

Dear Neighborhood Planning and Development Committee Members:

My name is Joyce Allen and I am fighting for my home and neighborhood with public testimony against CD-CPC-2025-00099. Thank you, in advance, for your consideration of my comments.

This proposed amendment has gone from a DENIAL on 8/20/25 to an APPROVAL WITH CONDITIONS on 9/17/25. It appears to have been turned around because of promised enhanced landscaping, a sidewalk, and a bike rack in front of the business.

In my review of staff reports dated 9/17/25, 8/20/25, and 11/6/24, more pressing issues were raised that cannot be solved with enhanced landscaping, a sidewalk, and a bike rack.

Instead of solely relying on the up-close lot diagram, pull back and look at the location map and the vicinity map. They provide a better view of the vast community of single-family homes to the east and apartment units to the west, households full of pedestrians and bike riders. We are the community of people who imagined this greenspace to be used for something special and enriching to the community and the Gashland Nashua Area as a whole.

Since this development process began with QuikTrip in 2015, I have heard the phrase 'this is typical Northland development' by the CPC and others. This phrase came about because of the approvals of the CPC and the City Council. Businesses that are deemed 'typical Northland development' are not built across from single-family homes.

You may have not been a part of the 2022 passage of this MPD, but you have the opportunity to put people first with the approval of development that enriches the well-being and quality of life of the residents that surround it. A 'YES' vote would be the easy thing to do and kick this can down the road, but a 'NO' vote would be the best long-term solution, truly showing your concern for countless residents who call this area home and who were here first. The Gashland Nashua Area Plan, the KC Spirit Playbook, and the Climate Protection Plan, dated 2008, call for lawmakers to do no harm to the existing residents.

Staff notes are as follows:

- The proposed changes to Lots 3 and 4 of the undeveloped site, shifting from previously approved retail and LIMITED auto service uses to MORE INTENSIVE motor vehicle repair and B1 uses, represents a significant increase in use intensity that may negatively impact surrounding properties through increased traffic, noise, odors, and reduced compatibility with adjacent residential development.

Pushing the envelope on auto service use intensity is not desirable across from single family homes.

Enhanced landscaping does nothing to mitigate increased traffic, noise, and odors.

One block south of Lot 3, is Telle Tire and Auto Center with 8 service bays. Allowing duplicate businesses, so close together, is a poor use of this undeveloped land on a Primary Image Street and is unfair to residents who have desired enriching amenities instead of more of the same uncreative development prioritizing profits over people.

If Les Schwab Tire fails in this location, given the heavy competition it will face, changing the designation from 'limited' to 'general' use will open the door for an array of intense automotive tenants that would be undesirable for nearby homeowners.

'The Gashland Nashua Area Plan calls for incentivized development by the city, as its residents are to be the primary focus. The authors of this document (MO Transportation professionals, city officials, school district officials and chosen residents) call for the creation of a community center, which the Gashland Nashua Area does not have.

- The excessive parking undermines pedestrian-friendly goals.

The staff report does mention adequate vehicular access and circulation in this MPD, but no mention of the walking /biking compatibility, because there is none. Double drive-thru lanes and the other proposed auto-dominate businesses make walking and biking unsafe inside the boundaries of this development. There is nothing walkable or bike-friendly about this MPD, no matter how many bike racks the developer installs to make it appear as such.

- No tenant has been identified for Lot 4 and this amendment is asking for all B1 uses to be permitted.

Lot 4 is a blank slate and approving an amendment change with no proposal is like signing a blank check... A great risk to residents.

- Proposed architectural design of the building is not consistent with other commercial buildings on North Oak and the design is greatly lacking in quality materials and articulation—per the 8/20/25 staff report.

In the 9/17/25 report, the proposed structure magically complies. Why? The building materials of cast concrete and a small amount of stone veneer around portions of the building have not changed. Again, enhanced landscaping is a cheap way to negotiate away bad design. Residents deserve more accountability.

- Per staff, the only protection the current MPD provides is design standards that are very broad, which the applicant is not compliant with.

Staff notes that the building orientation and design is not the highest and best quality, especially compared to other locations of the same business in other states.

This 10,202 square foot structure is literally at my front door. It is a very large structure to give a pass about design standard compliance.

Landscaping, to mask the southern, blank wall of this vast building sounds great on paper, but will have little to no impact. It should not make the non-compliance with design standards, suddenly compliant. It doesn't make the building less auto-dominate. It is an injustice to the residents that will live by it every day.

Landscaping has done nothing to buffer undesirable views, noises, lighting, or other negative influences in the lots that are developed thus far. Culver's double drive-thru lanes and bright lights are not buffered by the landscaping the developer installed. The architect for Popeye's restaurant stated in a public engagement meeting, when pressed about the inadequacy of the landscaping to buffer the double drive-thru lanes, "We need to be seen. We can't be hidden."

Do I believe enhanced landscaping means more coverage? I do not, based on what is present in the development thus far.

- The proposed change in permit uses may cause increased negative impacts and conflicts with the Gashland Nashua Area Plan, and the KC Spirit Playbook.

I will also add, the Climate Protection Plan, dated July 2008. Car-centered developments pose health risk to surrounding residents.

Do no harm to the existing residents. It states in these published, Kansas City documents that the priority is the health, wellness, and quality-of-life of the residents.

Enhanced landscaping is not going to mitigate the more intense automotive designation, make the health risks go away or decrease the impact of increased traffic and noise.

I disagree with staff when they state that the inclusion of enhanced landscaping, a pedestrian connection to North Oak, and higher-quality building elevation strengthens alignment with the primary image street and urban design guidelines. This very broad statement pushes this proposed amendment from low alignment to medium alignment. This is the same proposal that was denied just one month ago, but with more plants, one sidewalk and a bike rack. This proposal will still cause negative impacts to the homeowners. The nearby residents that surround this development deserve more scrutiny of the plan than to pass things along with just medium alignment. Our homes are being impacted by your decisions. The concessions only benefit the developer and help pass this amendment. It is putting profits over people.

As a whole, the MPD is not what Kansas City promised its citizens in the words of their published city documents.

STAFF ALSO CITED:

The previous and current proposed plans do not align with future land use recommendations for Residential Medium High Density.

On March 1, 2022, given the 3-3 tie vote, no recommendation ruling, at the CPC hearing, staff notes this case history shows the long-term concern over what was proposed for the MPD.

Staff notes the term 'mix-use' and the misinterpretation of its meaning, stating, a variety of uses does not automatically qualify as mix-use development per the CODE and best planning practices. True 'mix-use' development is pedestrian-oriented. This development and this proposed amendment are auto-dominate. A bike rack at the front entrance of the tire business is not going to magically make this auto-dominate MPD as a whole, pedestrian-oriented.

Staff notes that this plan does not promote sustainable, long-term communities that provide opportunities and environmental and social equity for residents. The plan contributes to vehicle-dominate uses that can result in health and safety hazards.

Staff notes that the plan and its buildings do not establish a high-quality, livable environment and residents agree with this statement.

Staff notes residents didn't feel auto-oriented uses are not the highest and best use to serve the nearby residents.

The Gashland Nashua Area Plan states that North Oak is a Primary Image Street. Future improvements need to be context sensitive and should not negatively impact the existing properties nearby. Our neighborhoods were designed in this plan first, to be on North Oak. It is your job to see that careful consideration is taken not to harm existing properties and property values with auto-dominate plans.

****Please do not allow this auto service business in Lot 3, with more intense uses than was passed in 2022. Also, do not give the developer blanket approval for Lot 4 without knowing the facts.**

As I advocate for my home, my family and the quality of life of so any people, please uphold your Kansas City documents that profess to hold its citizens as a top priority.

Thank you,
Joyce Allen
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