [project] specifically tailored to give the

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community the leverage to influence what does and does not happen. They state they want to take this to council as being the priority of this project.

- A stakeholder asks if fees can be charged for vacant businesses along the corridor?
- A stakeholder comments via the Zoom: the problem we are having in downtown Marlborough is that businesses owners are sitting on historically really cheap lang waiting for prices to go up and then they'll sell. So in the meantime, we're stuck without development. A stakeholder responds that at the last neighborhood advisory meeting, it was mentioned that there may be an RFP to do some data gathering about who are the real owners of the properties and current conditions, to be able to provide that info to the city council to recommend the city policies to act like a vacancy text.
- Stakeholders comment that if warehouses are to be included, they need to be designed very well.
- There are questions about what category cannabis uses and smoke shops fall under?