



Analysis of Impediments to Fair Housing Choice

(2019)

DRAFT



ZIPCode	Complaint#	Received	Issue	Lender public response	Sent to lender	Lender response to consumer	Timely?	Consumer disputed?
64082	110738	7/2/2012	Loan modification, collection, foreclosure		7/6/2012	Closed with explanation	Yes	Yes
	224788	1/8/2013	Application, originator, mortgage broker		1/8/2013	Closed with non-monetary relief	Yes	No
	420338	5/30/2013	Loan servicing, payments, escrow account		6/3/2013	Closed with explanation	Yes	No
	450496	7/7/2013	Application, originator, mortgage broker		7/9/2013	Closed with explanation	Yes	No
	1001177	8/26/2014	Loan modification, collection, foreclosure		8/29/2014	Closed with explanation	Yes	No
	218151	12/27/2012	Application, originator, mortgage broker		4/15/2013	Closed with explanation	Yes	No

ZIPCode	Complaint#	Received	Issue	Lender public response	Sent to lender	Lender response to consumer	Timely?	Consumer disputed?
64083	1168749	12/23/2014	Application, originator, mortgage broker		12/23/2014	Closed with explanation	Yes	No
	227525	1/10/2013	Loan modification, collection, foreclosure		1/10/2013	Closed with explanation	Yes	Yes
	1830888	3/14/2016	Loan modification, collection, foreclosure	Company has responded to the consumer and the CFPB and chooses not to provide a public response	3/14/2016	Closed with explanation	Yes	No
	1653352	11/13/2015	Loan modification, collection, foreclosure	Company chooses not to provide a public response	11/16/2015	Closed with explanation	Yes	Yes
	1918878	5/10/2016	Loan modification, collection, foreclosure		5/12/2016	Closed with explanation	Yes	No
	1308575	3/31/2015	Loan modification, collection, foreclosure		4/2/2015	Closed with explanation	Yes	No
	245359	1/18/2013	Loan modification, collection, foreclosure		1/19/2013	Closed with explanation	Yes	No
	2835266	3/6/2018	Struggling to pay mortgage	Company has responded to the consumer and the CFPB and chooses not to provide a public response	3/6/2018	Closed with explanation	Yes	N/A

ZIPCode	Complaint#	Received	Issue	Lender public response	Sent to lender	Lender response to consumer	Timely?	Consumer disputed?
64086	400119	5/6/2013	Loan modification, collection, foreclosure		7/19/2013	Closed with explanation	Yes	No
	1238235	2/12/2015	Loan servicing, payments, escrow account		2/12/2015	Closed with explanation	Yes	No
	973180	8/7/2014	Loan servicing, payments, escrow account		8/7/2014	Closed with explanation	Yes	No
	1315617	4/3/2015	Application, originator, mortgage broker		4/7/2015	Closed with explanation	Yes	No
	355424	3/14/2013	Loan servicing, payments, escrow account		3/18/2013	Closed with explanation	Yes	No
	125197	7/26/2012	Loan modification, collection, foreclosure		7/27/2012	Closed with non-monetary relief	Yes	No
	250013	1/22/2013	Loan modification, collection, foreclosure		2/4/2014	Closed with explanation	Yes	Yes
	1461869	7/10/2015	Loan servicing, payments, escrow account		7/10/2015	Closed with explanation	Yes	No

Pubic Policies and Practices

City Regulations, Plans, Policies, Programs, Processes, Actions

Law Department Review and Report

The purpose of this review was to identify any areas within the City's Codes, policies and regulations that could serve as an impediment or barrier to Fair Housing choices and availability within the City of Lee's Summit. The City has already identified the need for a reasonable accommodation process that allows those who require a modification to the City's Unified Development Ordinance due to a disability to seek an accommodation to allow them to enjoy a dwelling type of their choice. It provides for a staff committee made up of the three areas of City responsibility that frequently are involved in Code implementation. It will provide flexibility to deal with unforeseen impacts of Code and regulatory requirements on housing choices for the disabled. The proposed amendment has been reviewed by the City Council's Community and Economic Development Committee at its

July 11, 2018 meeting and was recommended to be forwarded on to the City’s Planning Commission for consideration and recommendation for City Council action.

In preparing this report for the City’s review and identification of possible impediments to fair housing availability and choice, the Law Department reviewed the following sources:

1. State law and specifically Sections 213.040, 213.065, and 213.070 RSMo.
2. Title VIII of the Civil Rights Act of 1964 as amended commonly known as the “Fair Housing Act”
3. Title II of the Americans with Disabilities Act of 1990
4. Section 504 of the Rehabilitation Act of 1973
5. City Codes including the UDO
6. City Economic Incentive Policy
7. City Design Manual for Infrastructure such as roads and sidewalks
8. The Final Report of the Kansas City Region Analysis of Impediments to Fair Housing Choice completed in 2011
9. Reviews from other Missouri cities including St. Louis and Springfield, Missouri as well as other states including the City of San Jose, California

City’s Unified Development Ordinance:

The stated purpose of the Unified Development Ordinance (UDO) is to “promote the public safety, health, and general welfare of the community and to implement the Comprehensive Plan”. (Section 1.040). Supporting housing types that are affordable for all segments of the City is a stated purpose. The UDO sets the minimum requirements and its requirements, if greater, control all other Code in the City (Section 1.0050.B). The adoption of a reasonable accommodation process will remove barriers in the UDO and other Codes when appropriate to do so. It will however not remove the need to meet safety and fire codes. Cities that identify impediments in their UDO Codes generally point to expense added or incentives to “gentrify” and thus remove more housing choices for lower income persons. Also, the potential for exclusionary zoning due to increased lot sizes and expense are identified. There does not seem to be any specific Code sections that would lead to these two outcomes and the City has various housing choices available within it of varying ages. Applications could be tracked to determine if a trend develops.

The definition of dwelling is lengthy and may cause confusion for persons providing and leasing dwelling units. The definition is recommended to be clarified

The definition of “family” in Section 2.1160 is susceptible of being read very narrowly. If two or more people living together are not related by marriage or blood, but have living with them children or in-laws that are more numerous than a total of four people, one could argue the definition would not allow this. An interpretation by the appropriate official could remedy this possibility. By allowing a more expansive definition in accordance with Court rulings and intent of the FHA, this would not be a barrier to choice.

The parking requirements set out in Table 12-1 for residential uses may have the unintended consequence of limiting housing choices due to the minimum requirements of two fully enclosed parking spaces in single-family residential zoned districts. This should be reviewed to see if the requirement has resulted in fewer single family

housing choices for those who are protected by the ADA and FHA. Also consideration should be given in comparing the parking requirement to other dwelling arrangements to see if reasonable.

The UDO requires a PDP and FDP in some dwelling unit applications. Landscaping and buffer plans may be required too. These requirements may increase costs when not necessary to meet the City's purposes of the UDO for dwellings that may be used by protected individuals. Designs of buffer yards across the City may limit access for those with ambulatory or sensory challenges. A review of the impact of these additional requirements for some dwelling choices, resulting in increased costs and movement for pedestrians, should be considered.

Cities that identify impediments to fair housing choices and ADA compliance often note those in the subdivision regulations. These include minimum lot sizes, underground electric and phone lines, front and rear setbacks, public improvements for infill, dedications not related to the intensity of infill development, and dealing with exceptions to allow more housing affordability could also lead to areas remaining historically labeled as a poverty area. This should be avoided if possible in the application of Codes and modifications. The City has an ability to seek modifications of requirements in submission of the plat. After a plat has been approved, or if one is not required, modification may be sought from the Council only through a PDP or variance from the Board of Zoning Adjustments. (Section 16.060).

Other City Codes:

Generally the City Codes do not provide any impediments to housing choice or foster discriminatory practices. The City has stated in its Code its policy for Fair Housing as well as other equal opportunity in many areas implementation (Section 15-1). In addition the City provides a First Time Homebuyer and Minor Home Repair programs for persons of low income.

Building Codes. The City has adopted the International Codes for Building, Plumbing, Mechanical, Fuel Gas, Residential, Fire and the National Electrical Code. HUD does review such Codes upon request by the ICC. Accessible routes and other particular sections of Codes need to be considered in reviewing plans for compliance with the FHA and the ADA. There is no indication the City's enforcement of its building codes creates a barrier to housing choice or is discriminatory in excluding people, protected or not, from choosing a dwelling in Lee's Summit. See also 24 CFR 100.205 Design and construction requirements for implementation of Subpart D – Prohibition Against Discrimination Because of Handicap. There is a caution however to applying assembly Codes to group homes in single family areas. The use of group home needs to be reviewed in the same manner as any other single family dwelling would be reviewed.

City's Design Manual for Public Infrastructure:

The City's Design Manual requires that those working in the right-of-way or constructing public improvements meet federal access standards. No impediments to housing choice or that would be barriers to protected individuals were found.

City's Economic Development Incentive Policy:

No apparent impediments or barriers were found. The Policy does call for preserving and enhancing residential developments that incorporate design standards,” improve liability by enhancing accessibility to needs and services”, and “offer housing choices to attract next generations” while “supporting today’s life styles”. The policy also seeks developments that meet diverse needs (pages 5 and 6).

Fair Housing Profile

As discussed in earlier sections, Lee’s Summit housing stock and new housing market has been dominated by owner-occupied housing for decades. After the downturn of the economy and subprime mortgage crisis in the latter part of the 2000’s and with the recent demographic changes, the housing market has been changing. There has been an increasing demand in Lee’s Summit as well as in other parts of the KC Metro areas for more multifamily housing development. Assisted and independent senior housing has been leading the way in the recent multifamily housing “boom”.

During the past number of years, the City’s housing permits for multifamily development made up a large share of all housing permits each year and this trend appears to be continuing. In the meantime, owner market is very tight as well. The current vacancy rate is extremely low for owner-occupied homes and the inventory of existing homes for sale is low. The table below provides a detailed history of housing permits by building type since 2000. The chart that follows the table clearly shows that in 2008, the City’s residential permits plummeted to a historic low, followed by a further decline in 2009, when the number of residential permits hit the bottom. Since then, permits started to rise at a much slower but steady pace until 2014 when a huge jump occurred in the multi-family residential market.

Table 42. Housing Permits Breakdown by Type of Structure

Housing Permits Breakdown by Type of Structure				
Year	Single-Family	Duplex	Multi-Family	Total Units Per Year
2000	680	40	524	1,244
2001	748	32	163	943
2002	887	80	372	1,339
2003	853	94	229	1,176
2004	911	44	270	1,225
2005	791	66	323	1,180
2006	489	42	296	827
2007	380	56	343	779
2008	129	10	12	151
2009	91	4	0	95
2010	170	0	0	170
2011	166	0	0	166
2012	270	4	0	274
2013	319	6	9	334
2014	319	2	250	571
2015	310	2	209	521

2016	323	8	194	525
2017	389	6	379	774

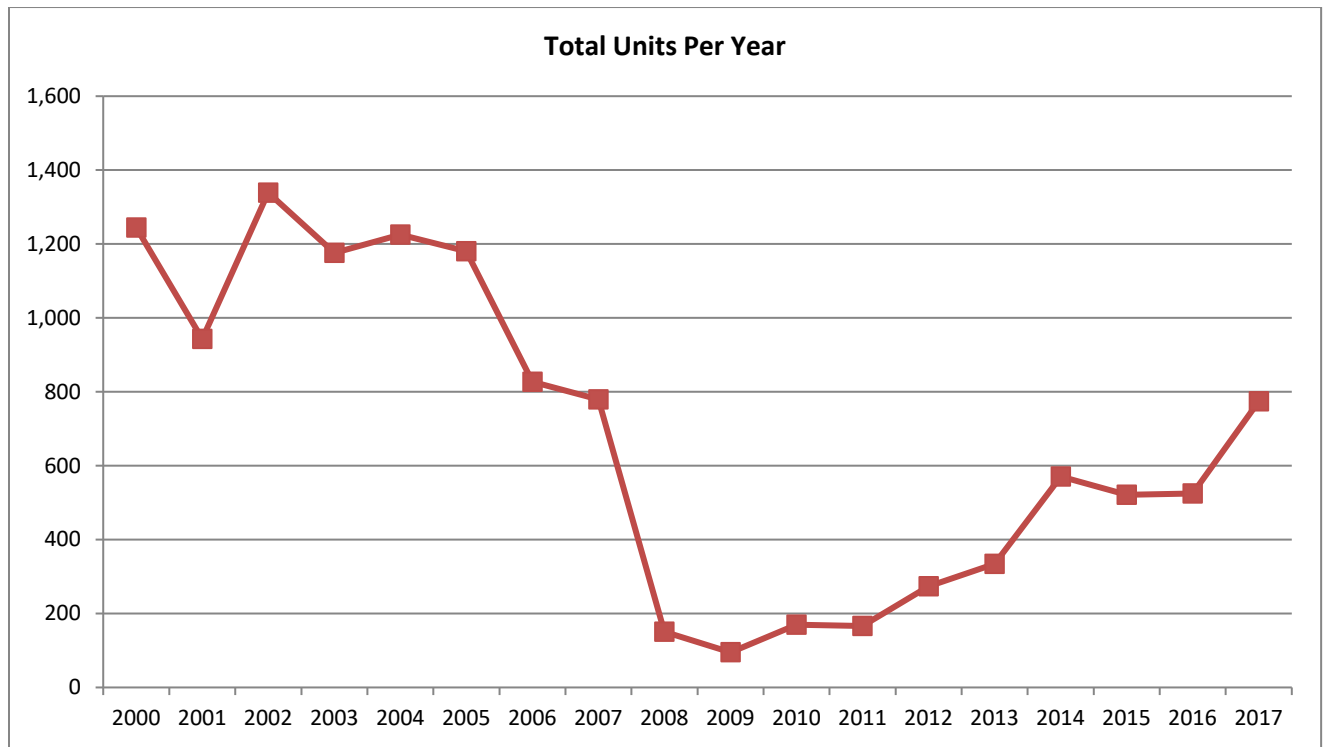


Chart 21. Housing Permits History

Ownership Market

The single family attached and detached housing represents the owner housing market in general. As discussed above, the owner market suffered the most during the subprime crisis for both the existing housing and new construction. Many homeowners lost their homes due to foreclosures and many homebuyers were forced out of the market because of tighter restrictions for mortgage qualifications. These resulted in higher vacancy rates and a significant drop in new building starts.

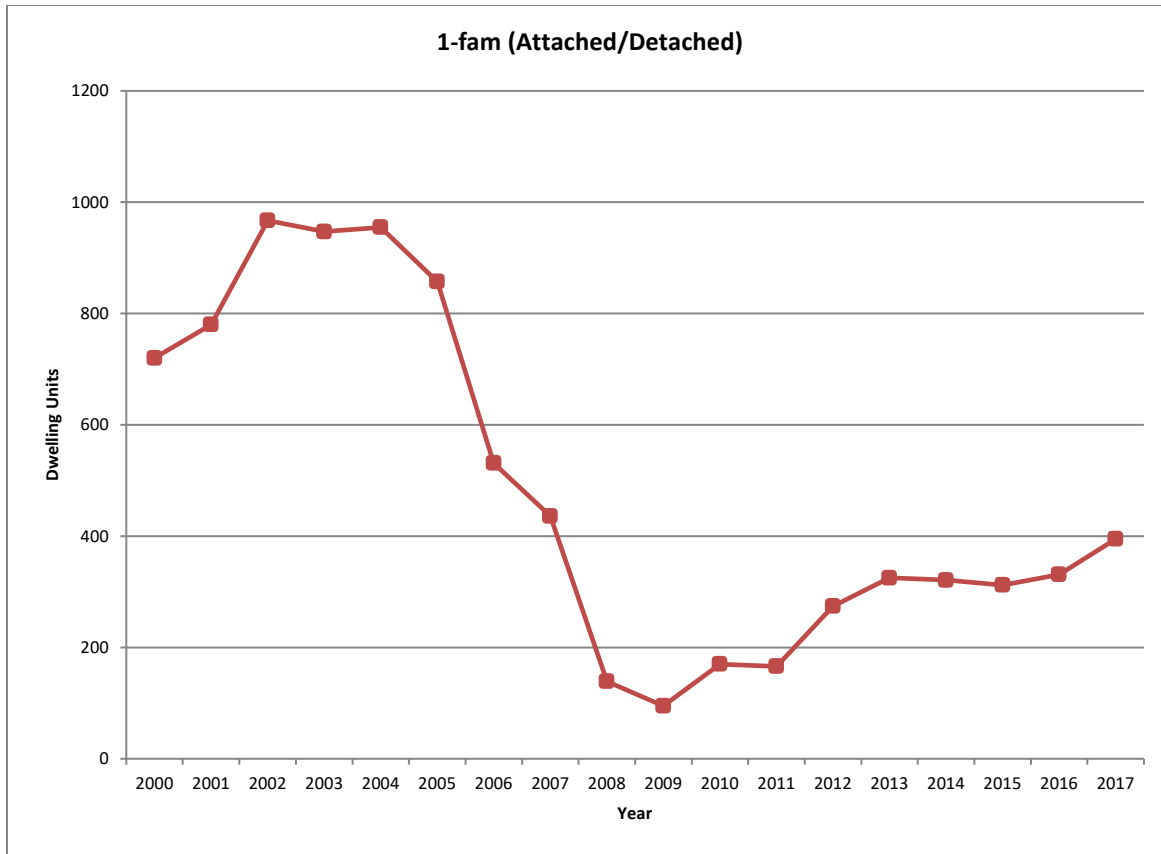


Chart 22. Single Family Housing Permit Trend

As the economy and lending industry improve, the owner home market has been recovering and improving as well. Existing home sales and vacancy rates have been performing well and new housing starts have been recovering at a steady pace. However, housing prices have been moving upwards in recent years and so are the mortgage interest rates. The majority of the new owner housing being constructed is in the price range of \$300,000 to \$500,000.

Rental Housing Market

The multifamily (attached three-unit and up) housing represents the bulk of the rental market. As with the owner housing, Lee’s Summit’s rental housing market has its own ups and downs. Compared with single-family housing (attached and detached), the existing rental housing normally experiences a higher demand when owner housing is suffering. The same can be true for the new rental housing market. The chart below shows a history of multifamily permit activities since 2000. The multifamily new construction trend seems to follow a similar pattern as the owner housing construction, except that between 2014 and 2017 the permit growth was dramatic.

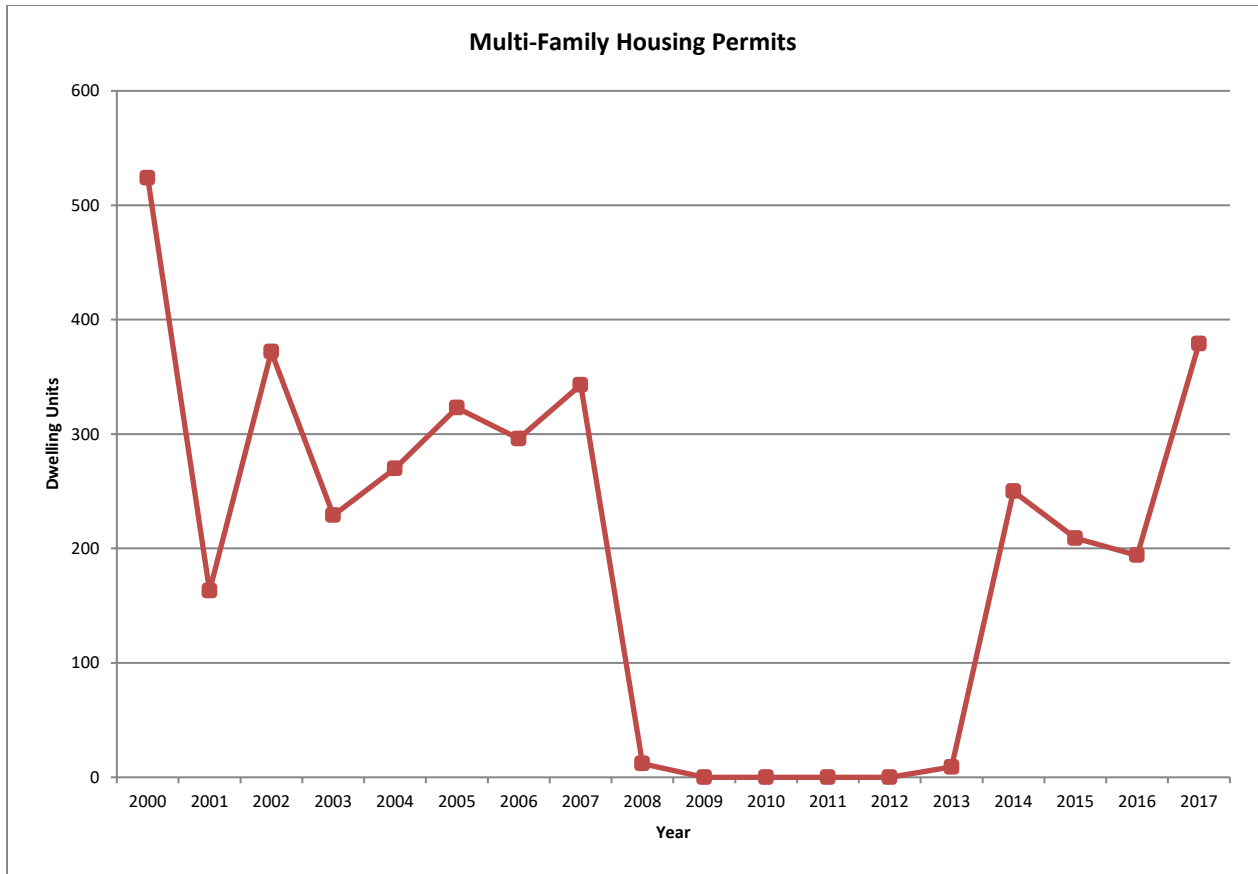


Chart 23. Multifamily Housing Permit Trend

Seen from the table ### below, the renter occupancy has increased by 408 dwelling units and the average household size has increased by 0.17, according to the recent ACS data.

Table 43. ACS Rental Housing Data

ACS Rental Housing Data		
Year	Renter Occupied Units	Average Household Size of Renter-Housing
2016	8,178	2.25
2010	7,770	2.08

Source: American Community Survey

When comparing the Gross Rents of 2016 with that of 2010 presented in the table below, there was an obvious pattern of significant rent increases during a period of six years. These increases are reflected by the change of total number of renter occupied dwelling units in a specific range of rents. The number of dwelling units with a monthly rent less than \$500 decreased by 42.5%. The number of dwelling units with a monthly rent in the range \$500 to \$999 decreased by nearly 11%. In contrast, the number of units with a monthly rent in the range of \$1,000 to \$1,499 increased by 46% and the units with rents \$1,500 above increase over 20%.

Over the same time period, the average household income increased by \$7,343, the household size has increased by 0.17, and Table ### below shows that the Consumer Price Index the Kansas City area increased by

9%. It has been known that in recent years household income growth has been slower than the rise of inflation. Even though household income has increased, with the rising inflation, household disposable income towards housing may have been decreasing. That adds to the hardship of rising rents for renters.

Table 44. Rent Change 2010-2016

	2010 ACS Gross Rent	2016 ACS Gross Rent	Change	Change Rate
Occupied units paying rent	7,592	7,937	345	4.54%
Less than \$500	737	424	-313	-42.47%
\$500 to \$999	4,014	3,584	-430	-10.71%
\$1,000 to \$1,499	1,983	2,896	913	46.04%
\$1,500 or more	858	1,033	175	20.40%
Median	\$912	\$996	\$84	9.21%
No rent paid	178	241	63	35.39%

Source: American Community Survey

Table 45. Consumer Price Index Change 2010-2016

Consumer Price Index		
Year	Kansas City MSA CPI	Inflation (Percent)
2010	205.4	0.8
2016	224.1	2.2

Source: US Bureau of Labor Statistics, New Series, 2017

Housing Characteristics by Race/Ethnicity

The table below looks at distributions of owner households and renter households in Lee’s Summit among different racial and ethnic groups. Over 90% of owner households are White, Non-Hispanic in Lee’s Summit whereas all other racial/ethnic owner households account for less than 5% respectively. Comparing these percentages with the population distribution, we can conclude that Asian or Pacific Islander, Non-Hispanic and White, Non-Hispanic households are more likely to be homeowners than the other racial/ethnic households.

Table 46. Homeownership and Rental Rates by Race/Ethnicity

Race/Ethnicity	(Lee’s Summit, MO CDBG) Jurisdiction					
	Population		Owners Households		Renter Households	
	#	%	#	%	#	%
White, Non-Hispanic	76,674	83.9%	23,045	90.11%	6,355	77.93%
Black, Non-Hispanic	7,418	8.1%	1,230	4.81%	1,470	18.03%
Hispanic	3,519	3.8%	425	1.66%	180	2.21%
Asian or Pacific Islander, Non-Hispanic	1,619	1.8%	590	2.31%	85	1.04%
Native American, Non-Hispanic	257	0.3%	30	0.12%	0	0.00%
Other, Non-Hispanic	No data	No data	260	1.02%	65	0.80%
Total Household Units			25,575	-	8,155	-

Note 1: Data presented are numbers of households, not individuals.
 Note 2: Data Sources: Comprehensive Housing Affordability Strategy (CHAS)

Segregation/Integration

Pattern Analysis

To measure the existence and degree of segregation/integration of the population of a given community, HUD provided the Index of Dissimilarity. The index of dissimilarity shows a comparison between different races and indicates how the evenness of the groups is distributed across neighborhoods that make up the community. The index of dissimilarity is rated on a scale from 0 to 100, with 0 being perfect integration and a 100 being total segregation. If the value is 40 and below, it suggests segregation is generally not an issue. If the level is at 60 and above, it suggests that segregation should be of a concern. If the values are between 40 and 60, it suggests that the area is at a moderate level of segregation.

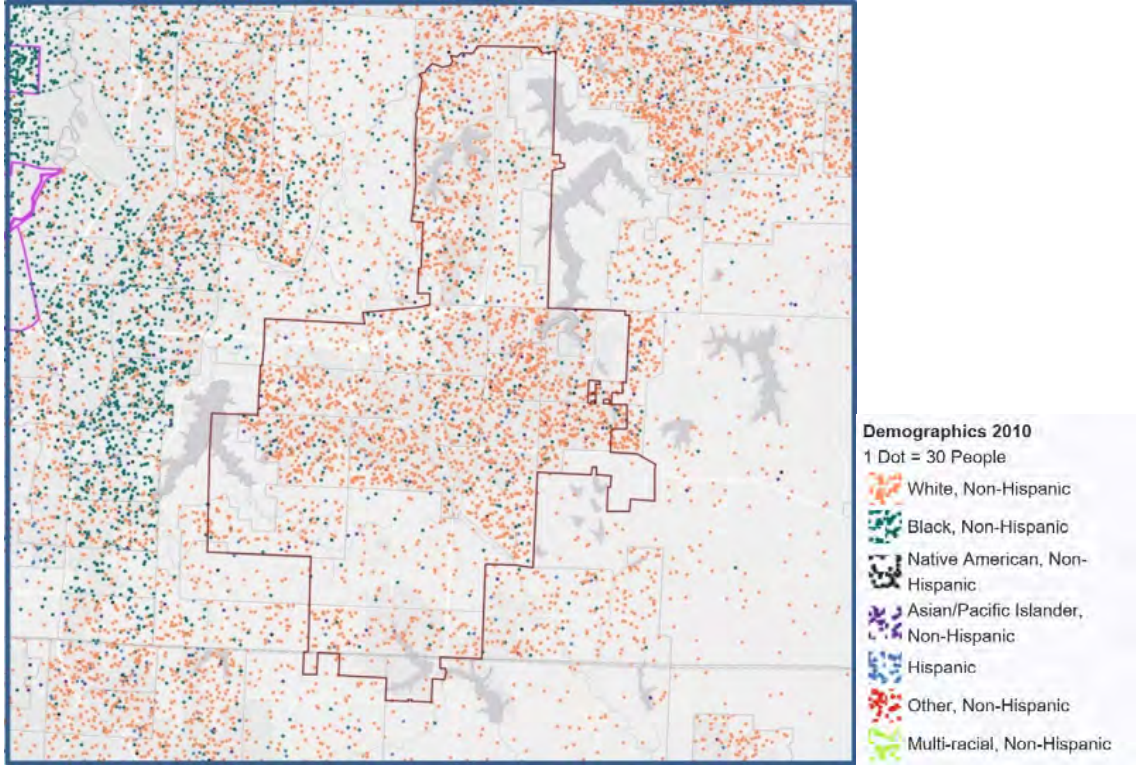
The Index values for Lee’s Summit, as displayed in the table below, are all below 25. As a comparison, the values for the Kansas City region, the majority of the racial/ethnic groups during the cited trend years had a value above 40.

Table 47. Racial/Ethnic Dissimilarity Comparison – Lee’s Summit and Region

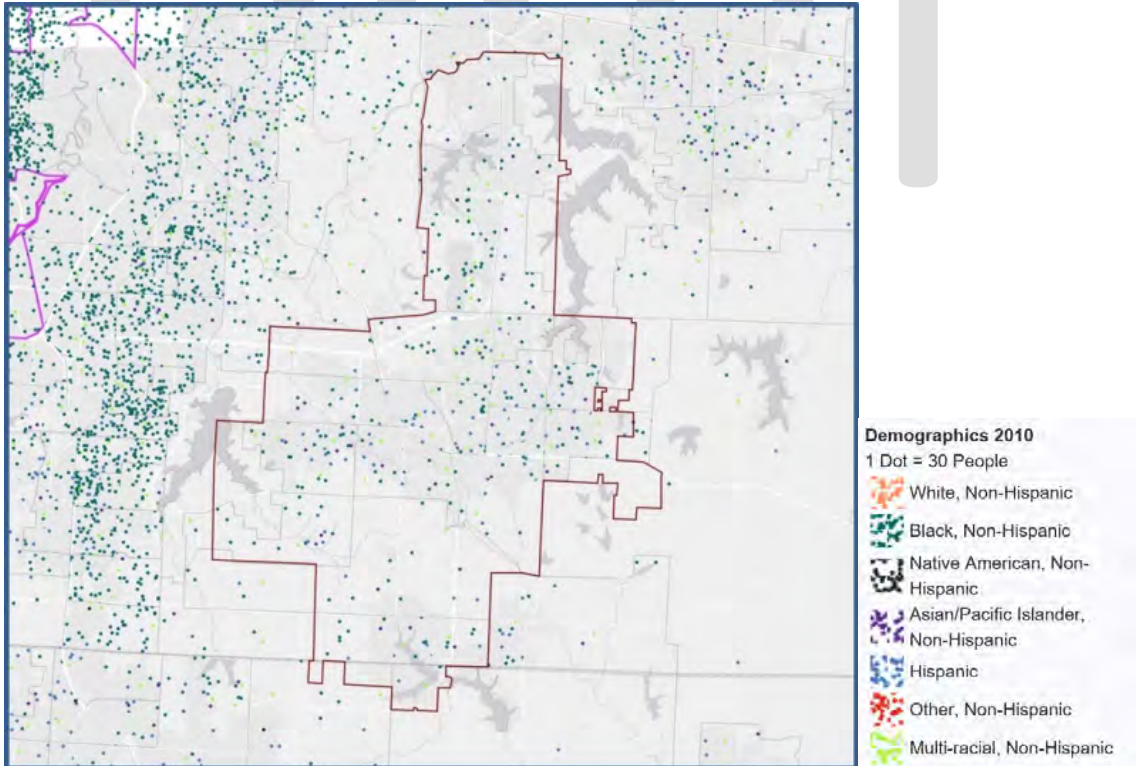
Racial/Ethnic Dissimilarity Index	(Lee’s Summit, MO CDBG) Jurisdiction				(Kansas City, MO-KS) Region			
	1990 Trend	2000 Trend	2010 Trend	Current	1990 Trend	2000 Trend	2010 Trend	Current
Non-White/White	17.04	11.36	10.61	17.64	60.43	54.38	45.36	49.77
Black/White	21.87	17.47	13.96	23.28	72.72	69.18	58.57	63.20
Hispanic/White	13.63	10.76	13.54	14.16	39.75	45.69	44.42	46.61
Asian or Pacific Islander/White	20.27	14.80	16.90	24.44	34.41	35.09	34.14	41.09

Note 1: Data Sources: Decennial Census
 Note 2: Refer to the Data Documentation for details (www.hudexchange.info/resource/4848/affh-data-documentation).

The AFFH-T maps below show that there is no area of high concentration of any race in the City. The first map shows that the City’s population continues to be predominantly White compared to the other races. The second map shows the distribution of persons of different races, excluding the White race. We can conclude that the City’s minority population is well integrated in the community.

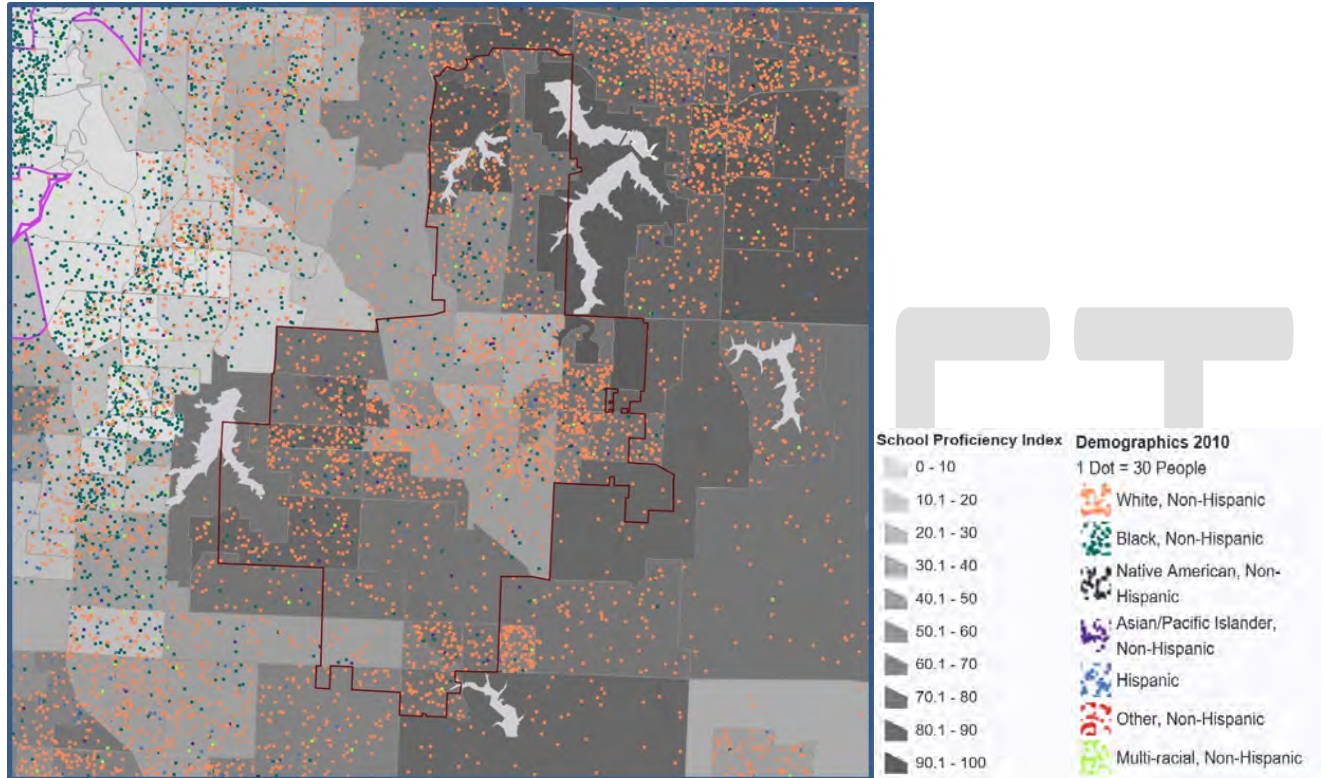


Map 20. Population Distribution by Race/Ethnicity



Map 21. Minority Population Distribution

The AFFH-T maps and data also provide another important measure to help determine if a segregation exists in terms of access to quality education. In this dataset, HUD uses School Proficiency Index at the Census Tract level. As shown in the AFFH-T maps below, even though Census Tracts get different index levels, there is no sign of any particular race or ethnic group clusters in any Census Tract with low school proficiency scores.



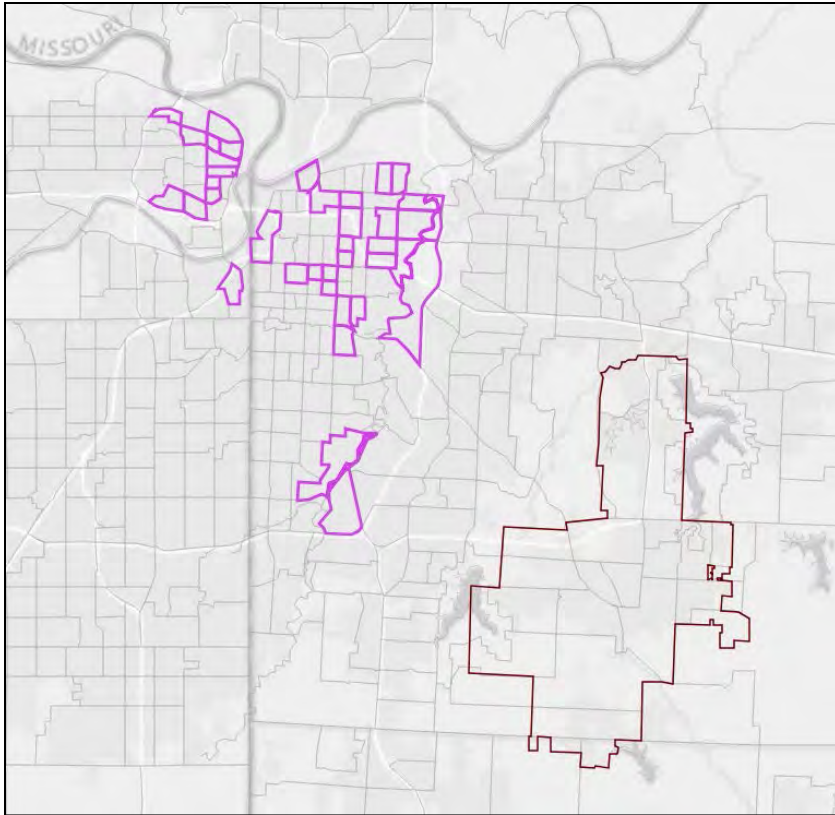
Map 22. Population by Race/Ethnicity by School Proficiency

R/ECAPs

Region Context

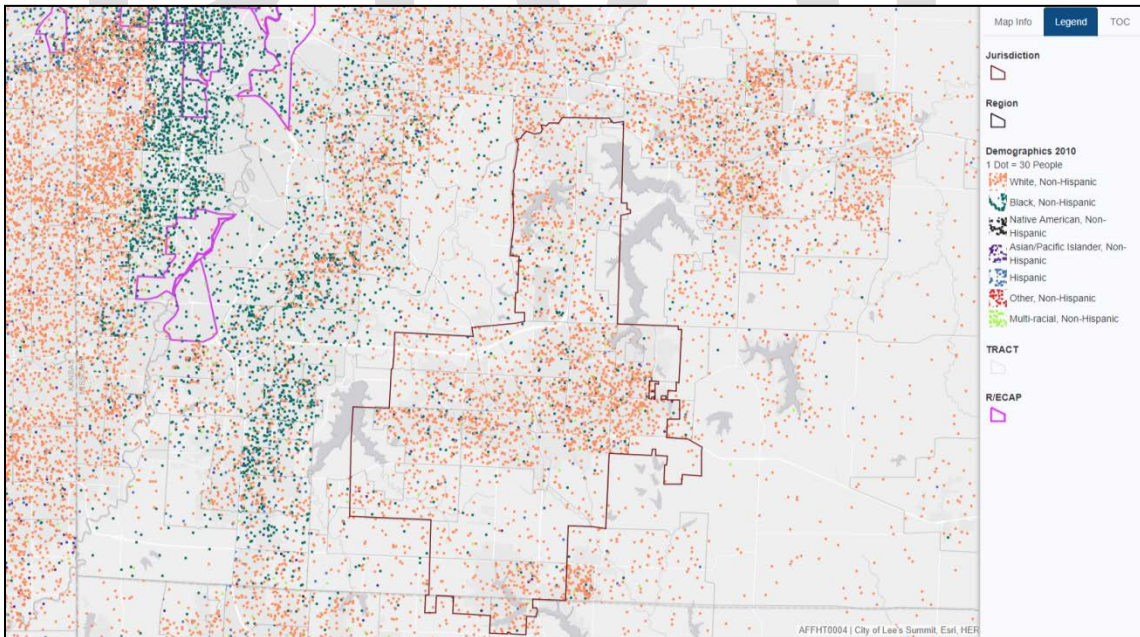
HUD’s racially/ethnically-concentrated areas of poverty (R/ECAPs), uses a racial/ethnic concentration threshold and poverty test to determine if the location is considered R/ECAP area). This test looks to see if the area is 50% or higher in minority population and if the poverty area exceeds 40%. R/ECAPs are used to see which areas have higher rates of low income minority residents. Even though the U.S. Census does not constitute ethnicity and race as the same, this study will combine the two and relate to them as minorities.

As shown in the AFFH-T map below, the R/ECAP tracts (purple lined areas) are located miles away from the City in the Kansas City, Missouri and Kansas City, Kansas areas.



Map 23. R/ECAP Census Tracts in the Region

The next map shows a strong correlation between the R/ECAP tracts and Black population.



Map 24. Population Distribution with R/ECAP Overlay

The table that follows provides detailed breakdown of population by racial/ethnic background, family status and national origin for the R/ECAP tracts. From this table, we can also see that persons of Mexican origin has the highest percentage compared to the other top nations of origin.

Table 48. Region Population by Race/Ethnicity and National Origin

R/ECAP Race/Ethnicity	(Kansas City, MO-KS) Region		
		#	%
Total Population in R/ECAPs		75,671	-
White, Non-Hispanic		15,528	20.52%
Black, Non-Hispanic		32,182	42.53%
Hispanic		23,219	30.68%
Asian or Pacific Islander, Non-Hispanic		2,408	3.18%
Native American, Non-Hispanic		313	0.41%
Other, Non-Hispanic		113	0.15%
R/ECAP Family Type			
Total Families in R/ECAPs		16,221	-
Families with children		8,692	53.58%
R/ECAP National Origin			
Total Population in R/ECAPs		75,671	-
#1 country of origin	Mexico	8,835	11.68%
#2 country of origin	Vietnam	794	1.05%
#3 country of origin	Honduras	434	0.57%
#4 country of origin	Guatemala	397	0.52%
#5 country of origin	Kenya	277	0.37%
#6 country of origin	El Salvador	194	0.26%
#7 country of origin	Laos	174	0.23%
#8 country of origin	Burma	170	0.22%
#9 country of origin	Other Eastern Africa	164	0.22%
#10 country of origin	Other Western Africa	162	0.21%
Note 1: 10 most populous groups at the jurisdiction level may not be the same as the 10 most populous at the Region level, and are thus labeled separately.			
Note 2: Data Sources: Decennial Census; ACS			
Note 3: Refer to the Data Documentation for details (www.hudexchange.info/resource/4848/affh-data-documentation).			

Local Context

As seen in the maps above, no R/ECAP Census Tracts are located in Lee’s Summit.

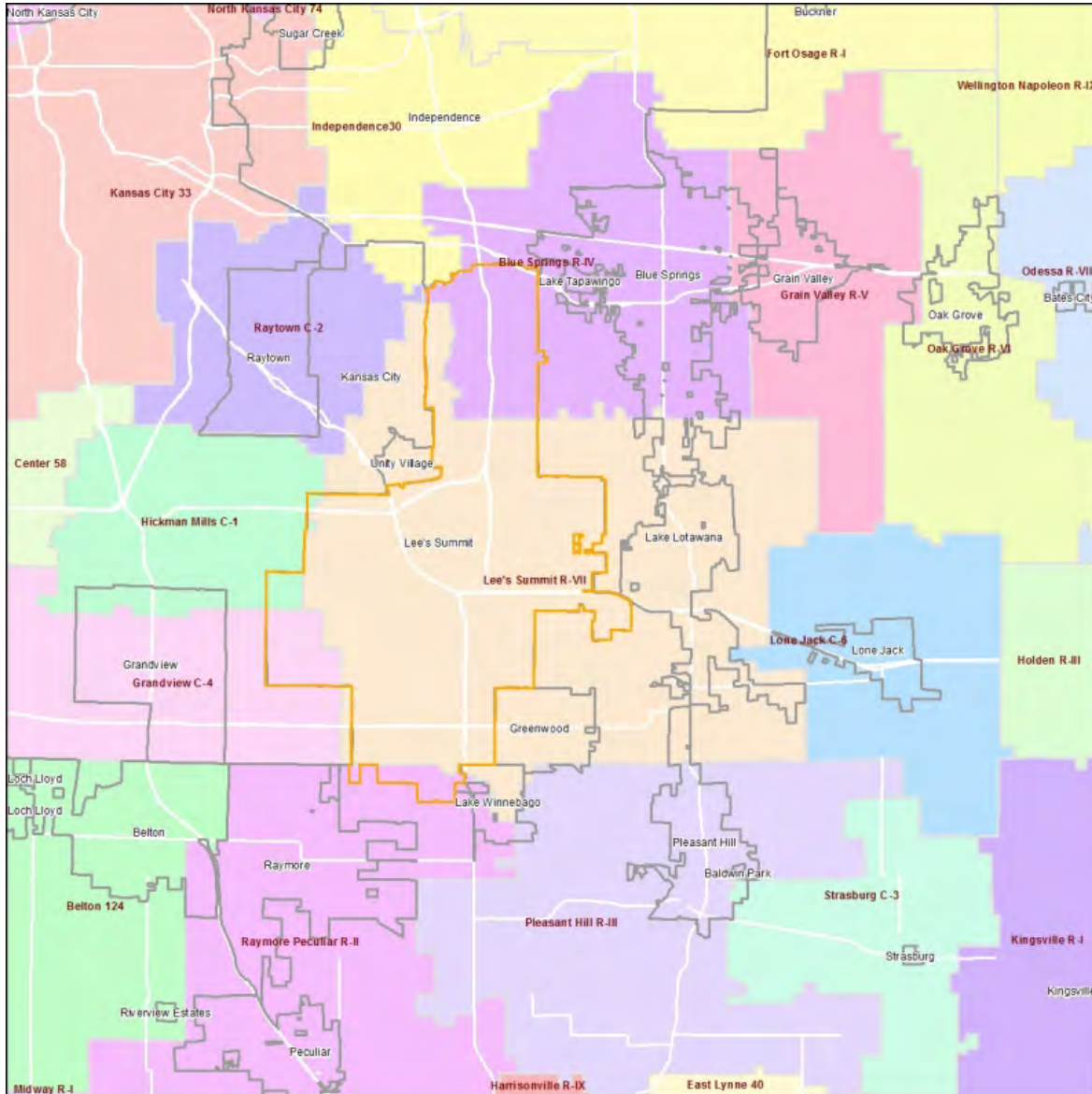
Disparities in Access to Opportunity

Education

Lee’s Summit has a reputation for good public school systems and well educated population. Two public school systems, Lee’s Summit R-VII and Blue Springs R-IV, cover over 90% of the City’s geographic area. Based on the 2017 Missouri Department of Education, Lee’s Summit R-VII has a graduation rate of 94% and 85% of its graduates go on to college. Lee’s Summit is conveniently surrounded by many colleges and universities including

University of Missouri, Kansas City, and Columbia, University of Kansas, Kansas State University, community colleges and other institutions of higher learning.

The map below depicts public school district boundaries in the area.



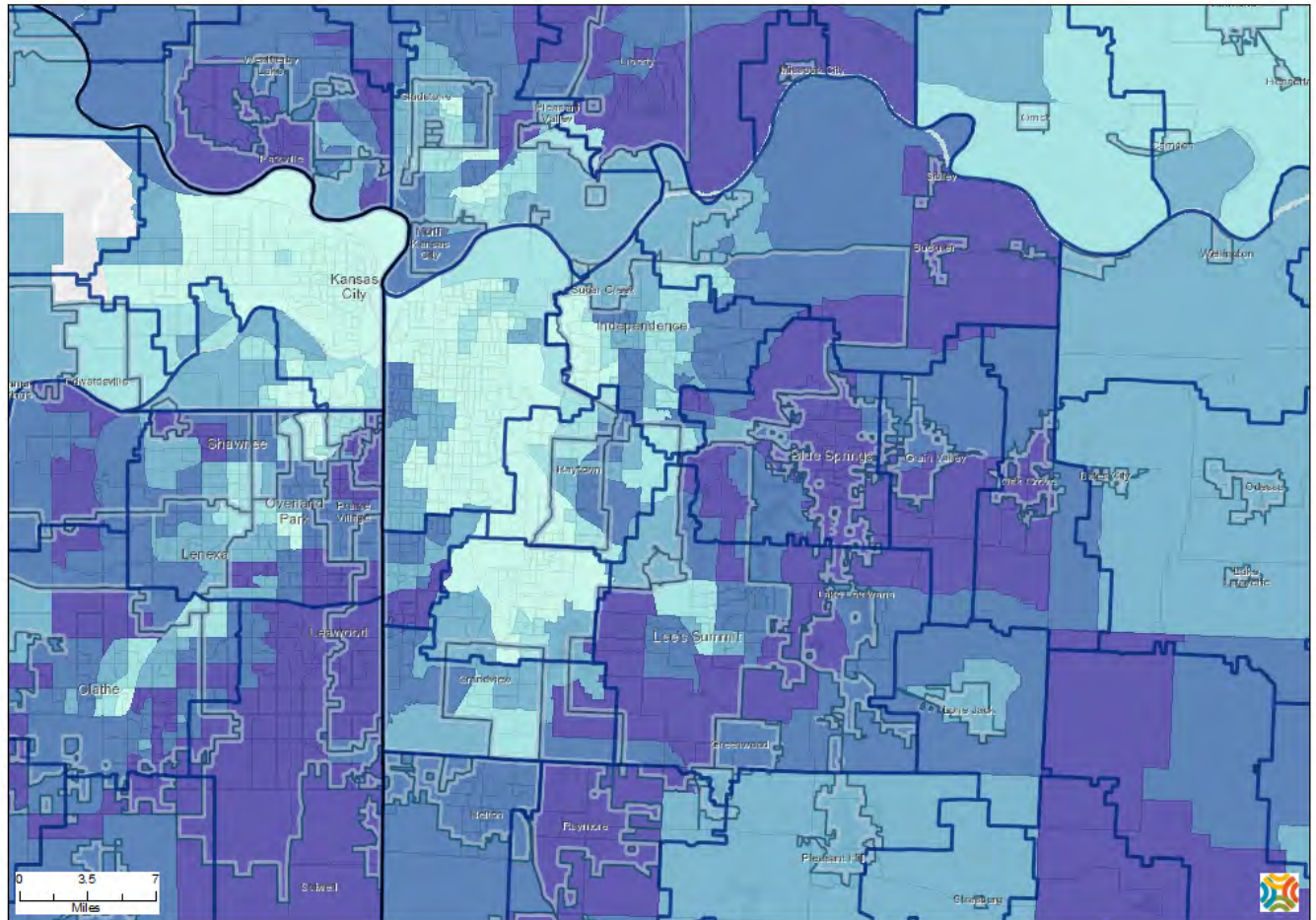
Map 25. Public School Districts

Access and School Proficiencies (HUD Data and Maps)

HUD uses School Proficiency Index, defined as “percentiles ranked at the state level; the higher the index, the higher the proficiency of the school system in the neighborhood”. The map below presents Census Block Groups with differing shades of gray denoting index levels. Based on the maps, it may be concluded that the Census areas in and around the downtown and old town area of Lee’s Summit tend to have lower school proficiency

index scores than areas further away. In the regional context, Lee’s Summit generally has higher index scores than its neighboring cities to the west.

School Proficiency Index



Map Legend

School Proficiency Index by Block Group, HUD - eGIS 2011-12

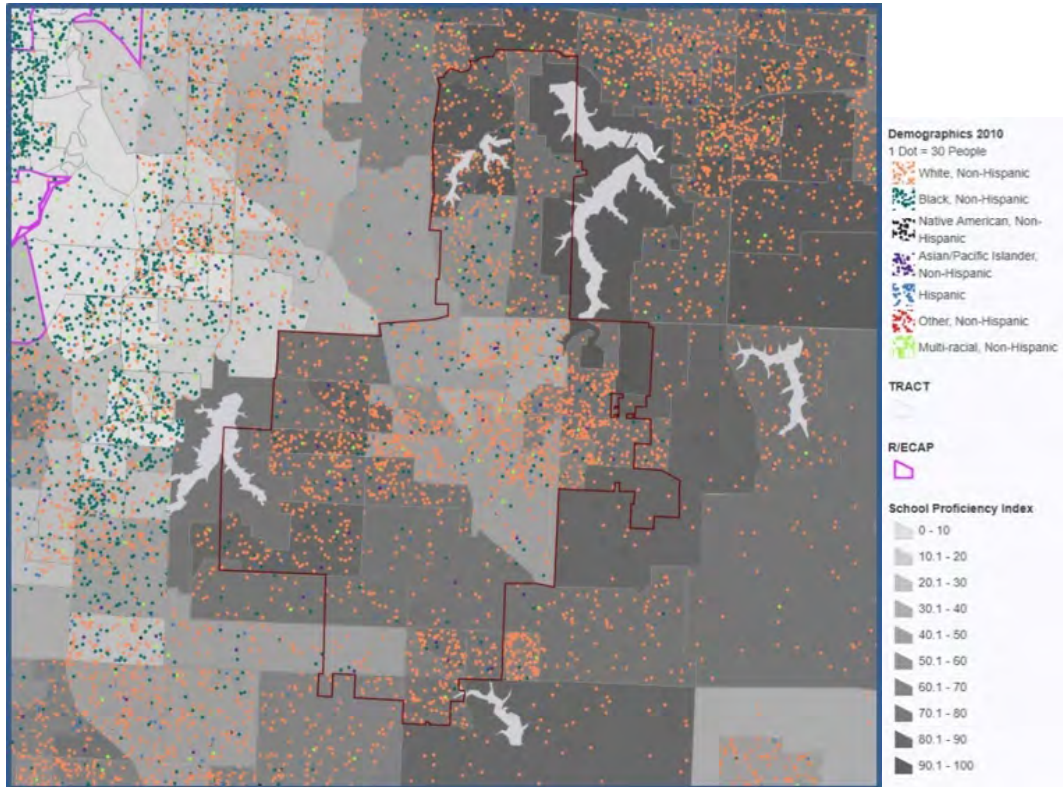
- 76 - 99 (More Proficient)
- 51 - 75
- 31 - 50
- 16 - 30
- 0 - 15 (Less Proficient)
- No Data

Community Commons, 9/19/2018

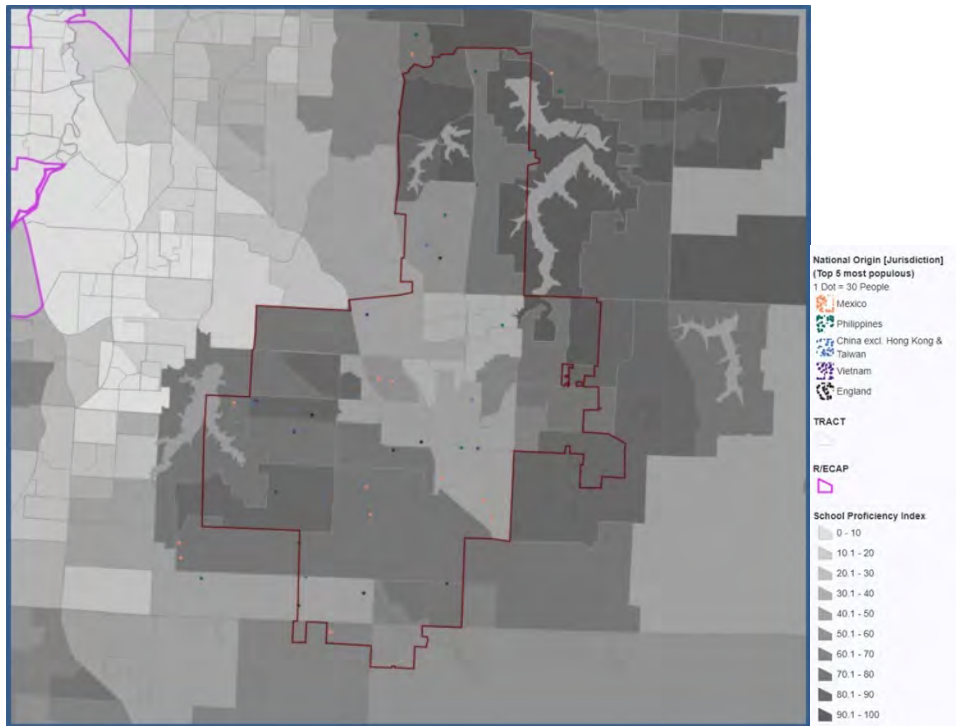
Map 26. School Proficiency Index Map

Levels of accessibility to public school systems are largely determined by where students reside and location of residency is impacted by many different factors, even though affordability is one of the most common ones. In this context, is there an association between certain demographic characteristics and school proficiency index scores? The next two maps allow us to see where people of different racial/ethnic background and of different

national origin are located in relation to the school proficiency ratings. Again, in Lee's Summit, there is no clear correlation between the two. In a broader context, it becomes obvious that Black and Hispanic population are more likely to be located in areas of lower school proficiency scores.

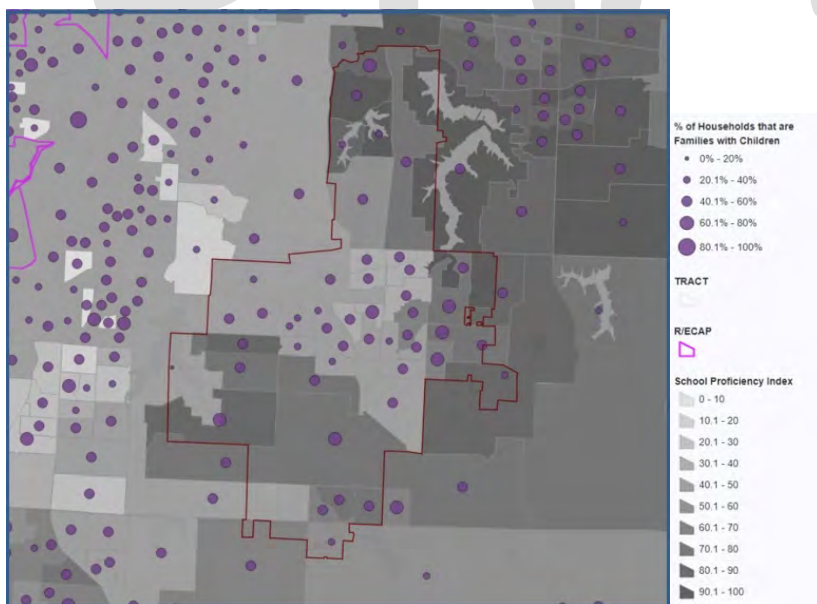


Map 27. Population Distribution by Race/Ethnicity and School Proficiency



Map 28. Minority Population Distribution by School Proficiency

The next map shows the percentage of households in each Census Block Group with children and the underlying school proficiency scores. Based on the map, it can be concluded that there is no obvious correlation between the two.



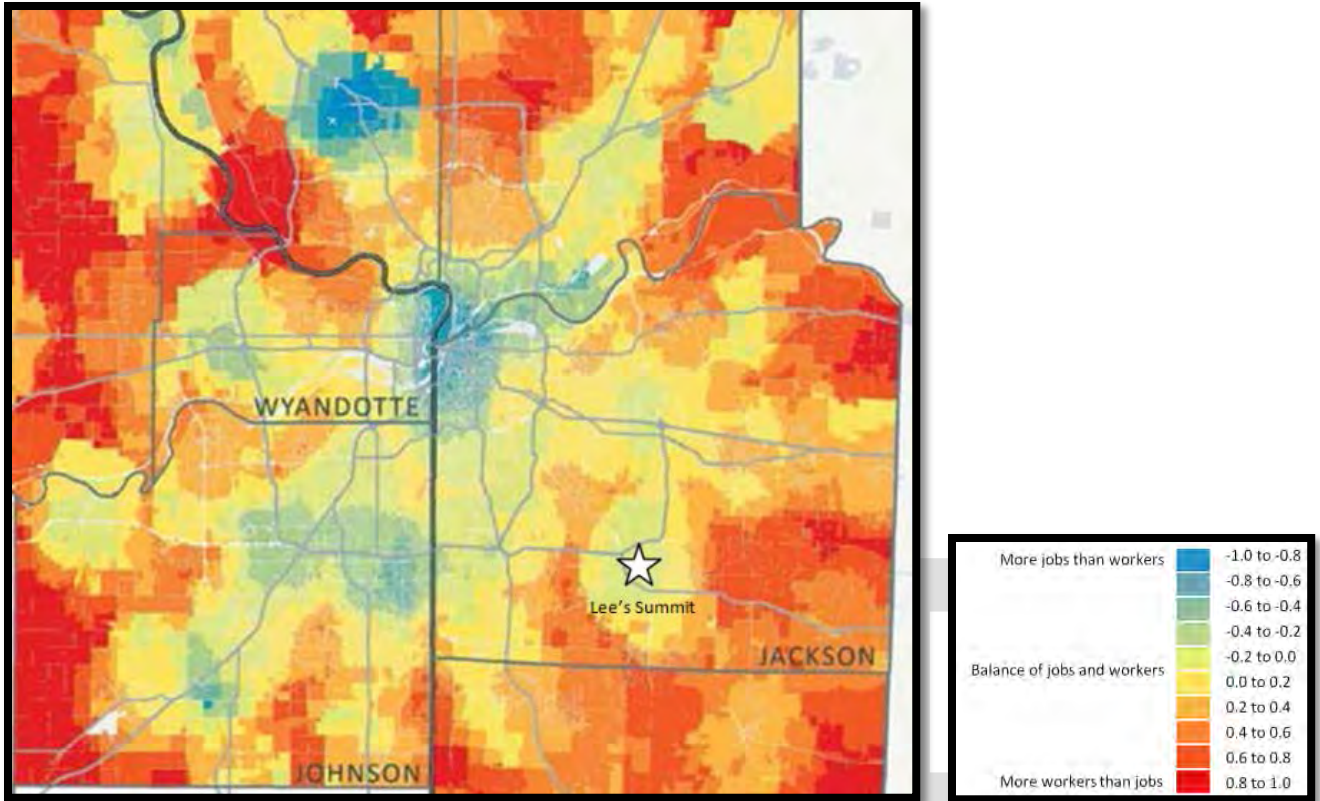
Map 29. Families with Children by School Proficiency

Employment

Labor Force – Access and Quality

As discussed in earlier sections of this study, Lee’s Summit maintains a well-educated civilian labor force. Based on the 2016 ACS 5-year Estimates, Lee’s Summit’s population has a median age of 38.2, higher than the KC Metro Area’s median age of 37; however, Lee’s Summit has a higher labor force participation rate among all age groups as compared to the region as a whole. Lee’s Summit labor force also enjoys a higher employment rate.

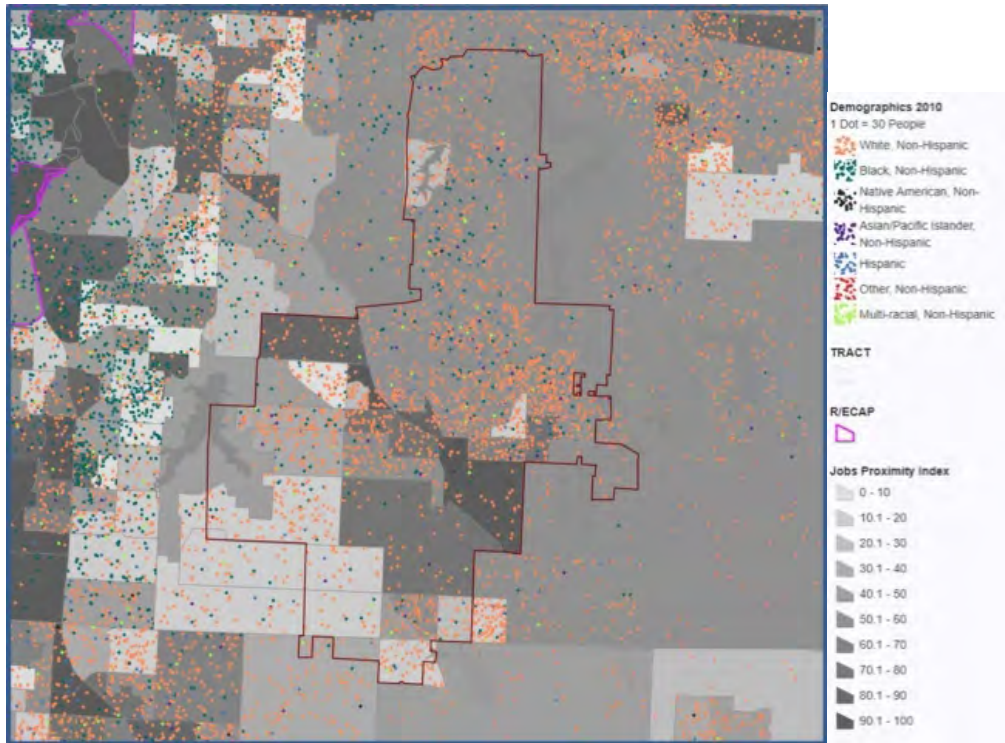
Mid-America Regional Council’s Transportation Outlook 2040 analyzed the region’s job-to-worker balance by geographic location by examining the relationships between worker locations and their skill sets and the locations of jobs and the skills they require. The balance and the imbalance between the two were mapped out using an index scale, as presented below. Based on this analysis, the majority of Lee’s Summit area maintains a relatively well-balanced job-to-worker ratio, with the central area showing a sign of more jobs than workers and more workers than jobs in the outlying areas of the City. A more prominent sign of more jobs than workers occurs in the Kansas City downtown core, east central Johnson County and central Plat County. Such a locational imbalance between jobs and workers would be less of an issue for workers with reliable modes of transportation, primarily private automobiles, than for those who rely on public transportation or other non-motorized modes of transportation.



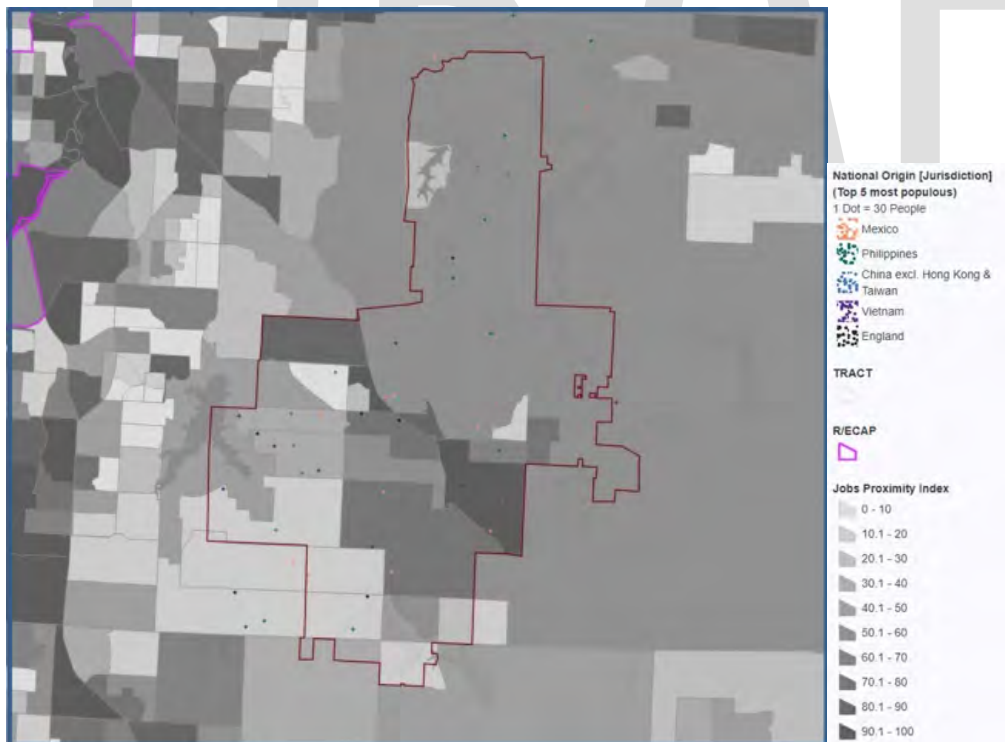
Map 30. MARC Job-to-worker Balance Map

Source: MARC Transportation Outlook 2040.

Job Proximity Index used in the maps below is defined by HUD as “percentiles ranked at the region level, the higher the index, the higher the access to employment opportunities for residents in a neighborhood”. HUD maps seem to suggest that areas in Lee’s Summit immediately adjacent to US 50 Highway and South M 291 provide better opportunities for workers living along the corridors. In addition, higher job proximity index areas in the City are generally the populated areas as well. There is not a noticeable pattern of imbalance between job proximity index and demographic characteristics locally. However, there appears to be a strong correlation between low job proximity index score and minority population along a band of areas not far from Lee’s Summit in Kansas City, Missouri, and Grandview.



Map 31. Population Distribution by Race/Ethnicity and Job Proximity

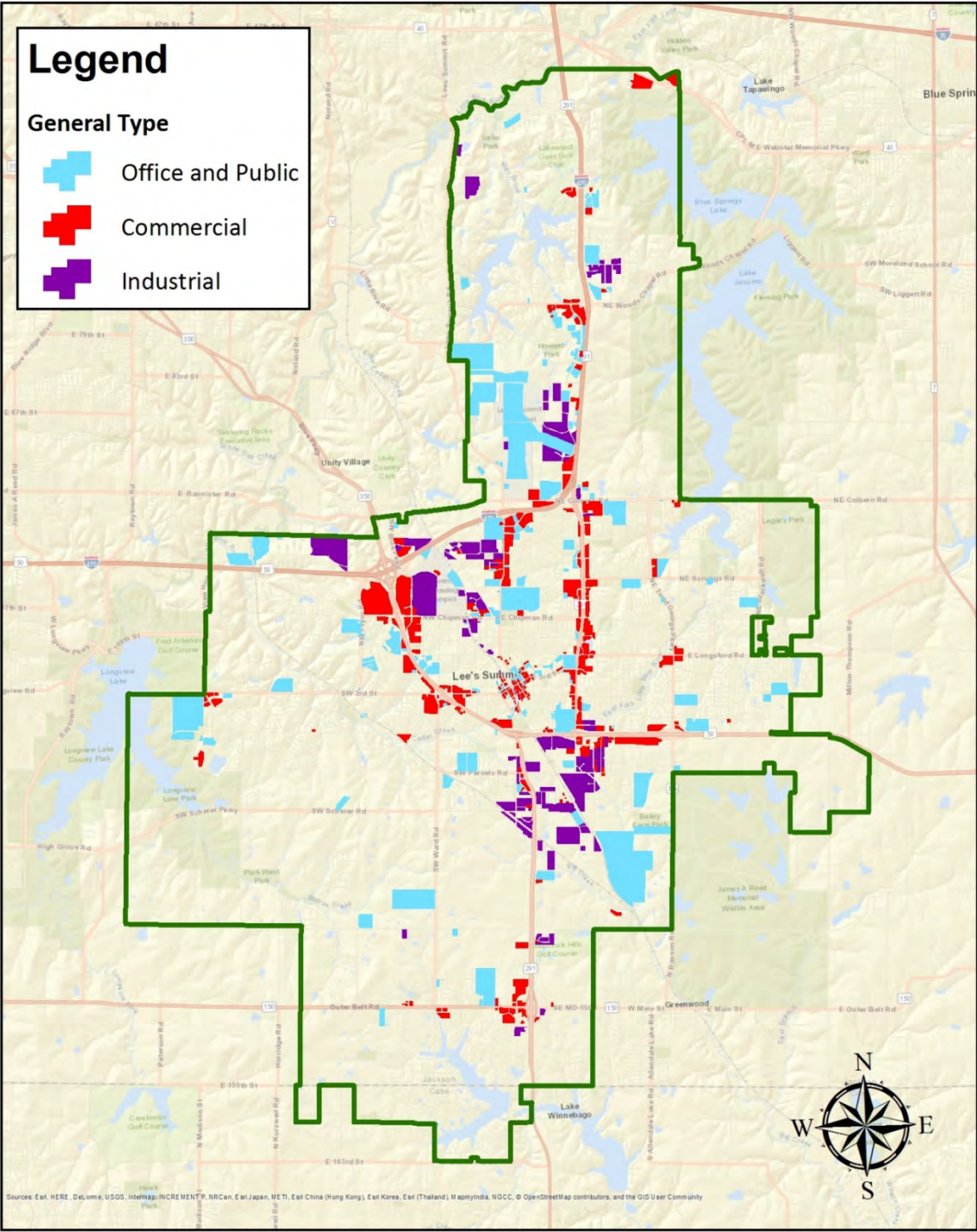


Map 32. Minority Population Distribution by Job Proximity

The next maps allow us to see more clearly the locational relationship between employment and residents within the City limits. The commercial and industrial employment opportunities tend to be confined to a narrow band of major traffic corridors whereas office and public employment is relatively scattered.

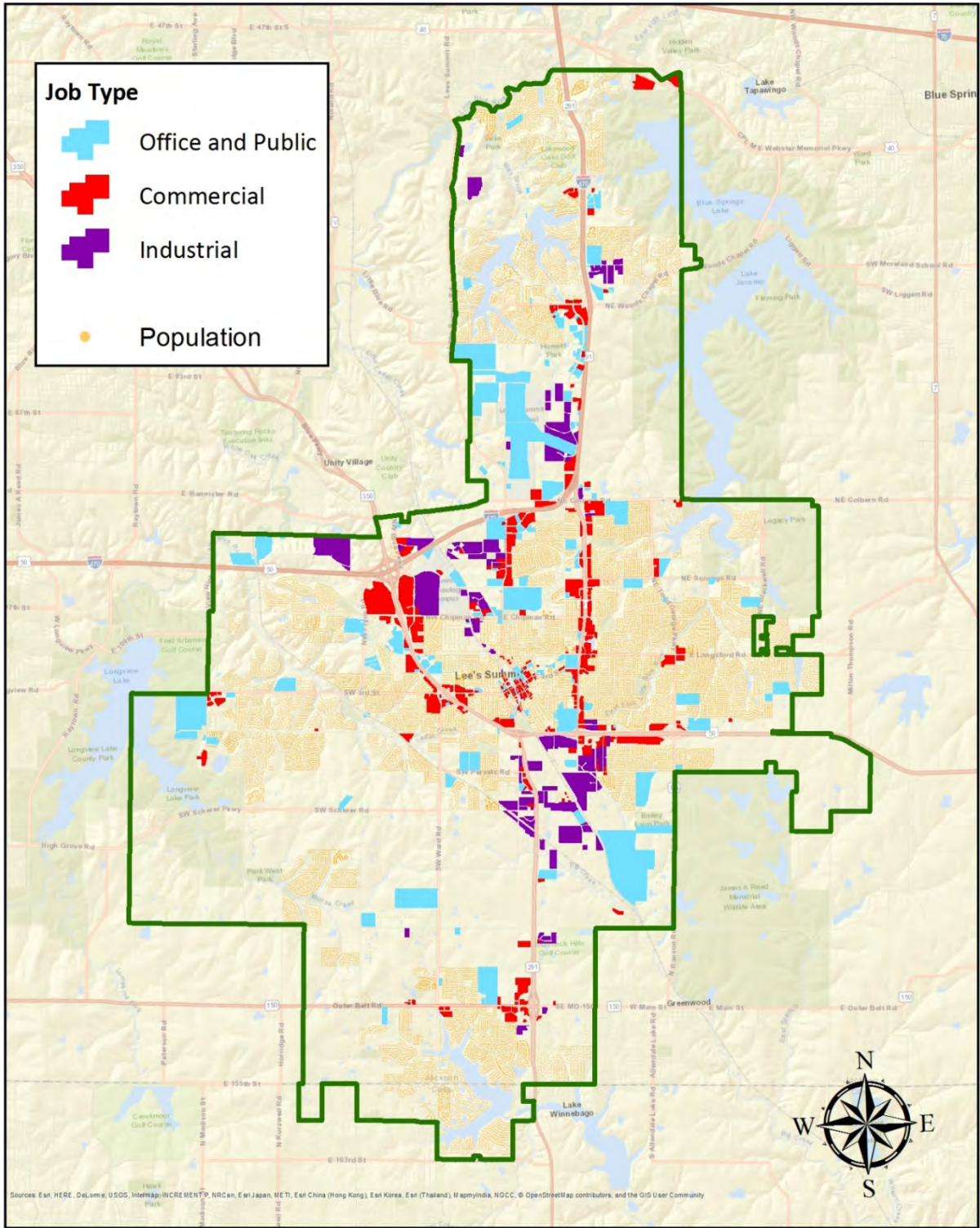
DRAFT

Lee's Summit Employment Base



Map 33. Employment Areas in Lee's Summit

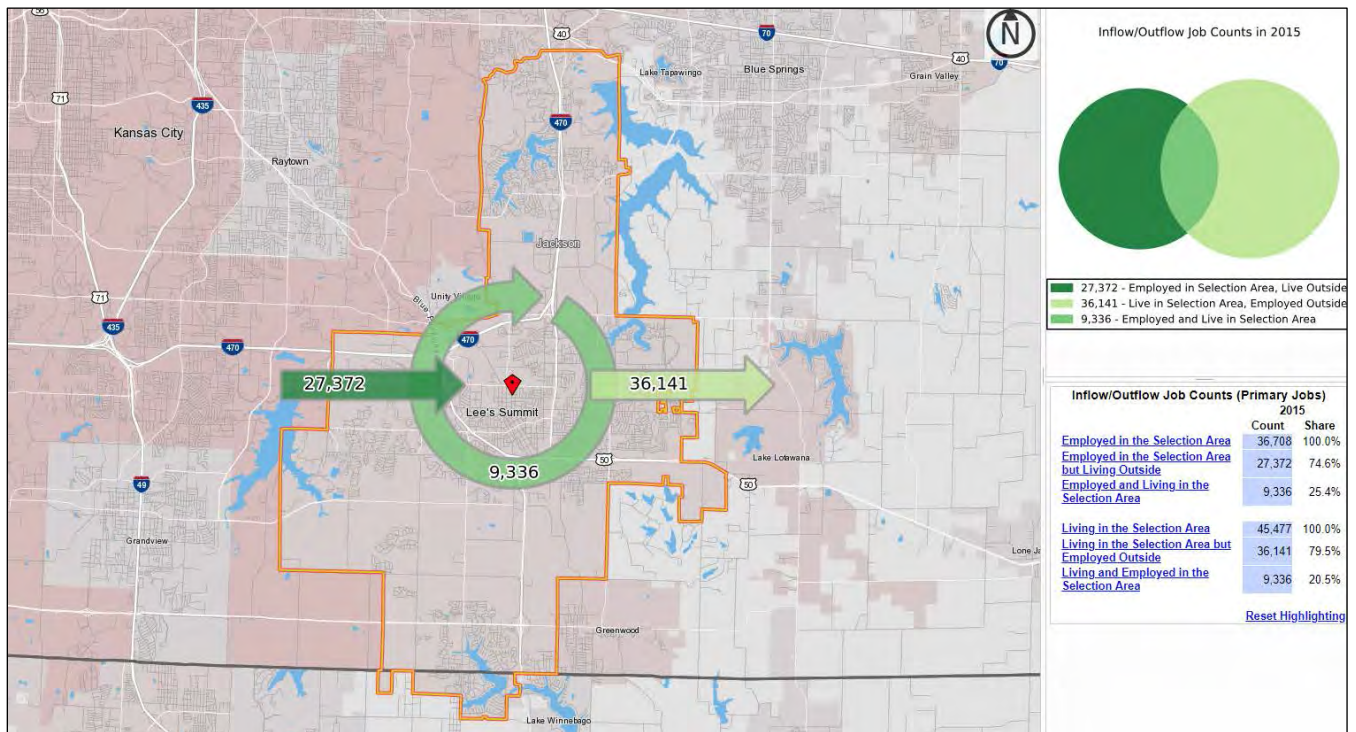
Geography of Population and Employment Base



Map 34. Geography of Population and Employment Base

Job Accessibility

In addition to the number and types of jobs available in the area, one important aspect of understanding the local job market is to analyze where the jobs are located and where the workers live. The U.S. Census Bureau’s online mapping tool “On the Map” (<https://onthemap.ces.census.gov/>) was utilized to help analyze job locations and types, work related commute patterns and other worker related demographics. At the city level, as the map and statistics (2015) below suggest that, of the employed workers of Lee’s Summit, over 36,000 travel to work outside the City limits and less than 10,000 work in the City. That is a significant difference. Over 27,000 workers commute to work in Lee’s Summit from outside the City limits. In other words, more workers travel to work outside the City than workers outside the City travel to work in the City.



Map 35. Employment and Commute Pattern - Lee's Summit

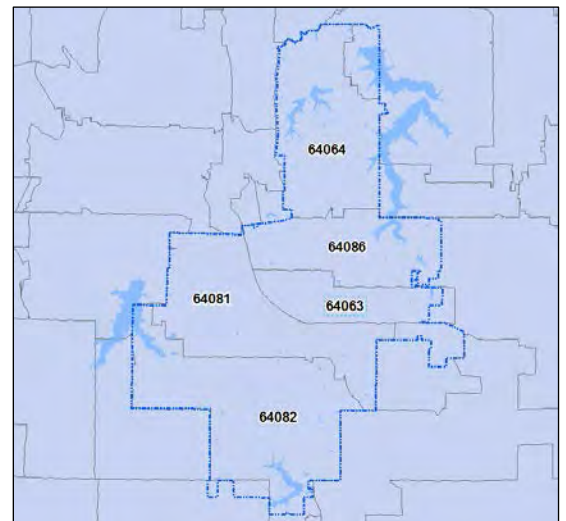
Source: U.S. Census On the Map website

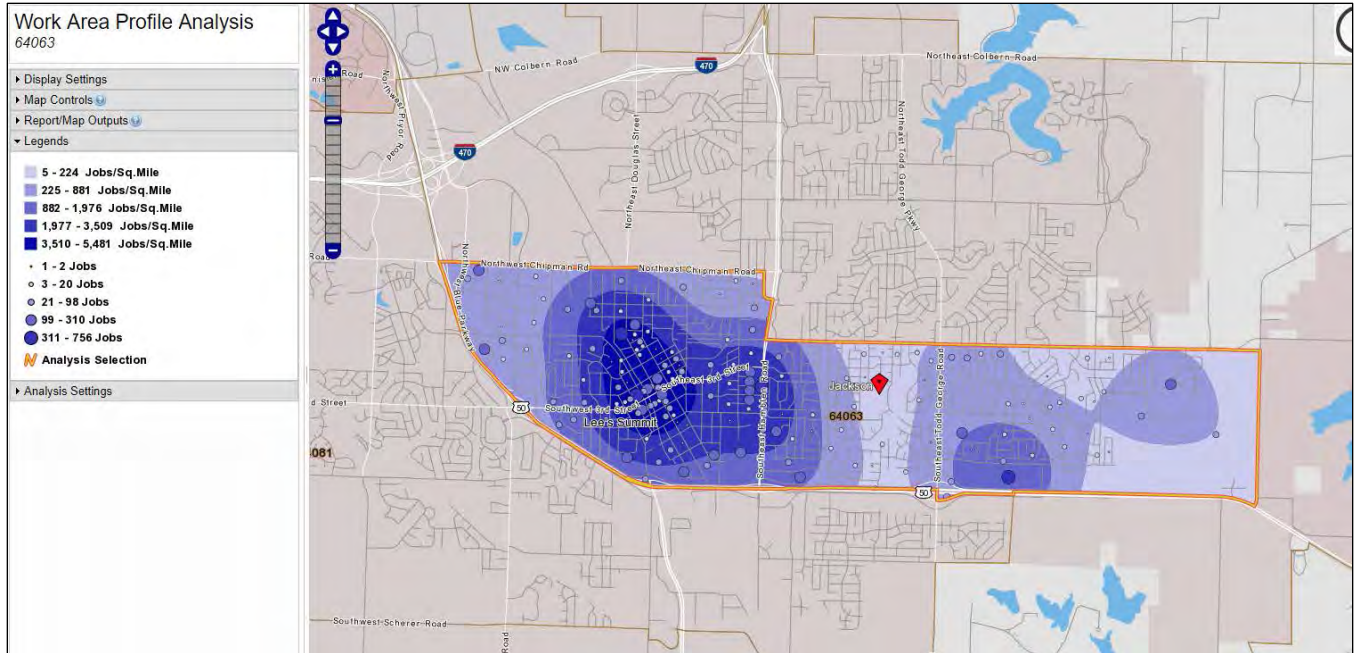
<https://onthemap.ces.census.gov/>

There are five postal ZIP codes in the City of Lee’s Summit, 64063, 64064, 64081, 64082, and 64086, shown in the map below.

ZIP 64063

The map below represents areas by number of jobs per square mile (areas with shades of blue) within 64063 and number of jobs per location (circles with shades of blue). Jobs in this ZIP code area are highly concentrated in the northeast quadrant of M-291 and US-50 south of Chipman Road, the location of the City’s Central Business District (CBD).





Map 36. 64063 Work Area Profile Map

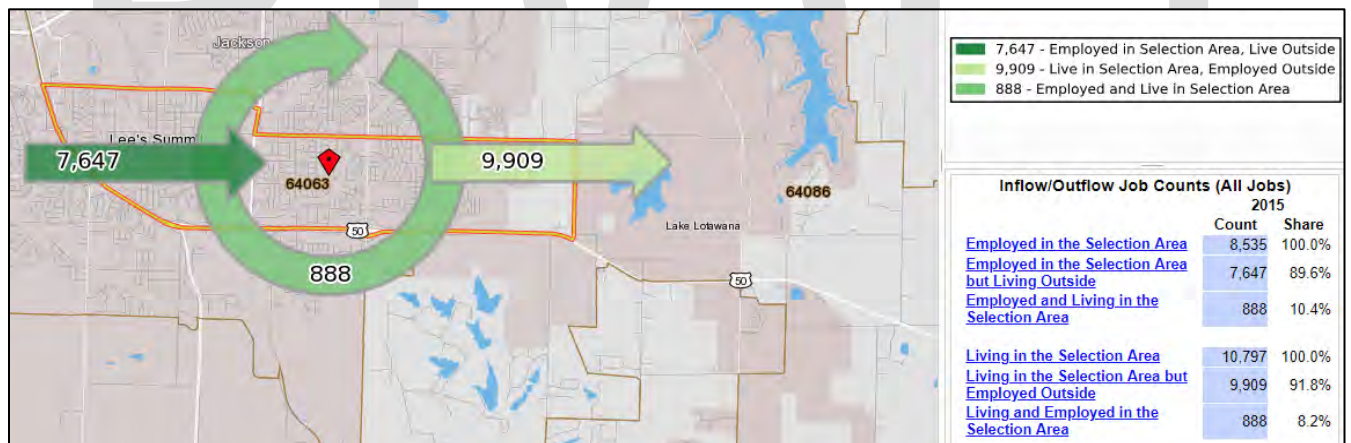
The “Work Area Profile” report below shows that 1,492 of the jobs are in the health care and social assistance fields. The highest employed age demographic is 30 to 54 years. Most of the people in this area earn an average of \$1,250 or less per month. As for race/ethnicity, 96.5% were not Hispanic or Latino, 87.4% were for White alone, 9.2% were for Black or African American alone, and 3.5% were for Hispanic or Latino.

Table 49. 64063 Work Area Profile

Work Area Profile Report (64063)		
Total All Jobs		
	2015	
	Count	Share
Total All Jobs	8,535	100.0%
Jobs by Worker Age		
	Count	Share
Age 29 or younger	2,317	27.1%
Age 30 to 54	4,439	52.0%
Age 55 or older	1,779	20.8%
Jobs by Earnings		
	Count	Share
\$1,250 per month or less	3,039	35.6%
\$1,251 to \$3,333 per month	2,846	33.3%
More than \$3,333 per month	2,650	31.0%
Jobs by NAICS Industry Sector		
	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	53	0.6%
Construction	449	5.3%
Manufacturing	282	3.3%
Wholesale Trade	132	1.5%
Retail Trade	668	7.8%
Transportation and Warehousing	53	0.6%
Information	51	0.6%
Finance and Insurance	333	3.9%
Real Estate and Rental and Leasing	77	0.9%
Professional, Scientific, and Technical Services	445	5.2%

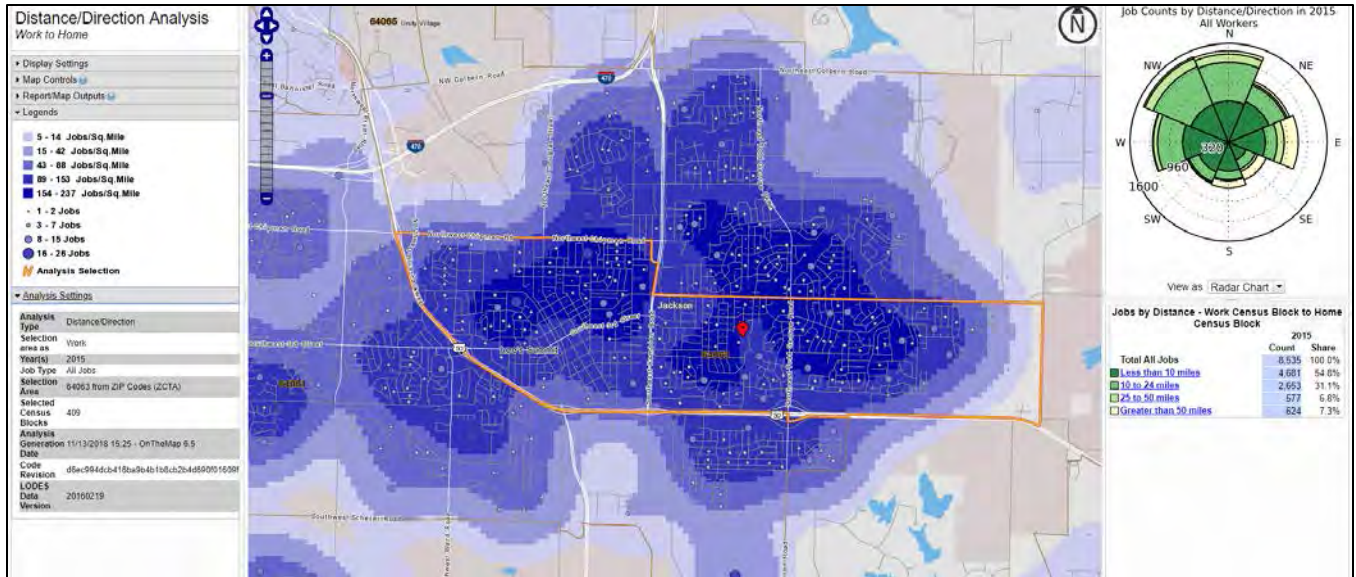
Management of Companies and Enterprises	84	1.0%
Administration & Support, Waste Management and Remediation	955	11.2%
Educational Services	1,161	13.6%
Health Care and Social Assistance	1,492	17.5%
Arts, Entertainment, and Recreation	288	3.4%
Accommodation and Food Services	1,364	16.0%
Other Services (excluding Public Administration)	279	3.3%
Public Administration	369	4.3%
Jobs by Worker Race		
	Count	Share
White Alone	7,462	87.4%
Black or African American Alone	783	9.2%
American Indian or Alaska Native Alone	46	0.5%
Asian Alone	127	1.5%
Native Hawaiian or Other Pacific Islander Alone	6	0.1%
Two or More Race Groups	111	1.3%
Jobs by Worker Ethnicity		
	Count	Share
Not Hispanic or Latino	8,237	96.5%
Hispanic or Latino	298	3.5%
Jobs by Worker Educational Attainment		
	Count	Share
Less than high school	656	7.7%
High school or equivalent, no college	1,825	21.4%
Some college or Associate degree	2,092	24.5%
Bachelor's degree or advanced degree	1,645	19.3%
Educational attainment not available (workers aged 29 or younger)	2,317	27.1%
Jobs by Worker Sex		
	Count	Share
Male	3,706	43.4%
Female	4,829	56.6%

The arrow diagram below shows the commute to work pattern for employment in 64063. Over 7,000 people living outside the area travel into the area for work and close to 10,000 residents of the area travel outside for work. Only 888 people live and work within the area.



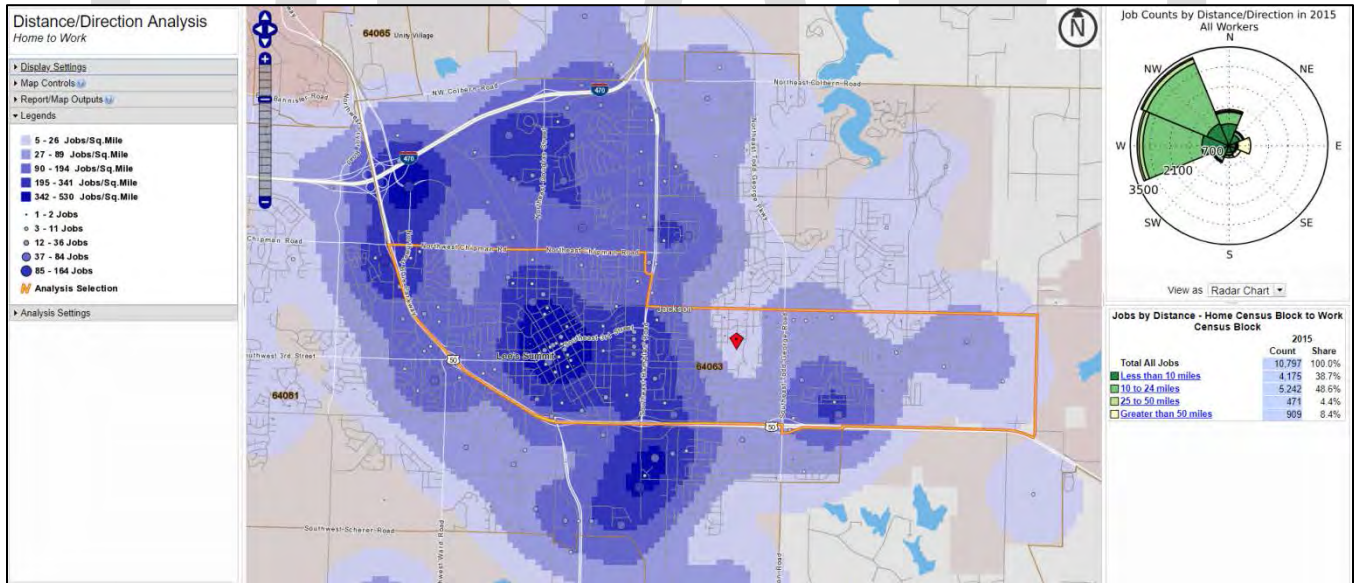
Map 37. 64063 Employment and Commute Pattern Map

The map and data below in the “Jobs by Distance-Work Census Block to Home Census Block” show that out of the 8,535 jobs in 64063 in 2015, 4,681 employees commuted less than 10 miles to work and 1,181 employees traveled 25 miles or more to work in the area.



Map 38. 64063 Work to Home Distance/Direction Analysis

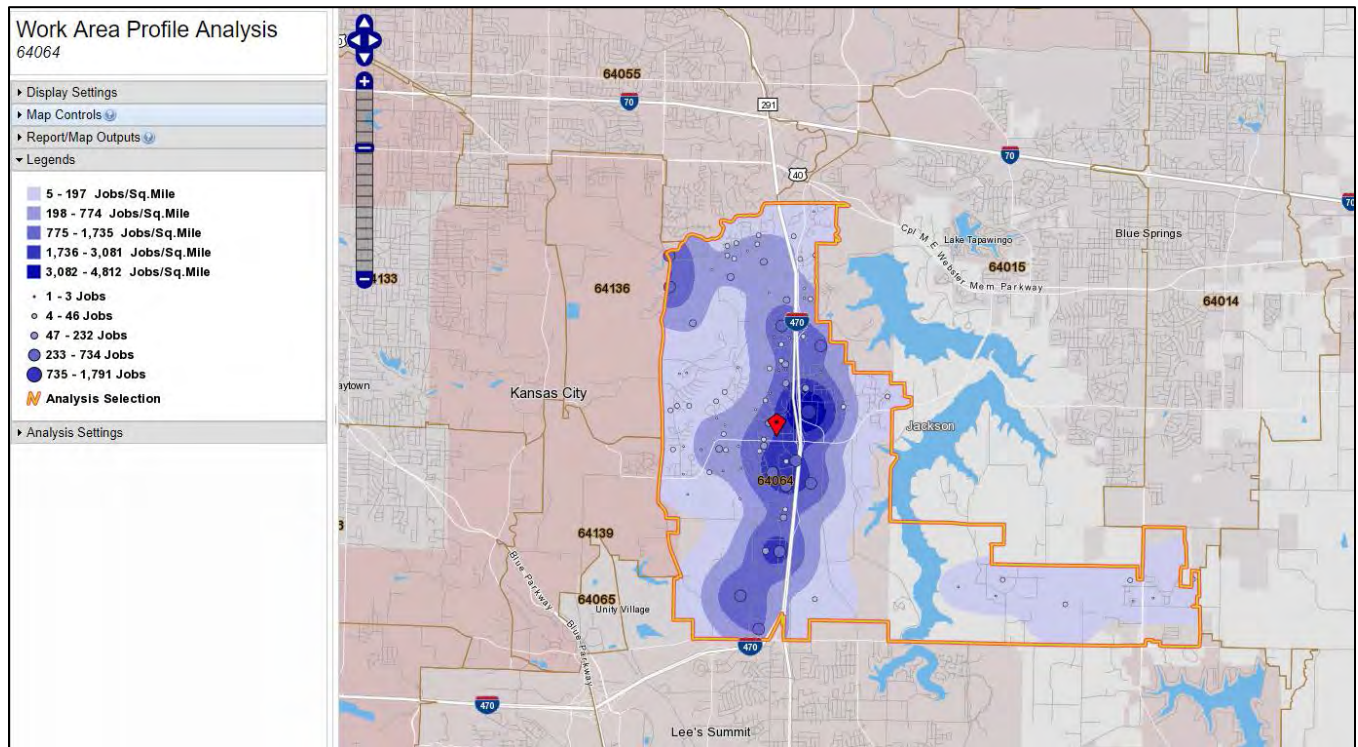
The map and data below in the “Jobs by Distance-Home Census Block to Work Census Block” show that 5,254 workers living in the 64063 ZIP Code area in 2015 traveled 10 to 24 miles to work whereas 4,175 people traveled less than 10 miles.



Map 39. 64063 Home to Work Distance/Direction Analysis

ZIP 64064

The Work Area Profile map for 64064 below again shows job locations and densities. The highest number of jobs is located along Interstate 470, with the highest concentration around Woods Chapel Road interchange.



Map 40. 64064 Work Area Profile Map

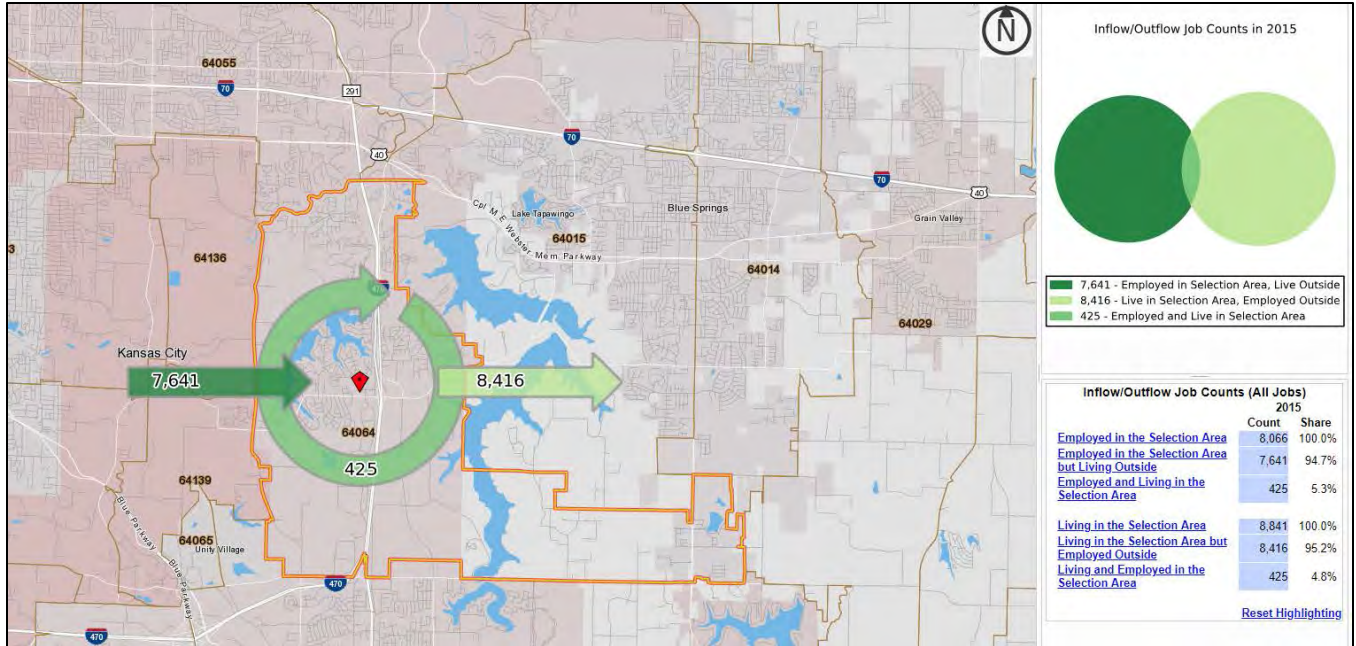
The “Work Area Profile” report below shows 1,690 jobs are in the administration and support, waste management and remediation area. The highest employed age demographic is 30 to 54 years of age. Most of the people in this area earn an average of \$1,251 to \$3,333 per month. As for race/ethnicity, 96.3% were not Hispanic or Latino, 88.6% were for White alone, 8.5% were for Black or African American alone, and 3.7% were for Hispanic or Latino.

Table 50. 64064 Work Area Profile

Work Area Profile Report (64064)		2015	
Total All Jobs			
		Count	Share
Total All Jobs		8,066	100.0%
Jobs by Worker Age			
		Count	Share
Age 29 or younger		2,061	25.6%
Age 30 to 54		4,317	53.5%
Age 55 or older		1,688	20.9%
Jobs by Earnings			
		Count	Share
\$1,250 per month or less		1,975	24.5%
\$1,251 to \$3,333 per month		3,342	41.4%
More than \$3,333 per month		2,749	34.1%
Jobs by NAICS Industry Sector			
		Count	Share
Agriculture, Forestry, Fishing and Hunting		0	0.0%
Mining, Quarrying, and Oil and Gas Extraction		0	0.0%
Utilities		3	0.0%
Construction		584	7.2%

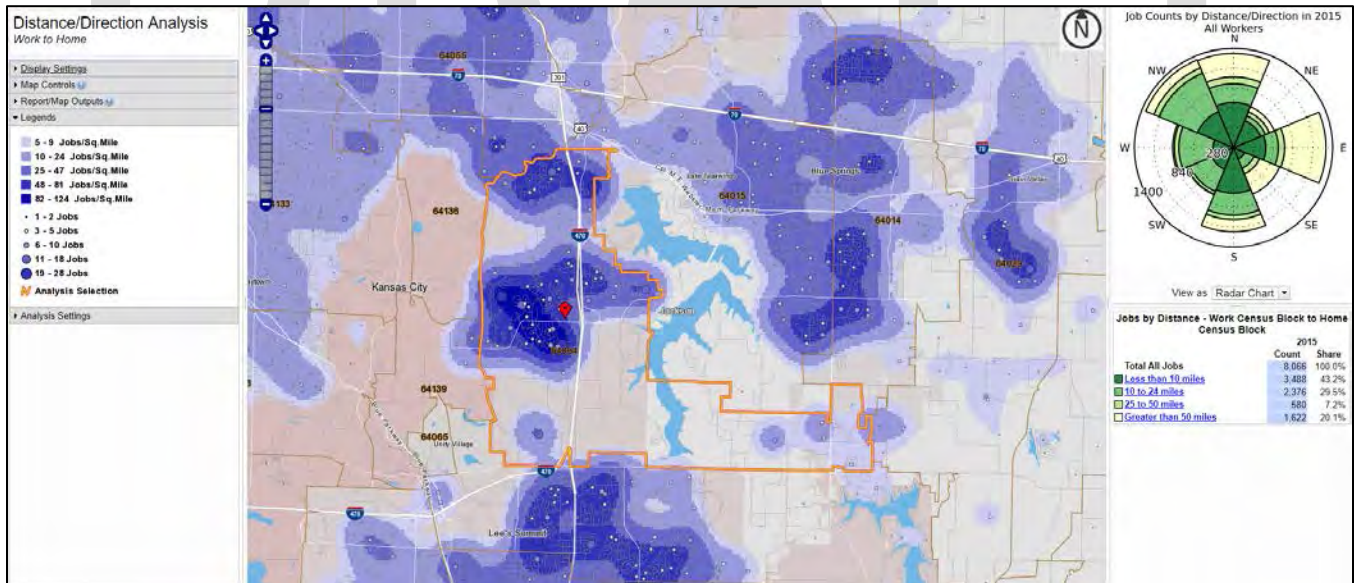
Manufacturing	544	6.7%
Wholesale Trade	475	5.9%
Retail Trade	431	5.3%
Transportation and Warehousing	102	1.3%
Information	125	1.5%
Finance and Insurance	292	3.6%
Real Estate and Rental and Leasing	443	5.5%
Professional, Scientific, and Technical Services	928	11.5%
Management of Companies and Enterprises	44	0.5%
Administration & Support, Waste Management and Remediation	1,690	21.0%
Educational Services	266	3.3%
Health Care and Social Assistance	885	11.0%
Arts, Entertainment, and Recreation	43	0.5%
Accommodation and Food Services	232	2.9%
Other Services (excluding Public Administration)	251	3.1%
Public Administration	728	9.0%
Jobs by Worker Race		
	Count	Share
White Alone	7,091	87.9%
Black or African American Alone	730	9.1%
American Indian or Alaska Native Alone	56	0.7%
Asian Alone	99	1.2%
Native Hawaiian or Other Pacific Islander Alone	5	0.1%
Two or More Race Groups	85	1.1%
Jobs by Worker Ethnicity		
	Count	Share
Not Hispanic or Latino	7,769	96.3%
Hispanic or Latino	297	3.7%
Jobs by Worker Educational Attainment		
	Count	Share
Less than high school	618	7.7%
High school or equivalent, no college	1,881	23.3%
Some college or Associate degree	2,029	25.2%
Bachelor's degree or advanced degree	1,477	18.3%
Educational attainment not available (workers aged 29 or younger)	2,061	25.6%
Jobs by Worker Sex		
	Count	Share
Male	4,120	51.1%
Female	3,946	48.9%

The arrow diagram below shows the commute to work pattern for employment in 64064. Over 7,600 people living outside the area travel into the area for work and about 8,800 residents of the area travel outside for work. Only 425 people live and work within the area.



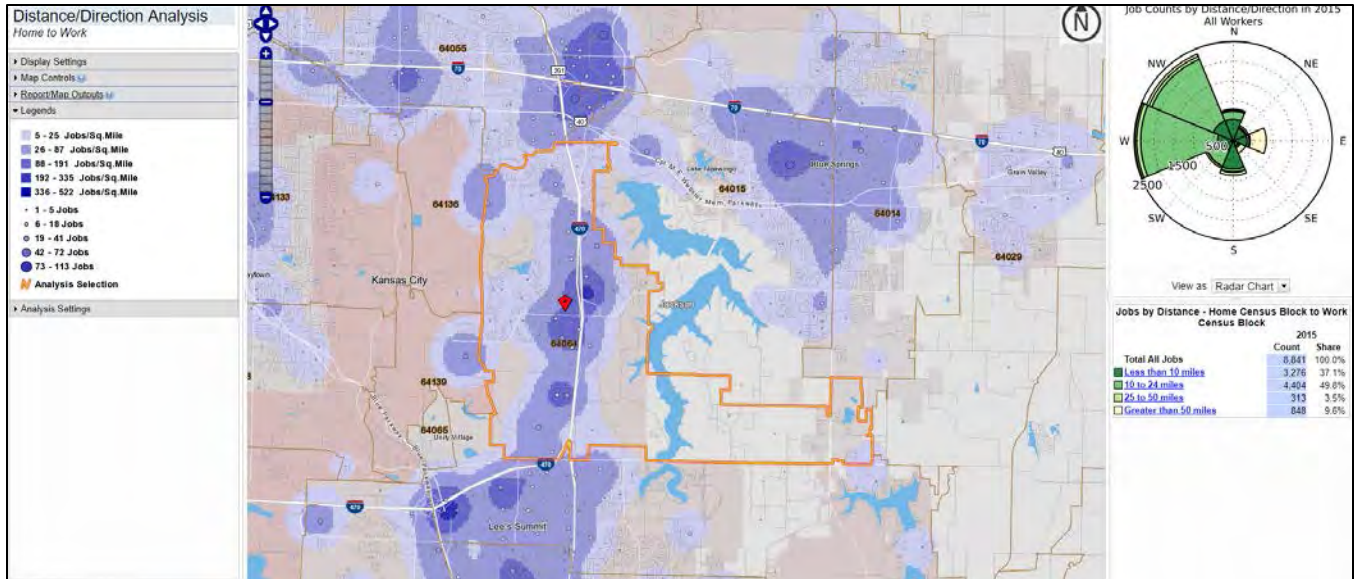
Map 41. 64064 Employment and Commute Pattern

The map and data below in the “Jobs by Distance-Work Census Block to Home Census Block” show that out of the 8,066 jobs in 64064 in 2015, 3,488 employees commuted less than 10 miles to work and 2,202 employees traveled 25 miles or more to work in the area.



Map 42. 64064 Work to Home Distance/Direction Analysis

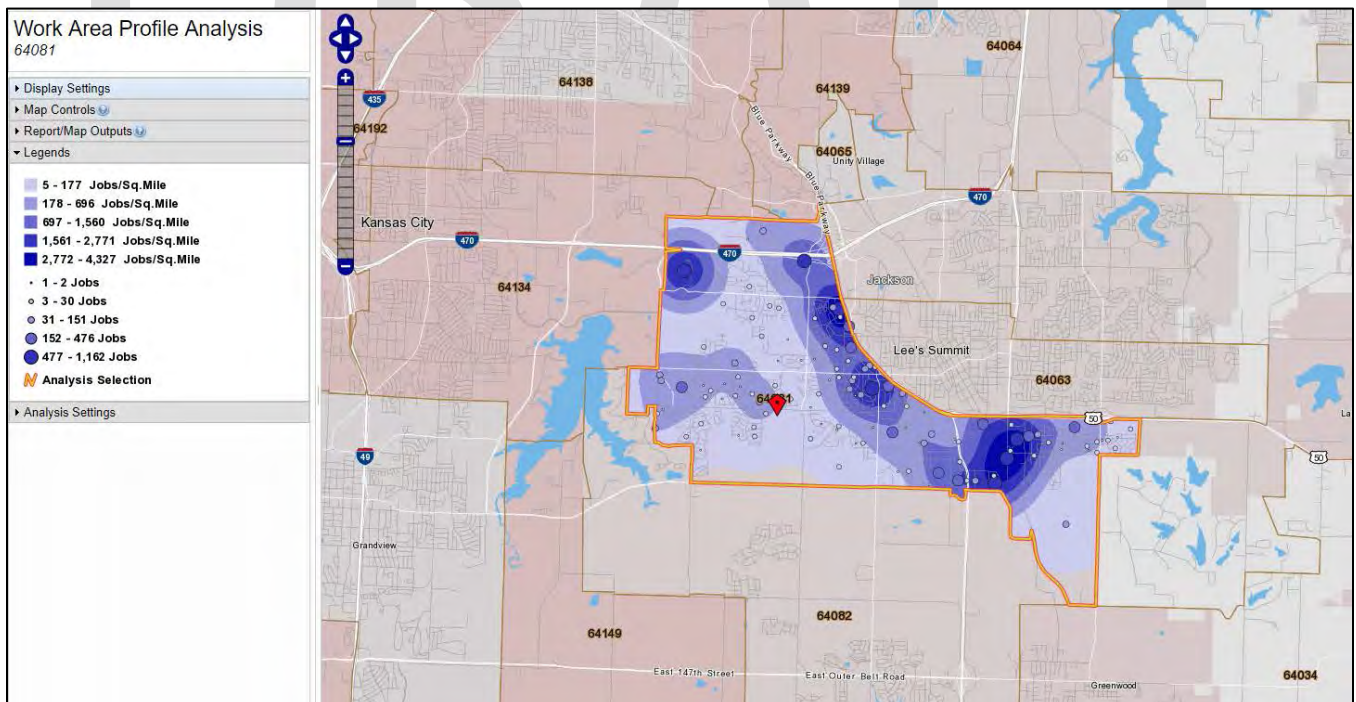
The map and data below in the “Jobs by Distance-Home Census Block to Work Census Block” show that 4,404 workers living in the 64064 ZIP Code area in 2015 traveled 10 to 24 miles to work whereas 3,276 people traveled less than 10 miles.



Map 43. 64064 Home to Work Distance/Direction Analysis

ZIP 64081

The Work Area Profile map for 64081 below again shows job locations and densities. The highest number of jobs is located along U.S. 50 Highway, with the highest concentration around M-291 south interchange.



Map 44. 64081 Work Area Profile Map

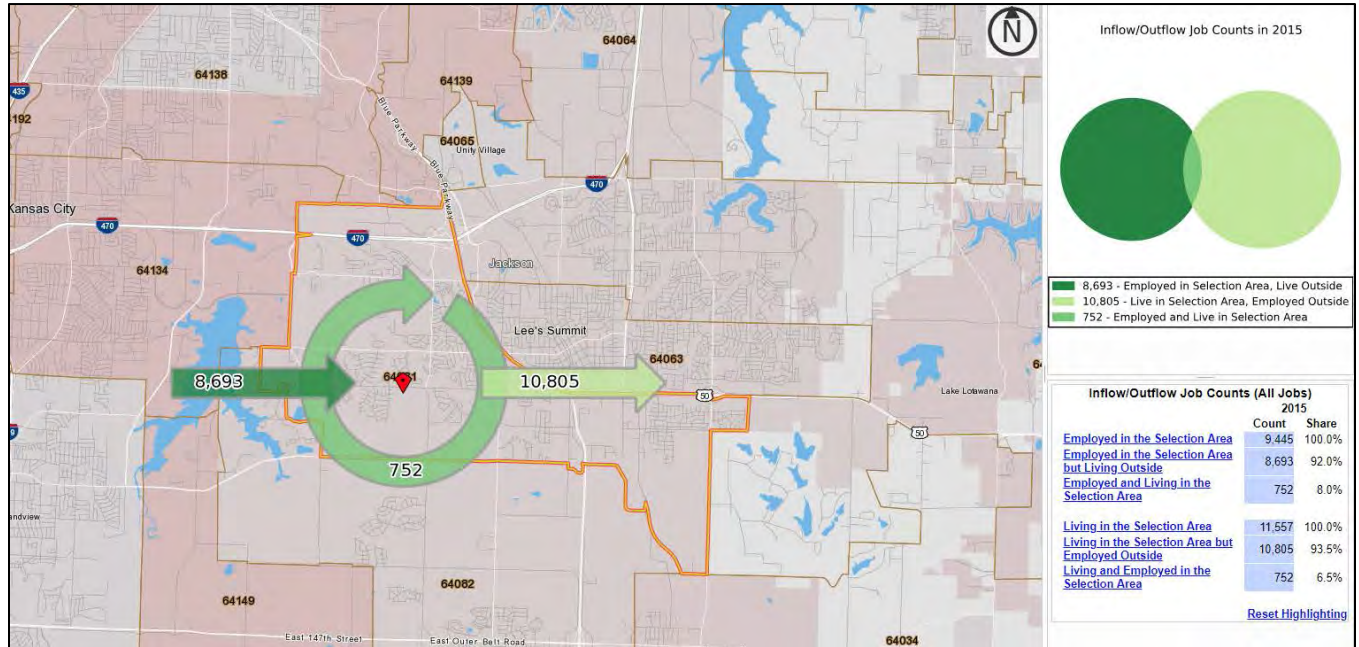
The “Work Area Profile” report below shows 2,102 jobs are in the retail business. The highest employed age demographic is 30 to 54 years of age. A slight majority of the workers in this area earn an average of \$1,251 to

\$3,333 per month. As for race/ethnicity, 95.8% were not Hispanic or Latino, 88.3% were for White alone, 8.7% were for Black or African American alone, and 4.2% were for Hispanic or Latino.

Table 51. 64081 Work Area Profile

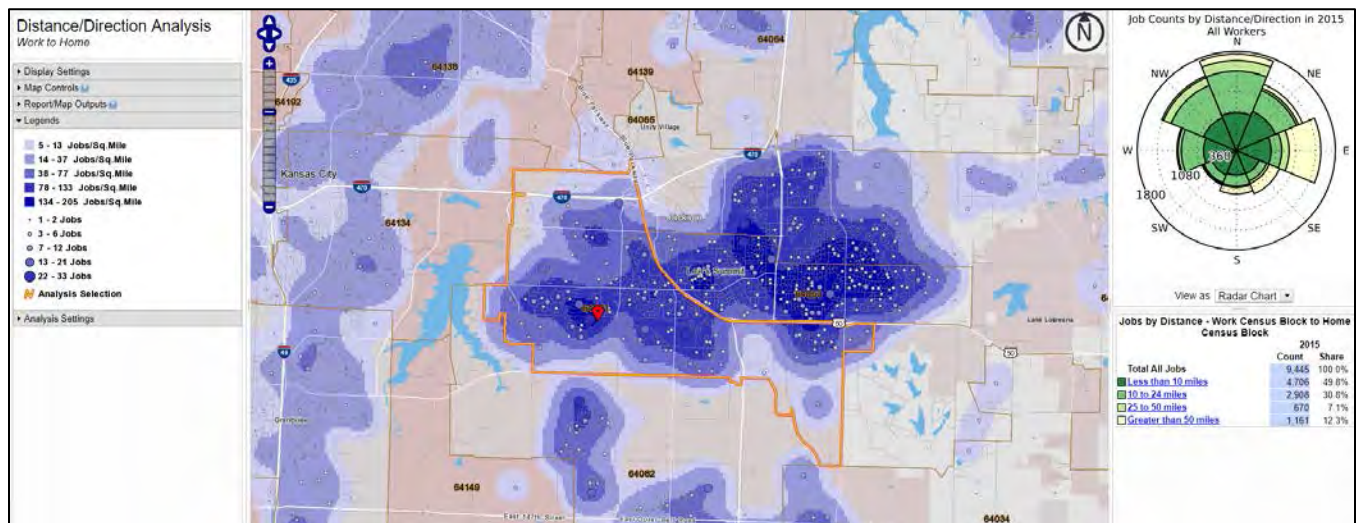
Work Area Profile Report (64081)		
Total All Jobs		
	2015	
	Count	Share
Total All Jobs	9,445	100.0%
Jobs by Worker Age		
	Count	Share
Age 29 or younger	2,852	30.2%
Age 30 to 54	4,699	49.8%
Age 55 or older	1,894	20.1%
Jobs by Earnings		
	Count	Share
\$1,250 per month or less	3,039	32.2%
\$1,251 to \$3,333 per month	3,336	35.3%
More than \$3,333 per month	3,070	32.5%
Jobs by NAICS Industry Sector		
	Count	Share
Agriculture, Forestry, Fishing and Hunting	11	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	63	0.7%
Construction	490	5.2%
Manufacturing	566	6.0%
Wholesale Trade	1,134	12.0%
Retail Trade	2,102	22.3%
Transportation and Warehousing	325	3.4%
Information	50	0.5%
Finance and Insurance	244	2.6%
Real Estate and Rental and Leasing	62	0.7%
Professional, Scientific, and Technical Services	199	2.1%
Management of Companies and Enterprises	171	1.8%
Administration & Support, Waste Management and Remediation	228	2.4%
Educational Services	573	6.1%
Health Care and Social Assistance	1,649	17.5%
Arts, Entertainment, and Recreation	124	1.3%
Accommodation and Food Services	1,187	12.6%
Other Services (excluding Public Administration)	267	2.8%
Public Administration	0	0.0%
Jobs by Worker Race		
	Count	Share
White Alone	8,342	88.3%
Black or African American Alone	824	8.7%
American Indian or Alaska Native Alone	41	0.4%
Asian Alone	126	1.3%
Native Hawaiian or Other Pacific Islander Alone	12	0.1%
Two or More Race Groups	100	1.1%
Jobs by Worker Ethnicity		
	Count	Share
Not Hispanic or Latino	9,049	95.8%
Hispanic or Latino	396	4.2%
Jobs by Worker Educational Attainment		
	Count	Share
Less than high school	730	7.7%
High school or equivalent, no college	2,098	22.2%
Some college or Associate degree	2,243	23.7%
Bachelor's degree or advanced degree	1,522	16.1%
Educational attainment not available (workers aged 29 or younger)	2,852	30.2%
Jobs by Worker Sex		
	Count	Share
Male	4,688	49.6%
Female	4,757	50.4%

The arrow diagram below shows the commute to work pattern for employment in 64081. About 8,700 people living outside the area travel into the area for work and about 10,800 residents of the area travel outside for work. Only 752 people live and work within the area.



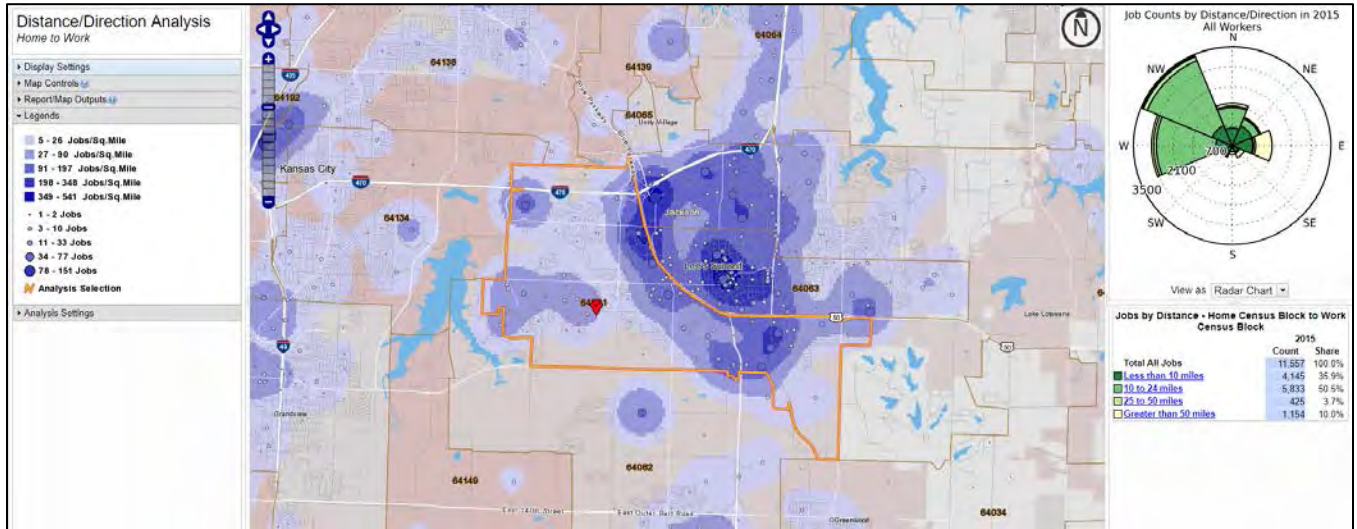
Map 45. 64081 Employment and Commute Pattern

The map and data below in the “Jobs by Distance-Work Census Block to Home Census Block” show that out of the 8,066 jobs in 64081 in 2015, 4,706 employees commuted less than 10 miles to work and 670 employees traveled 25 miles or more to work in the area.



Map 46. 64081 Work to Home Distance/Direction Analysis

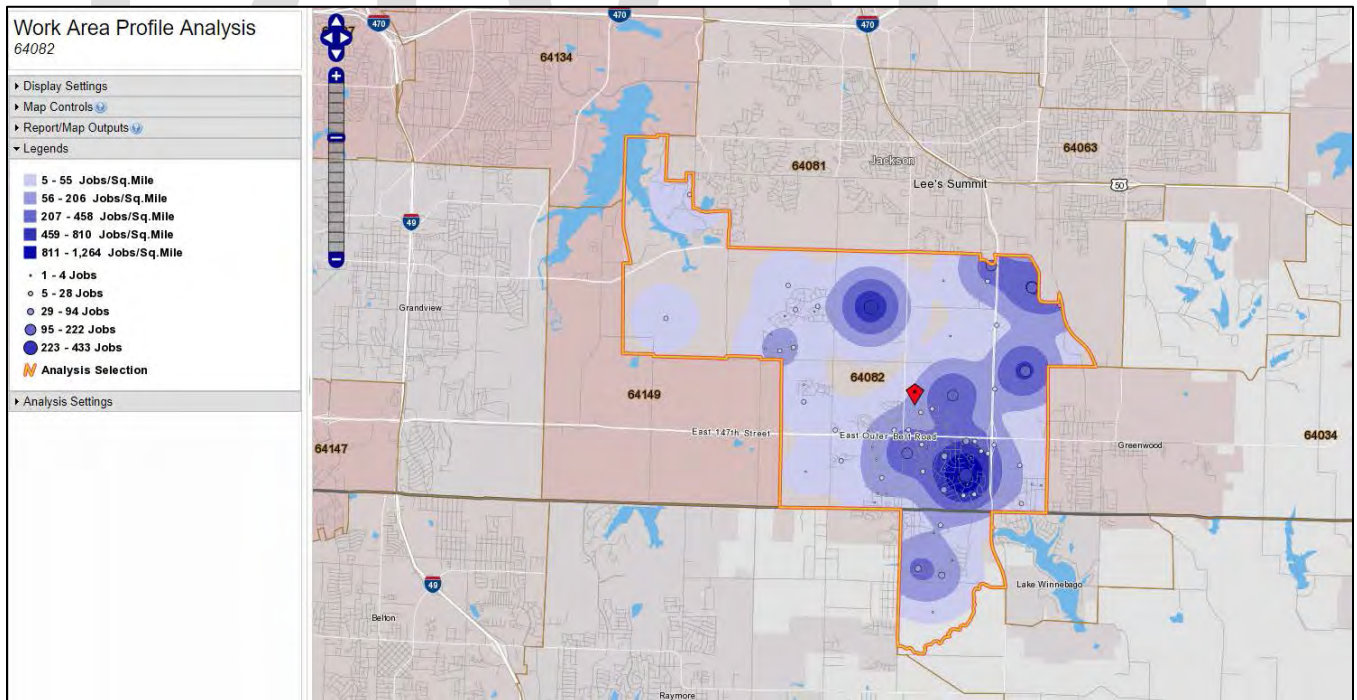
The map and data below in the “Jobs by Distance-Home Census Block to Work Census Block” show that 5,833 workers living in the 64081 ZIP Code area in 2015 traveled 10 to 24 miles to work whereas 4,145 people traveled less than 10 miles.



Map 47. 64081 Home to Work Distance/Direction Analysis

ZIP 64082

The Work Area Profile map for 64082 below again shows job locations and densities. The highest number of jobs is located in the southwest quadrant of M-291 and M-150.



Map 48. 64082 Work Area Profile Map

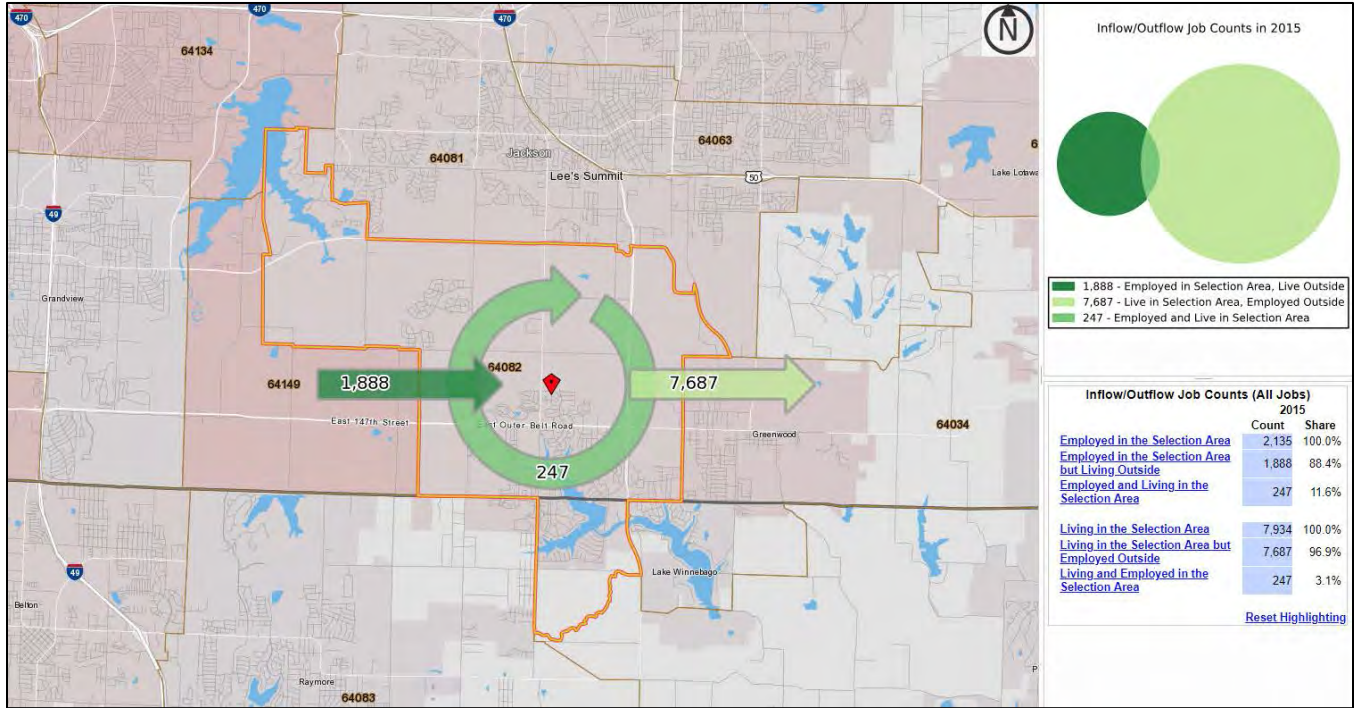
The “Work Area Profile” report below shows 408 jobs are in education. The highest employed age demographic is 30 to 54 years of age. A slightly higher number of workers made a monthly earning of more than \$3,333. As for race/ethnicity, 95.7% were not Hispanic or Latino, 90.0% were for White alone, 6.8% were for Black or African American alone, and 4.3% were for Hispanic or Latino.

Table 52. 64082 Work Area profile

Work Area Profile Report (64082)		
Total All Jobs		
	Count	Share
Total All Jobs	2,135	100.0%
Jobs by Worker Age		
	Count	Share
Age 29 or younger	610	28.6%
Age 30 to 54	1,131	53.0%
Age 55 or older	394	18.5%
Jobs by Earnings		
	Count	Share
\$1,250 per month or less	561	26.3%
\$1,251 to \$3,333 per month	709	33.2%
More than \$3,333 per month	865	40.5%
Jobs by NAICS Industry Sector		
	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	120	5.6%
Construction	212	9.9%
Manufacturing	305	14.3%
Wholesale Trade	93	4.4%
Retail Trade	234	11.0%
Transportation and Warehousing	19	0.9%
Information	4	0.2%
Finance and Insurance	61	2.9%
Real Estate and Rental and Leasing	36	1.7%
Professional, Scientific, and Technical Services	104	4.9%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management and Remediation	69	3.2%
Educational Services	408	19.1%
Health Care and Social Assistance	91	4.3%
Arts, Entertainment, and Recreation	24	1.1%
Accommodation and Food Services	239	11.2%
Other Services (excluding Public Administration)	116	5.4%
Public Administration	0	0.0%
Jobs by Worker Race		
	Count	Share
White Alone	1,922	90.0%
Black or African American Alone	146	6.8%
American Indian or Alaska Native Alone	11	0.5%
Asian Alone	16	0.7%
Native Hawaiian or Other Pacific Islander Alone	6	0.3%
Two or More Race Groups	34	1.6%
Jobs by Worker Ethnicity		
	Count	Share
Not Hispanic or Latino	2,044	95.7%
Hispanic or Latino	91	4.3%
Jobs by Worker Educational Attainment		
	Count	Share
Less than high school	184	8.6%
High school or equivalent, no college	435	20.4%
Some college or Associate degree	487	22.8%
Bachelor's degree or advanced degree	419	19.6%
Educational attainment not available (workers aged 29 or younger)	610	28.6%
Jobs by Worker Sex		
	Count	Share

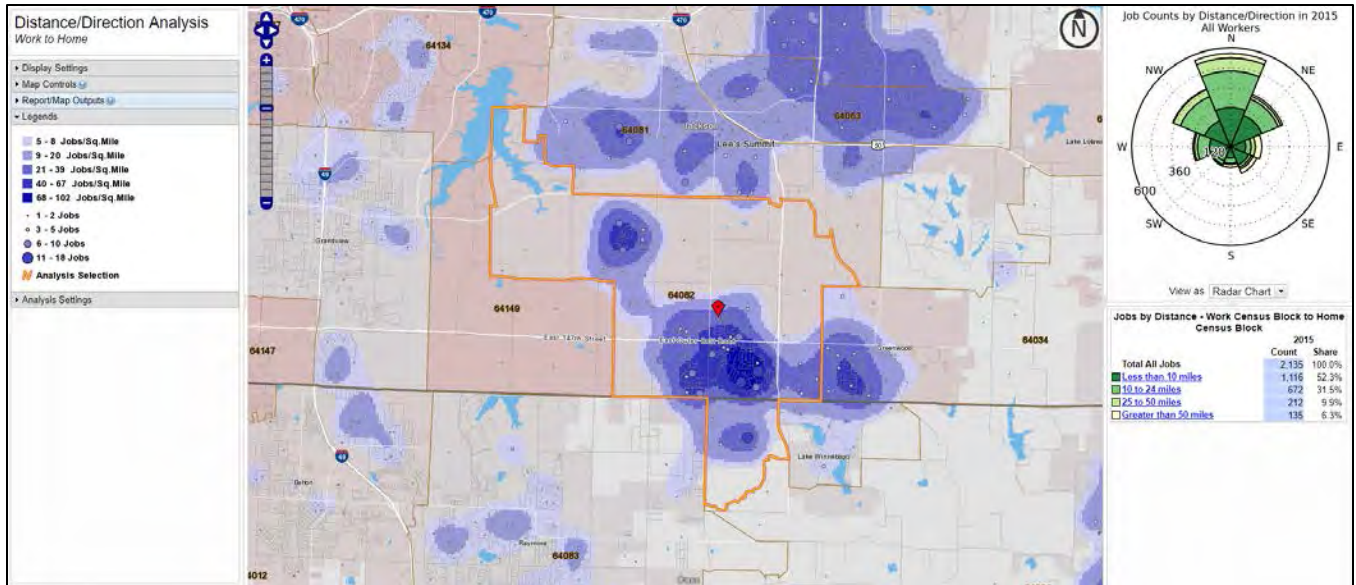
Male	1,093	51.2%
Female	1,042	48.8%

The arrow diagram below shows the commute to work pattern for employment in 64082. About 1,900 people living outside the area travel into the area for work and about 7,700 residents of the area travel outside for work. Only 247 people live and work within the area.



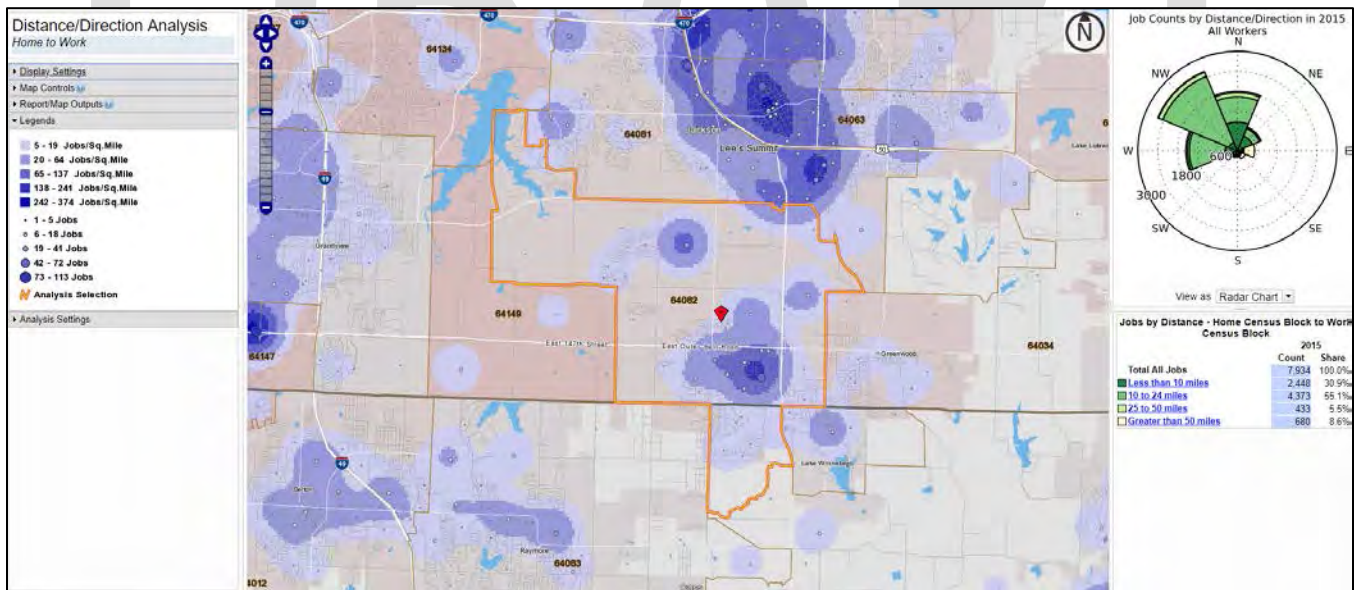
Map 49. 64082 Employment and Commute Pattern

The map and data below in the “Jobs by Distance-Work Census Block to Home Census Block” show that out of the 2,135 jobs in 64082 in 2015, 1,116 employees commuted less than 10 miles to work and 347 employees traveled 25 miles or more to work in the area.



Map 50. 64082 Work to Home Distance/Direction Analysis

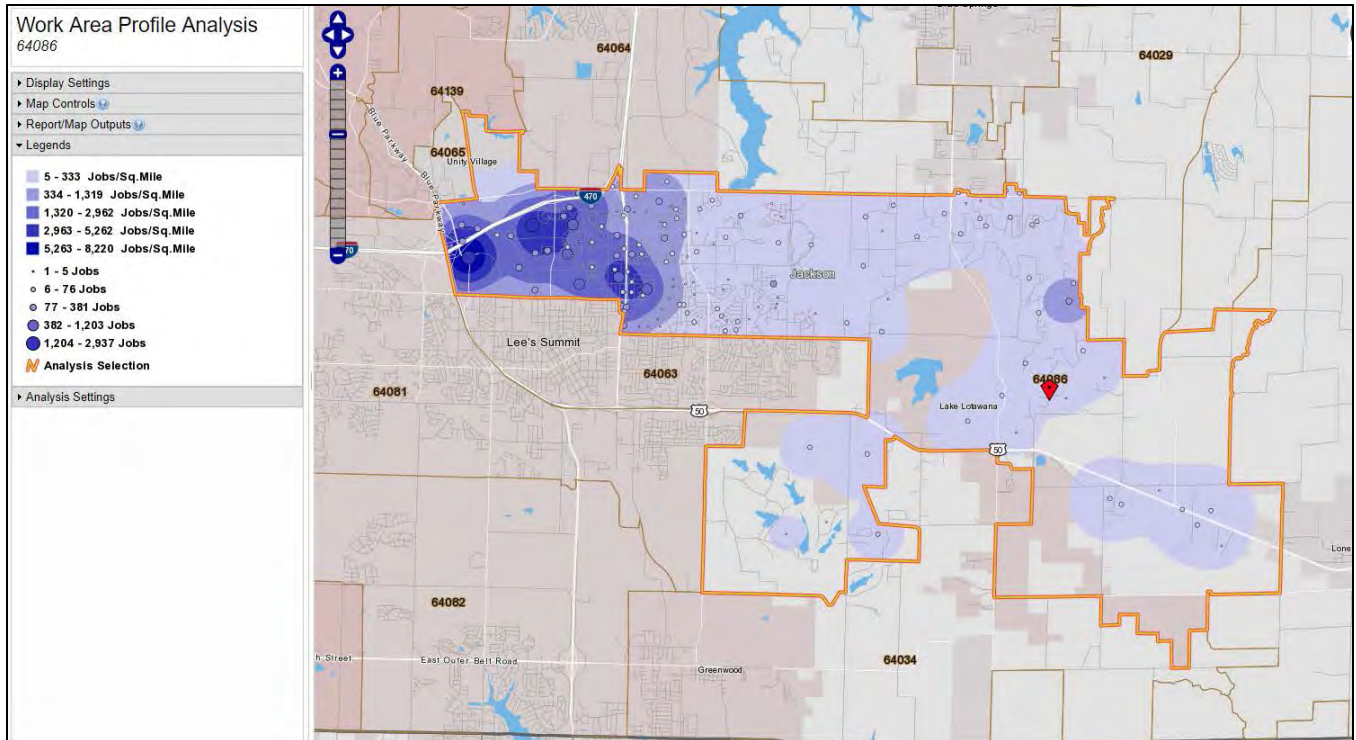
The map and data below in the “Jobs by Distance-Home Census Block to Work Census Block” show that 4,373 workers living in the 64082 ZIP Code area in 2015 traveled 10 to 24 miles to work whereas 2,448 people traveled less than 10 miles.



Map 51. 64082 Home to Work Distance/Direction Analysis

Census Tract 64086

The Work Area Profile map for 64086 below shows job locations and densities. The highest number of jobs is located along I-470 and M-291.



Map 52. 64086 Work Area Profile

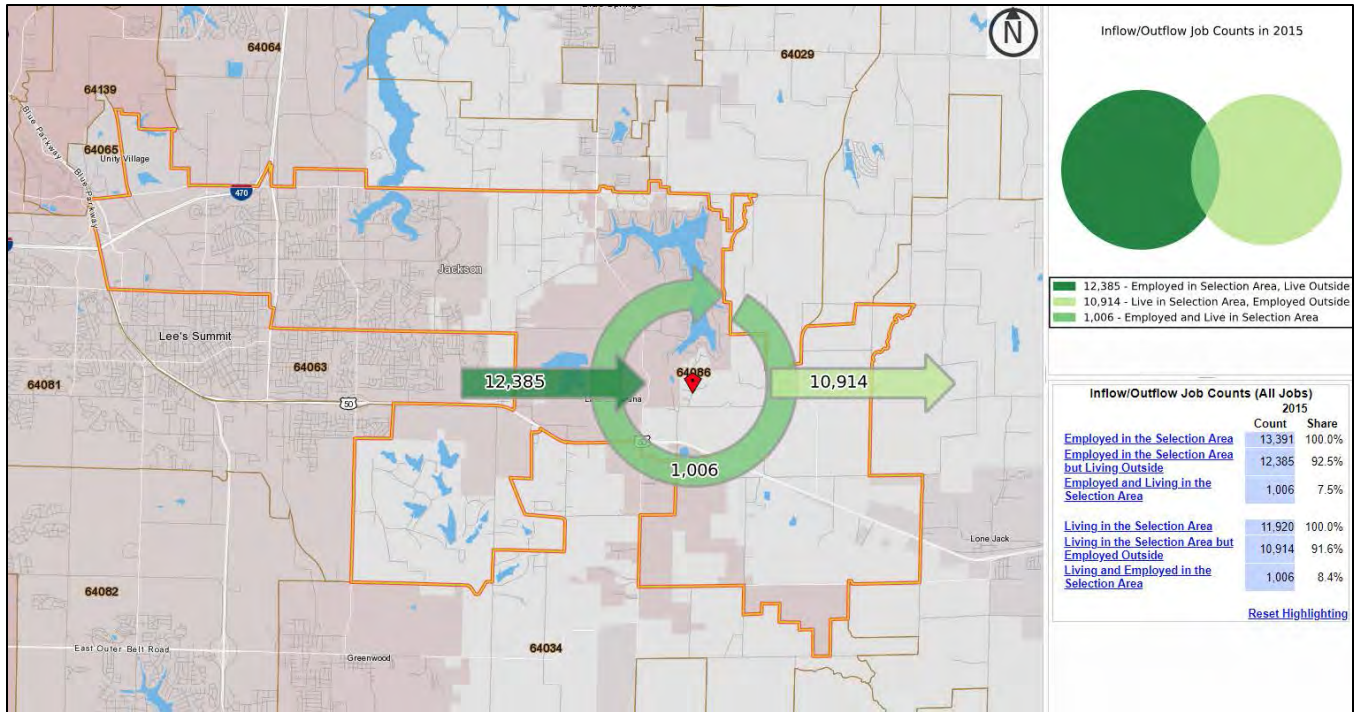
The “Work Area Profile” report below shows 3,401 jobs are Health Care and Social Assistance related, with 2,387 Retail related. The highest employed age demographic is 30 to 54 years of age. Most jobs fall in the range of \$1,251 to \$3,333 monthly earnings. As for race/ethnicity, 96.2% were not Hispanic or Latino, 84.9% were for White alone, 11.2% were for Black or African American alone, and 3.8% were for Hispanic or Latino.

Table 53. 64086 Work Area Profile

Work Area Profile Report (64086)		
Total All Jobs		
	2015	
	Count	Share
Total All Jobs	13,391	100.0%
Jobs by Worker Age		
	Count	Share
Age 29 or younger	3,921	29.3%
Age 30 to 54	6,900	51.5%
Age 55 or older	2,570	19.2%
Jobs by Earnings		
	Count	Share
\$1,250 per month or less	3,603	26.9%
\$1,251 to \$3,333 per month	5,313	39.7%
More than \$3,333 per month	4,475	33.4%
Jobs by NAICS Industry Sector		
	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	18	0.1%
Utilities	0	0.0%
Construction	384	2.9%
Manufacturing	440	3.3%
Wholesale Trade	279	2.1%
Retail Trade	2,387	17.8%
Transportation and Warehousing	4	0.0%

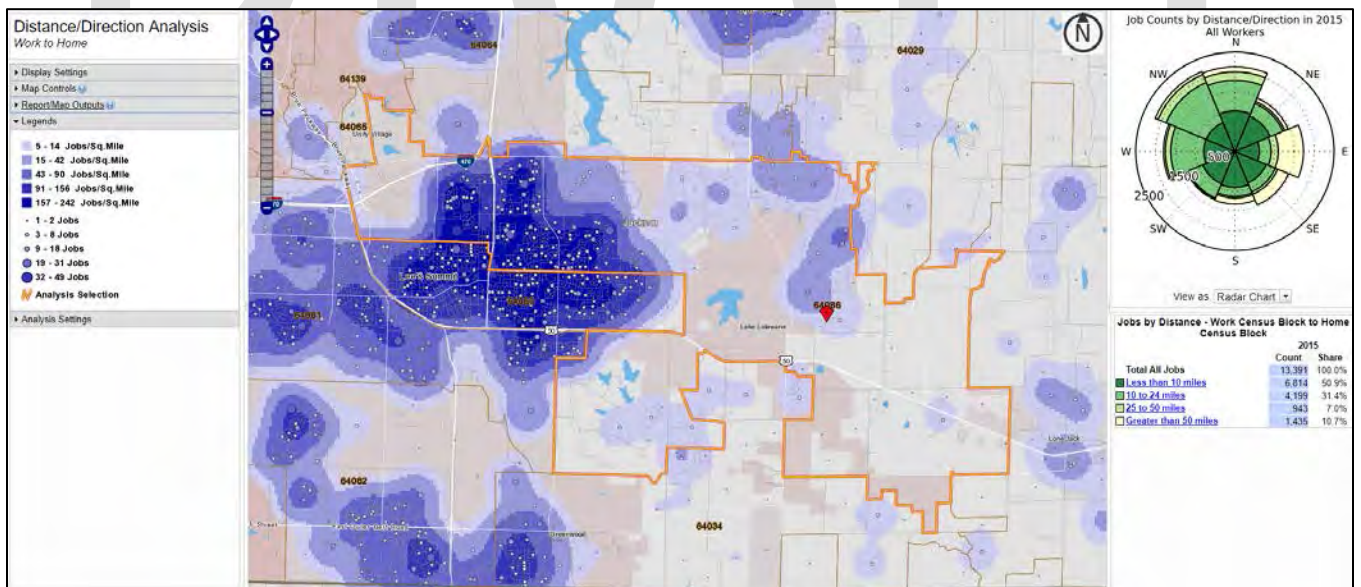
Information	273	2.0%
Finance and Insurance	873	6.5%
Real Estate and Rental and Leasing	202	1.5%
Professional, Scientific, and Technical Services	591	4.4%
Management of Companies and Enterprises	523	3.9%
Administration & Support, Waste Management and Remediation	630	4.7%
Educational Services	935	7.0%
Health Care and Social Assistance	3,401	25.4%
Arts, Entertainment, and Recreation	238	1.8%
Accommodation and Food Services	1,651	12.3%
Other Services (excluding Public Administration)	296	2.2%
Public Administration	266	2.0%
Jobs by Worker Race		
	Count	Share
White Alone	11,365	84.9%
Black or African American Alone	1,497	11.2%
American Indian or Alaska Native Alone	62	0.5%
Asian Alone	271	2.0%
Native Hawaiian or Other Pacific Islander Alone	17	0.1%
Two or More Race Groups	179	1.3%
Jobs by Worker Ethnicity		
	Count	Share
Not Hispanic or Latino	12,879	96.2%
Hispanic or Latino	512	3.8%
Jobs by Worker Educational Attainment		
	Count	Share
Less than high school	934	7.0%
High school or equivalent, no college	2,702	20.2%
Some college or Associate degree	3,238	24.2%
Bachelor's degree or advanced degree	2,596	19.4%
Educational attainment not available (workers aged 29 or younger)	3,921	29.3%
Jobs by Worker Sex		
	Count	Share
Male	5,270	39.4%
Female	8,121	60.6%

The arrow diagram below shows the commute to work pattern for employment in 64086. About 12,400 people living outside the area travel into the area for work and about 10,900 residents of the area travel outside for work. Only 1,006 people live and work within the area. It is important to note that this ZIP Code expands across several different communities and unincorporated areas. We have observed in the map above that a significant majority of the jobs in this ZIP Code are located in Lee's Summit, suggesting that the workers commuting to work in 64086 from outside the area most likely have their job locations in Lee's Summit. We may also conclude that many working residents of 64086 living outside Lee's Summit also commute to work outside the ZIP Code area.



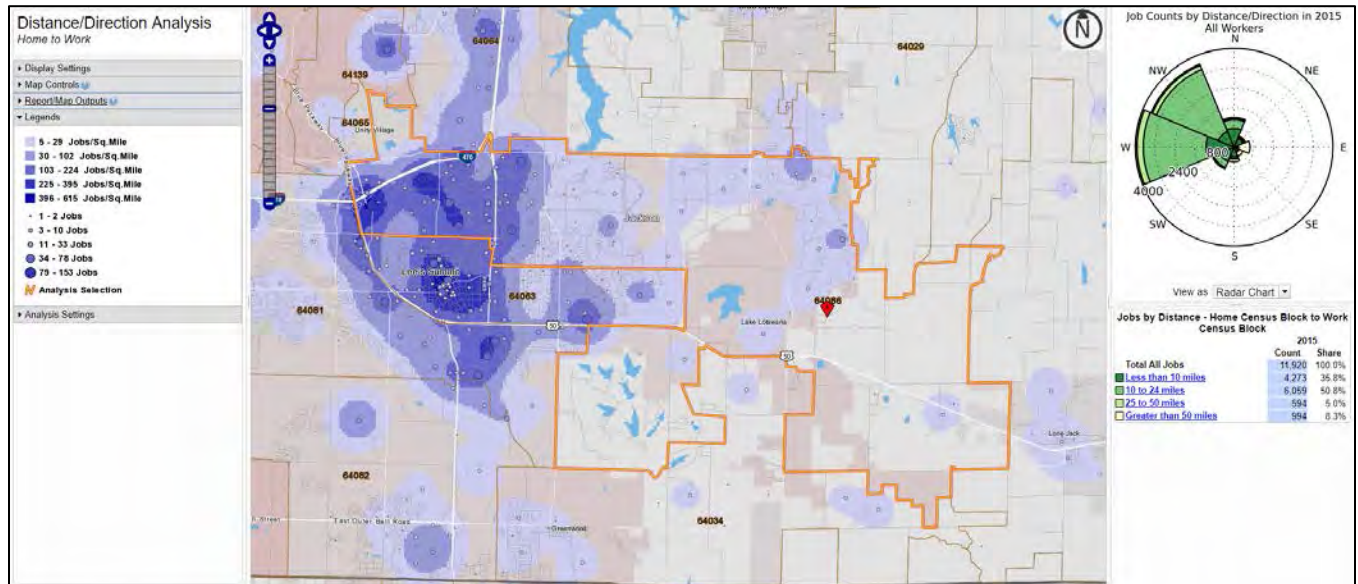
Map 53. 64086 Employment and Commute Pattern

The map and data below in the “Jobs by Distance-Work Census Block to Home Census Block” show that out of the 13,391 jobs in 64086 in 2015, 6,814 employees commuted less than 10 miles to work and 2,378 employees traveled 25 miles or more to work in the area.



Map 54. 64086 Work to Home Distance/Direction Analysis

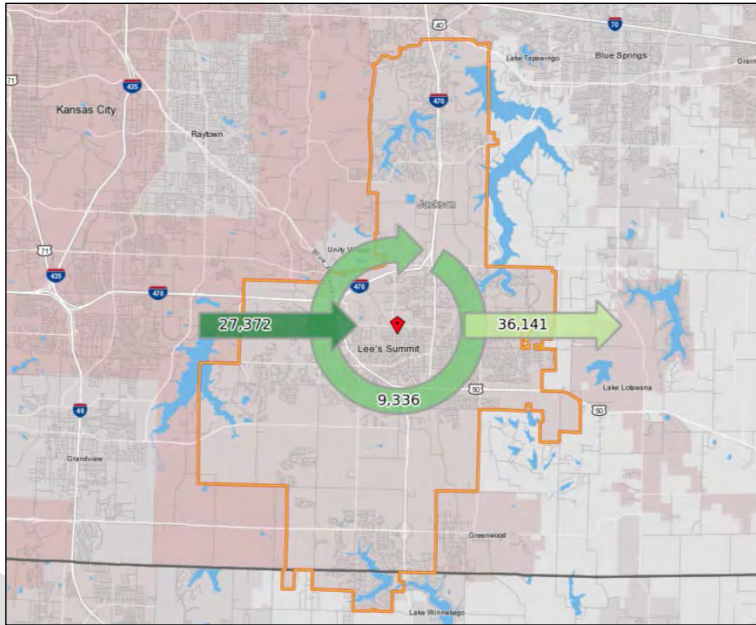
The map and data below in the “Jobs by Distance-Home Census Block to Work Census Block” show that 6,059 workers living in the 64086 ZIP Code area in 2015 traveled 10 to 24 miles to work whereas 4,273 people traveled less than 10 miles.



Map 55. 64086 Home to Work Distance/Direction Analysis

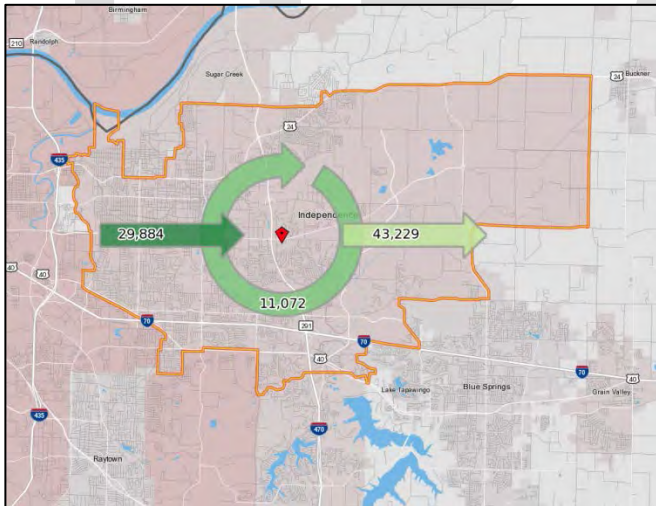
In summary, Lee’s Summit is a suburban community of the Kansas City Metro area. The metro region provides a diverse employment base expanding across the state line. Traditionally, suburban cities and towns function primarily as bedroom communities and most residents commute to work outside in other parts of the metro area. As these communities grow, job opportunities expand within. As they grow further, the local economy grows and diversifies creating more and diversified job market. This creates a job environment where workers have more options in a larger area as to where to work to meet their needs and skills, not constrained by city limits. We see the commute to work pattern for Lee’s Summit where a large number of workers come to work in Lee’s Summit from other areas of the metro and many Lee’s Summit residents commute to work outside the City. In a metro economy, this is not uncommon.

The following maps provide a comparison with other metro cities, including Independence, Blue Springs and Liberty on the Missouri side of the metro and Overland Park, Olathe and Lenexa on the Kansas side. This simple comparison reveals that the selected cities on the Kansas side have better inward commute to work numbers than the cities on the Missouri side.

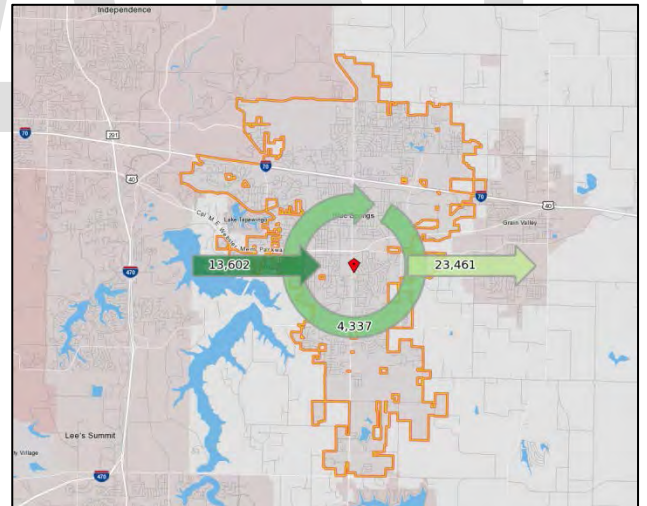


Lee's Summit

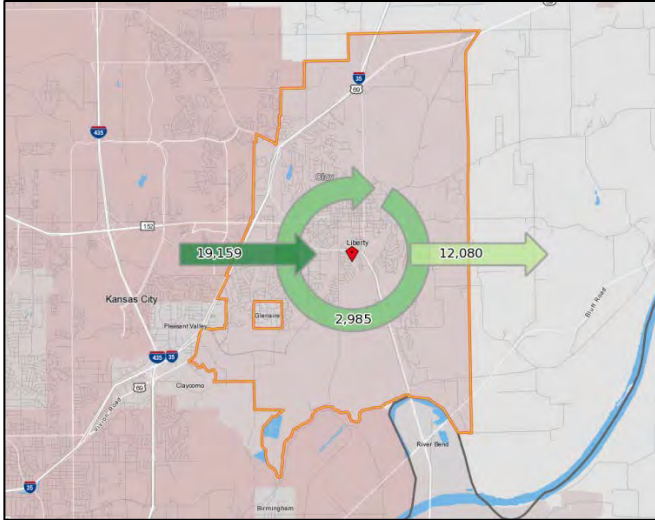
Map 56. Employment and Commute Patterns KC Metro City Comparison



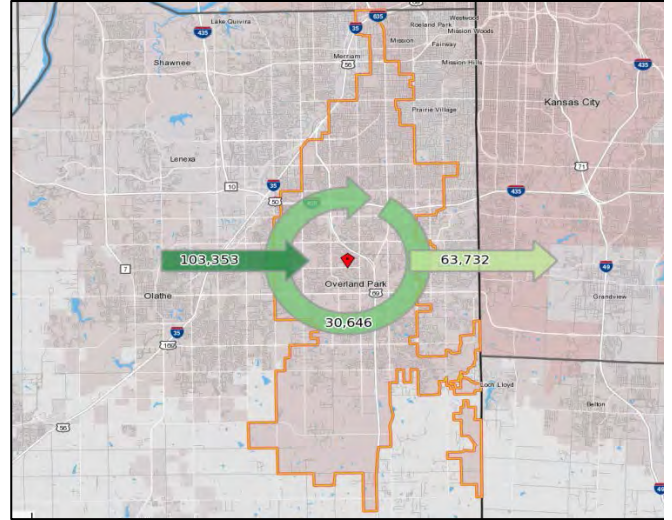
Independence



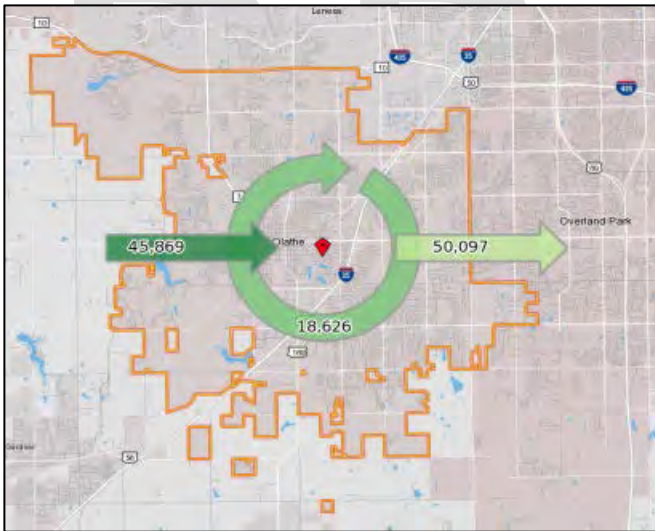
Blue Springs



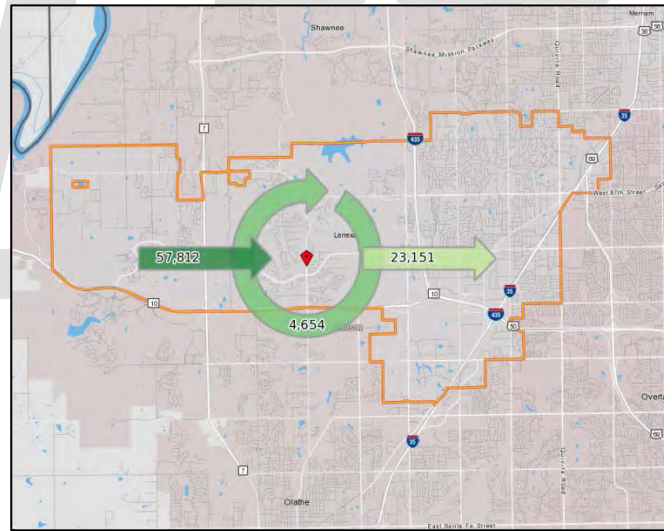
Liberty



Overland Park



Olathe



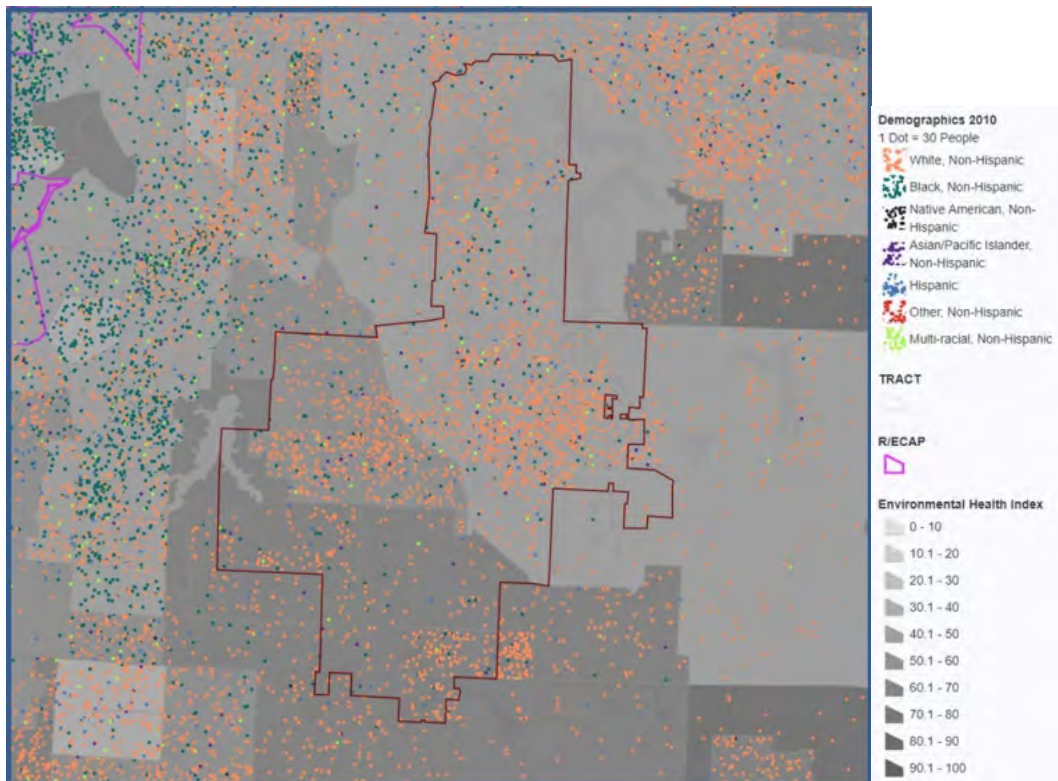
Lenexa

Poverty

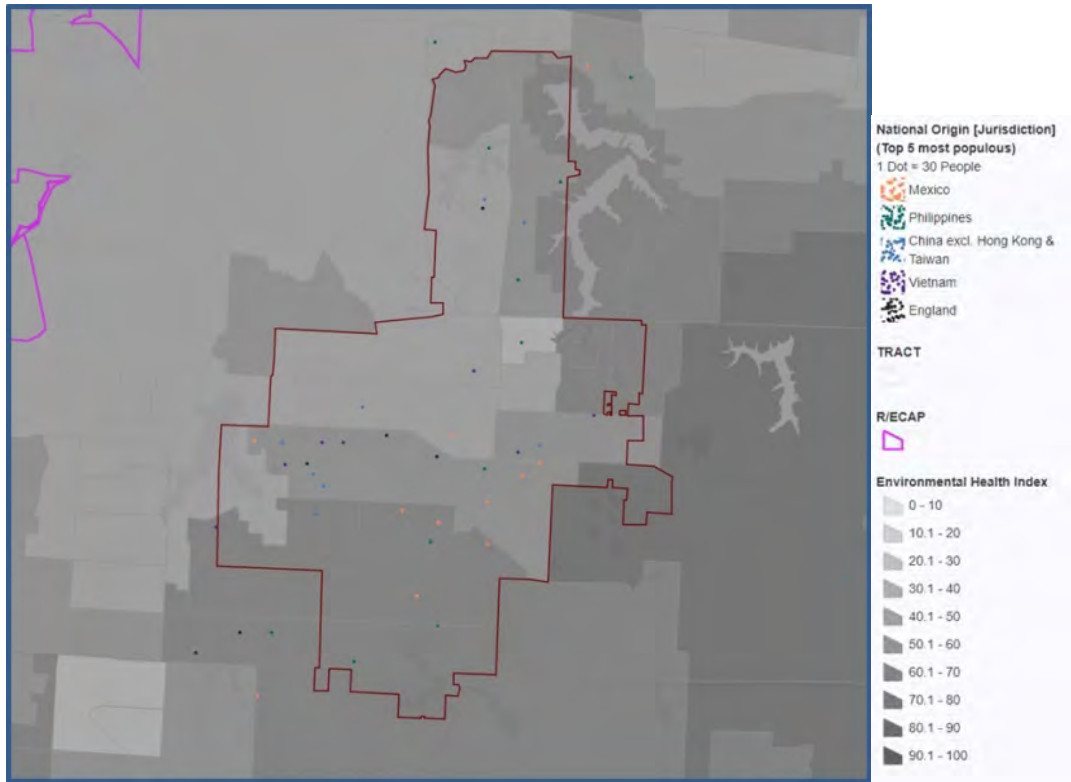
Lee's Summit per capita income is \$35,722 based on the 2016 ACS 5-year Estimates, higher as compared to KC Metro region's \$31,528. In Lee's Summit, 4% of all families and 5.9% of the population are below poverty line. KC Metro area has much higher percentages than Lee's Summit, 8.8% and 12.2% respectively. As concluded earlier that there is no obvious pattern of concentration of poverty in any Census Block Group in Lee's Summit and there is no correlation between locations of the protected classes and poverty.

Environmental Health

HUD provided data measure likelihood of resident exposure to harmful air toxics by geographic location. The Environmental Health Index gives percentile scores to Census Block Groups ranked nationally; the higher the index, the less exposure to air toxics harmful to human health in a neighborhood. According to the maps provided by AFFH-T below, generally the northern half of the City has a slightly lower index score than the southern half, most likely because the southern part of the City largely remains rural.



Map 57. Population by Race/Ethnicity by Location Environmental Health Index



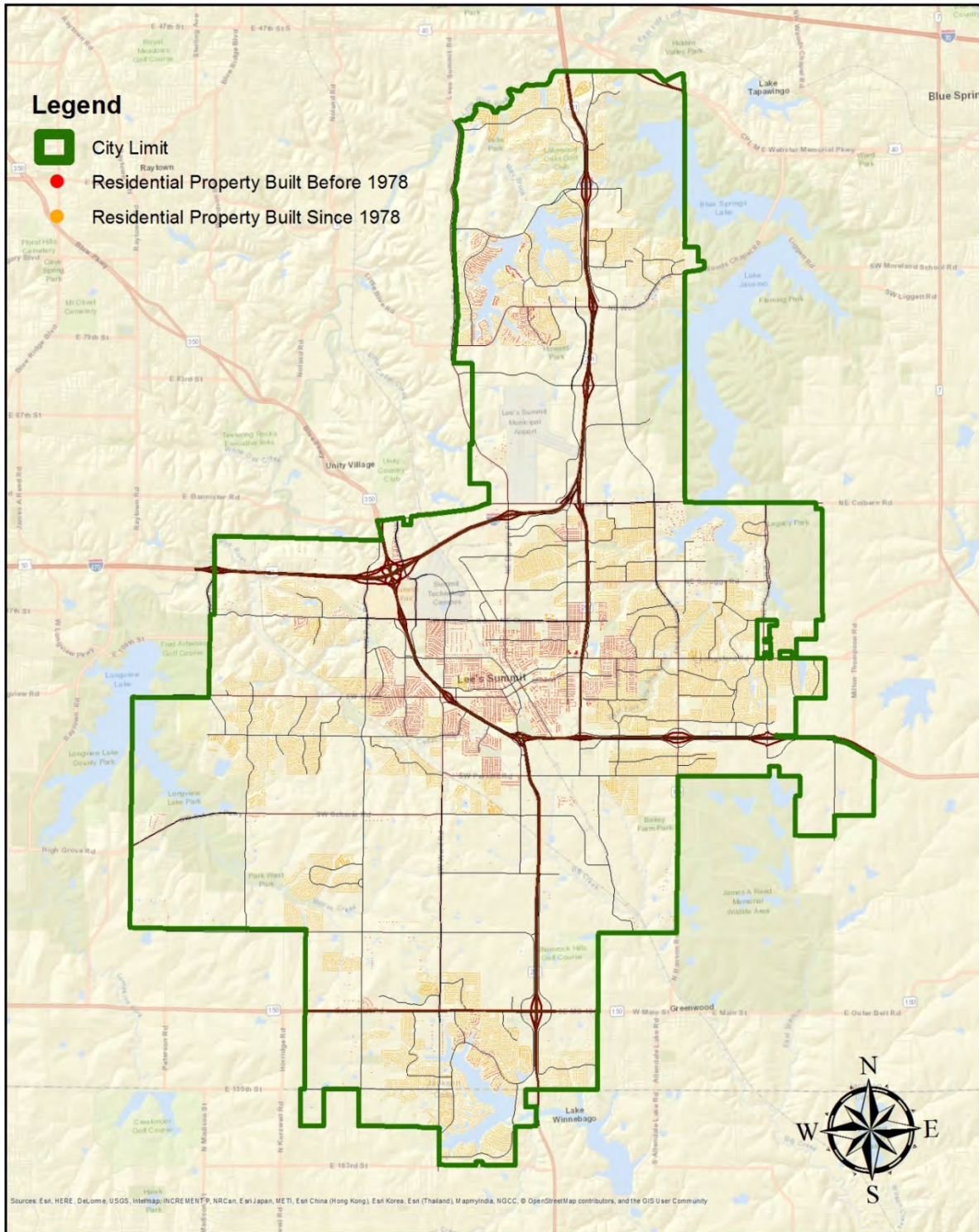
Map 58. Minority Population by Race/Ethnicity by Location Environmental Health Index

Lead Levels in Blood

Older homes, childcare facilities and schools built prior to 1978 were most likely painted with paints that contain lead. Some of these buildings have been renovated or repainted with the original lead-based paint completely abated and removed while others may still have the original paint that's harmful to humans if disturbed. Lead is especially harmful to children under the age of six.

Utilizing the available data on the date of building construction from the County Assessor's Office, a map was created to identify residential properties in the City that are either built before or in and after 1978. As noted above that not all buildings built before 1978 have lead-based paint today. The City has not conducted any thorough investigation for the presence and severity of lead-based paint hazard in the community, other than the sporadic lead-based paint inspections as required through the City's First Time Homebuyer and Minor Home Repair programs. The inspections conducted through the Minor Home Repair program over the years indicate that the majority of the single-family owner-occupied homes building before 1978 are clear of lead-based paint hazard. The inspections conducted through the First Time Homebuyer program have similar results. Nonetheless, until a complete lead-based paint hazard survey is conducted, the magnitude of its presence is unknown.

Residences Built Before 1978 (County Assessor's Records)



Map 59. Residences Built Before 1978

Missouri Department of Health and Senior Services (DHSS) has a lead poisoning monitoring program that monitors and reports on lead levels in blood throughout the state. Its latest 5-year data reveals that Jackson County is among the counties in the state that have highest percentages of children 0-5 years of age population who were tested with a result of elevated lead levels in blood, slightly higher than the state average, as presented in the table below. No specific data is available in smaller geographies.

Table 54. Missouri EPHT Blood Lead Report: 2013-2017

Title:		Missouri EPHT Blood Lead			
Data selected in addition to rows and columns below:		Client Type: 0-5 Years (< 72 Months); Multi-Year Groups: 2013-2017; Confirmed Test: Confirmed;			
Test Outcome:		Not Elevated	Not Elevated	Elevated	Elevated
Statistics:		Count	% of Population	Count	% of Population
Rank	County				
1	St. Louis City	35,719	35.92	4,066	4.09
2	Iron	117	4.28	74	2.71
3	Grundy	48	1.41	50	1.47
4	Saline	1,300	18.40	96	1.36
5	Worth	6	1.07 *	7	1.25 *
6	Holt	28	2.45	14	1.22 *
7	Buchanan	1,633	5.80	334	1.19
8	Sullivan	43	2.39	21	1.17
9	Carroll	64	2.45	30	1.15
10	Reynolds	92	6.04	17	1.12 *
11	Clark	47	2.43	20	1.04
12	Madison	155	4.35	37	1.04
13	St. Francois	1,174	6.67	175	0.99
14	Marion	386	4.37	76	0.86
15	Audrain	1,197	15.54	63	0.82
16	Gentry	46	1.95	18	0.76 *
17	Atchison	34	2.47	9	0.65 *
18	Bates	150	3.13	31	0.65
19	Cooper	388	8.14	31	0.65
20	Dade	41	2.31	11	0.62 *
21	Pike	196	3.69	32	0.60
22	Jackson	30,172	13.46	1,329	0.59
22	Lewis	104	3.62	17	0.59 *
22	Washington	259	3.65	42	0.59
	Missouri	168,119	9.32	9,700	0.54
Source:		DHSS - MOPHIMS - EPHT Blood Lead			
Generated On:		9/26/2018 14:32			
*		Percent of Population is unreliable; numerator less than 20			

Walkability

Except for its downtown area, Lee’s Summit was traditionally developed as a typical “bedroom” community in the southeast suburb of Kansas City and most of its subdivisions and neighborhoods are low-density served primarily by automobiles. Employment and service establishments are located adjacent to major trafficways, away from residential districts. This type of development pattern is not friendly to non-motorized trips.

With the modernization of the local zoning code, subdivision regulations, public facility design and construction standards, land use and transportation network plans, the City has made significant progress in its effort to make the community more walk friendly and bike friendly. Following years of improvements, the City started to

be recognized for its efforts. In 2015, following an earlier Bronze level designation, the City received the Silver Level Walk Friendly Communities designation from Walkfriendly.org, a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments.

The City was also awarded Bronze Level recognition as a Bicycle Friendly Community in 2016 by the League of American Bicyclists.



Development densities

It is common knowledge that low density development patterns are more likely to create barriers to accessibility than higher density developments. It is also known that the more integrated different land uses are geographically, the more accessible it is among the uses. Lee's Summit's land use and development pattern today is moving towards a higher density and more integrated development, even though the City remains predominantly low density.

Proximity of uses

As discussed above, the City is transitioning from a traditional suburban bedroom community where different uses are largely separated from one another and the development pattern is designed for motorized travel to a community that promotes integration of uses and ease of travel by all modes of transportation.

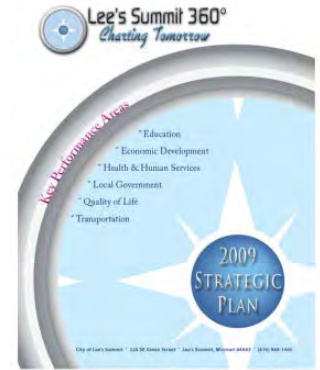
Sidewalks and trails

As mentioned earlier, with the modernization of the City zoning codes and public infrastructure development standards, sidewalks are required on almost all newly constructed streets. The City conducted a thorough analysis of the sidewalk conditions and needs for the entire City about ten years ago and identified existing gaps and deteriorated sections of the existing sidewalks. The result of this study was a plan and a funding program to address the improvement needs for many years to come.

The City's Parks and Recreation Department developed a comprehensive Greenways and Trails Master Plan, which was incorporated into the City's Comprehensive Plan. The implementation of this plan has improved recreational opportunities, healthy living lifestyle and mobility for non-motorized trips.



In 2009, the City conducted its decennial community strategic visioning with a wide community engagement. The process identified community needs for the next ten years and laid out strategies and actions to implement priority goals and objectives. The recommendations included in the final strategic plan, Lee's Summit 360°, Charting Tomorrow, were adopted by resolution (Resolution 09-13) by the City Council in August 2009. One key area of focus is Transportation. One of the goals of the Transportation KPA (key performance area) included a "Complete Streets" system that would allow safe access along and across Lee's Summit streets for all citizens, including motorists, bicyclists, pedestrians, and transit riders.



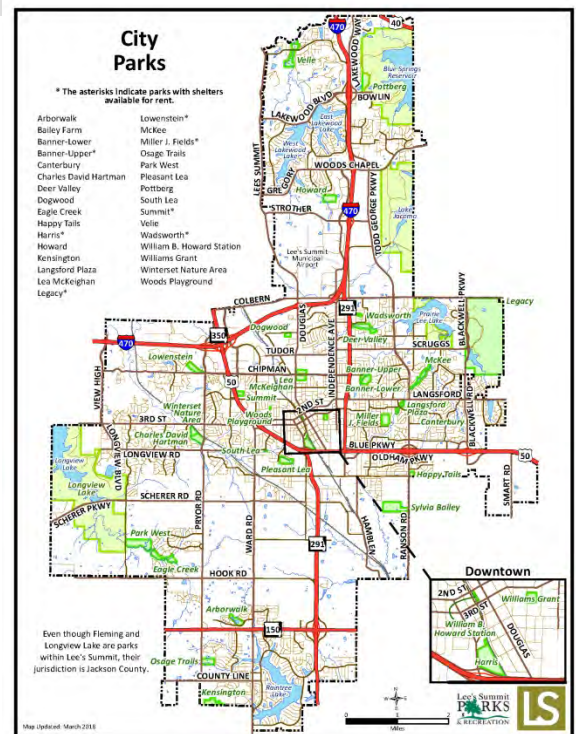
In January, 2010, the City Council amended Chapter 26: Streets, Sidewalks and Other Public Places, of the Code of Ordinances by adding Section 26-56: Livable Streets Advisory Board. In addition, the Council also adopted Resolution 10-17 establishing a livable streets policy. In May 2012, the City's first Bicycle Transportation Plan was adopted by the Planning Commission (Resolution 2012-05). The Bicycle Transportation Plan specifically addresses the development of on-street bicycle accommodations for bicycle transportation. Additionally, this plan provides guidance and direction for the development of on-street accommodations related to the Greenway Plan.



Community Assets and Distributions

Community assets serve extremely important functions to the community and impact the quality of life for the citizens. The discussion will focus on the public assets or public infrastructure, amenities and services. Public infrastructure includes street network, stormwater management system, water storage and supply, sanitary sewer system, and other public facilities. Recreational assets include the park system, greenways and trail system, sports facilities, entertainment venues, etc. The distribution and accessibility of these facilities is of critical importance.

The City is served with a well-established traffic network of interstate and state highways, arterial and collector grid and local streets. During the past two decades or so, significant improvements have been made to the thoroughfare system to address connectivity, inefficiency, safety and accessibility issues. In addition, as discussed above, facility improvements to promote other modes of transportation have also been made. As new areas grow, improvements to these facilities are mandatory. Stormwater management system has continued to be



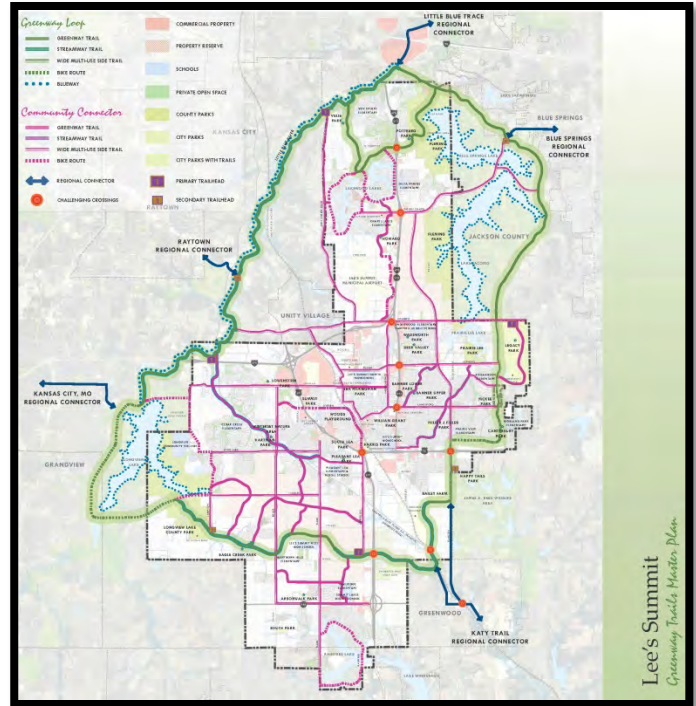
Map 60. City Parks

strengthened with the enforcement of local regulations and development standards. Today’s regulations strictly prohibit development in the floodplains without proper mitigations. Even though some older neighborhoods in the old town area still have open ditches for stormwater, the City has been addressing the issue through its Capital Improvement Program.

The City buys its water from Kansas City and Independence for its customers. The City maintains 600 miles of water and sewer mains along with 4 water towers and 4 ground storage facilities to support the services to approximately 38,000 customer accounts.

The City is known for its parks, recreational facilities and programs in the region, complimented by Jackson County’s park system. These facilities are strategically located and programed to provide opportunities and options for all ages and interests throughout the community. The map shows the locations of the City and County parks within the City Limits.

As introduced earlier, the City’s Parks and Recreation Department has been implementing its Greenway and Trails Master Plan for many years with many of its goals accomplished so far. The map depicts the existing and planned routes and connections to the regional trail system.



Map 61. Lee's Summit Greenway Trail Master Plan

Analysis of Public Input Results

This section of the AI focuses on the community outreach and consultation efforts that the City of Lee’s Summit conducted. The public outreach efforts that were used to conclude the City’s strength and weaknesses were the release of five community wide anonymous surveys and the holding of two public forums.

During the months of May through August, the City released three surveys. One survey was focused on the residents of the City and was released in English and Spanish. This survey was accessible through on-line, mailed to apartment complexes, and additional hard copies were available at two public libraries and one community center. The survey had a total of 41 questions that addressed the residents “Demographics”, “Housing”, “Housing Discrimination”, and “View on Affordable Housing”. There were a total of 474 English respondents and 1 Spanish response. Two additional survey were released during the same time that focused on gathering input from developers/builders and financial institutions. The developers/builders survey had a total of 24 questions that addressed “Business Specific”, “Housing and Housing Discrimination”, and their “View on Affordable Housing”. There were a total of five respondents. The financial institutions survey had a total of 14 questions

that addressed the “Business Specific”, “Financing Housing and Fair Lending Practices”, and their “View on Affordable Housing”. There were a total of four respondents with this survey. Below are some highlighted responses that are worth mentioning.

- Majority of respondents did not believe that the City had sufficient affordable rental units available.
- There is a modest percentage of renters who prefer home ownership but high down payments prevent them from becoming homeowners.
- Close to half of the respondents who are renters cited poor property maintenance as an issue.
- Even though there was a significant level of uncertainty as to whether to support diversification of people and households in or close to their neighborhood, more respondents expressed positive attitude towards diversification than those who held negative views.
- There was a general support for elderly housing in the community.
- A higher percentage of respondents indicated that they would not want to stay in their current homes as they age into retirement and cited on-going maintenance cost as an unbearable burden.
- Slightly less than a third of the respondents believe that housing discrimination exists in the City.
- There was a strong desire for the City to make more information available and accessible to the public regarding housing and housing choice.

Detailed survey results can be found at the end of this report.

The City had initially planned to hold two public forums. The first forum, the “Fair Housing Choice Service Providers Forum” was held on June 12, 2018 from 10:00am-12:00pm, at Lee’s Summit City Hall. There were 20 people that attended, all from different organizations. The first 40 minutes of the forum was a summarized lecture of HUD, Analysis of Impediments, and what questions the groups would be addressing. The leader of the forum who organized and conducted the presentation was Heping Zhan, Assistant Director of Planning and Special Projects. Once the presentation was over the attendees were split into three groups. Each group had a Planning and Special Projects staff member to help facilitate the discussion and to write down additional notes. The question the groups had to address was “what are the unmet needs and factors that affect those needs of the residents”. All three groups agreed that the **lack of transportation, affordable housing, and not having an emergency shelters** are a problem in the City.

The first concern that was mentioned was the lack of transportation. The City of Lee’s Summit understands the impacts that transportation has on their residents and knows this can become a major barrier. In 2006, the City partnered with the non-profit organization OATS. OATS is a door-to-door transit service that is available to any age resident whether they are disabled or not. They will take people to work, school, shopping, and medical appointments. They charge a \$1.50 each way and run Monday-Friday from 7:00am-5:30pm. The ridership has been increasing over the 12 years. However, it was noticed in the forum that **many people, including the organizations did not know that RideKC Lee’s Summit (formerly OATS) exists**. It was also mentioned that the service is not offered 24 hours a day, seven days a week, which can be an inconvenience for people who work different hours or days than what the service offers. There was concern for the people who do not have transportation and cannot afford the \$1.50 one way or \$3.00 round trip. This is a partnership that the City plans to continue to use and to increase, but at a steady pace. Since the City is the primary source of funding for the transit service they must be careful how they promote the service so they do not exhaust the funding.

The next big concern is the **affordability of housing both in purchasing and rental**. The median owner-occupied is \$195,900 and for a new construction built home is \$350,000. The median rent is averaging around \$996.00 per month. These prices make it **hard for the low to moderate income family to move into the area**, and as prices increase it also makes it **difficult for people to stay in the area**. The representatives of the groups did say that there are times when affordable homes and rentals come on the market, but you may have to research to find them and be willing to move fast (**availability of information on availability of affordable housing, owner or renter**). Then there is the risk that some of the affordable places may not be the most up-to-date or safest since many landlords just do the bare minimum to get by and some will not do any major repairs because they know they will still receive rent money (**affordable rental units may not be properly maintained and equipped, lack of rental inspection and code enforcement**). Another concern with affordability is the impact it has on older residents and their properties. Many of the older residents that have lived here all their lives may be forced to move because they cannot afford to stay here (**older folks are more vulnerable to rising cost of housing and the increasing burden may force them out**). One representative said “that many of the residents that they help, feel like they are on a sinking ship, they have to down grade and make choices just to be able to stay in the house and community that they love”. It was also mentioned that Lee’s Summit is a great place to retire in both atheistically and for services, again that is if you can afford it. Many of the older residents who cannot afford the upkeep of their homes also cannot afford to move (**potential for displacement**) into an assisted or skilled home (**other affordable options are limited as well**). **All of the affordable assisted or skilled homes have an extremely long waiting list**. This also becomes a problem for the community, because we see that the residents who are unable to afford to keep up their homes are forced to turn to other organizations to help with the issues (**overburden service agencies and organizations with already limited resources**). However, these other organizations that are available have also been exhausted and they too have waiting lists. If a person is not able to keep up the appearance of their home and cannot downsize to new affordable location, depending on the severity of the upkeep, these homes can turn into dilapidated structures and can become unsafe and a harbor for rodents (**high cost of maintenance of affordable housing will result in unsafe conditions and deterioration of neighborhoods**). **NIMBY** was also mentioned.

Finally, the third biggest concern that was mentioned was the City only has **one domestic violence shelter and no other types of emergency shelters**. There are a few small organizations here in the City that tries to help with homelessness, but these are usually full because they focus on rehabilitation and are not set up for temporary stays. Many of the shelters and organization that have better shelters are in the surrounding cities. Right now Lee’s Summit school district has **80 homeless children**, making it the second highest in Jackson County.

As the discussion continued many more items were brought up such as the **lack of affordable child care (cost for childcare services getting higher)** and the expense of it, along with jobs, and education. Discussing the needs and factors made it more prominent the importance of money (**household income not going up as fast as cost of living/inflation**) and how everything depends on it. For example, to be able to get a job you have to have money. This money will help you get to the job whether it is your own personal vehicle or relying on public transportation. You also have to have money to go to school to be able to better yourself to get a better paying job. Then if you have children you have to pay someone to watch them while you go to school or work. To be

able to move into a house or apartment you will have up-front costs to be approved and so the circle of money continues.

All three groups did agree that Lee's Summit is a very nice town to live in, if you can afford to live here.

Other concerns raised include:

- Bias against people from transitional housing, drug shelters, poverty, etc.
- Desirable areas but with no affordable housing
- Lack of mixed-income housing
- Lack of inclusionary zoning and policies
- Lack of public information/education on grant resources/assistance programs
- Zip area 64063 has higher poverty rate and low life expectancy
- Limited low skill jobs for persons with limited education and skills
- Educating the public about housing as a local and regional issue
- Location of jobs to services/opportunities (LS)
- Legal support for the protected class (Regional/Local)
- Limited knowledge of resources available
- Lack of sharing of resources
- Mental health care, medical care, dental care
- Access to healthy food
- Budgeting and financial services
- Public transportation connecting different cities and areas

Participants identified the following factors contributing to issues listed above

- Income and sources of income
- Job opportunities
- Education and training
- Personal and household debt and nonstop cycle of debt
- Limited HUD assisted vouchers, long wait list
- Lack of information or timely information on availability of rental units
- High cost of medication and health care supplies
- Walkability/bikeability of neighborhoods, especially for persons with disabilities
- Misinformation/bias against persons of poverty, different race/ethnicity, disability, etc.

There were two groups that were unable to attend the June 12th forum but they had expressed interests in the program and wanted to collaborate with the City. This interest prompted the scheduling of two 30 minute conference calls. The first conference call was with the local state agency "Division of Family Services" on August 8, 2018, from 8:30am-9:00am. This agency helps improve the quality of life of people by helping them find temporary job assistance, child care assistance, and medical assistance. There are many ways people in need can contact them. People in need can reach the agency through their website, mail, phone, and in person. The agency is also able to offers language assistance to those who are not fluent in English.

The second conference call took place on September 18, 2018 from 9:30am-10:00am with the Metro Organization for Race and Economic Equity (MORE²) organization. MORE² believes inequality is a big issue in the region and that the true causes are racism, sexism, and capitalism. They also believe that inequality exists because of circumstances, for example, there will be jobs in Lee's Summit that poverty stricken people are not able to access because there is no transportation options. They believe that the most common discrimination issues are race and class. For example, they have seen many white males with felony charges be more prone to getting a job or housing over a black male with not felony charges.

MORE² has also experienced people wanting to live in Lee's Summit because they have a reputable school district and have a hard time purchasing a home. They did know of a family who was able to purchase a home but found themselves on a tight budget.

MORE² has also noticed the shortage in affordable housing especially for disabled residents. There is a long wait list for people with disabilities; this is usually because there are only a short number of units that are adequately accessible for disabled. Many disabled have to stay on the first floor of an apartment building, and even then there may not be the amenities that are needed, like grab bars.

To overcome inequality, MORE² has many different tasks force that specialize in educating people about education, workforce, housing, and infrastructure. They have also created and put in place many different policies. The policies vary from "access to health", "criminal justice", "education", "housing", "immigration", "transportation", "voting", and "workforce". The most recent policy that was passed was the rental housing inspection program. They have over 14 years of policy victories.

For Lee's Summit to overcome inequality issues they need to encourage the construction of low income housing, no longer discriminate, and start including inclusionary zoning.

The second forum, the "Fair Housing Choice Housing Providers Forum" was scheduled to be held on July 17, 2018 from 9:30am-11:00am, at Lee's Summit City Hall. This forum was canceled due to the lack of interests by the number of people who responded to the RSVP requirement.

The second round of public outreach and consultation included a public meeting on October 22, a public forum on November 1, and a public survey in both English and Spanish languages between October 17 and November 19, 2018.

The second Analysis of Impediments to Fair Housing-Public Community Survey 2 ran for one month from October 17th, to November 19th, 2018. The survey was available in Spanish and English. The Spanish survey had 0 responses and the English version had 81. This second survey was released to gather input from the residents as to what they felt were the best strategies to overcome the City's impediments. The survey had a total of 13 questions, that varied from ranking, open ended, and multiple choice. Summarized below are the top three most picked answers from each of the ranking and multiple choice questions. For the open ended responses and a detailed version of the survey please click here <https://www.surveymonkey.com/results/SM-TD2PHFR7V/>

1. The first question (Public Transportation) On a scale of 1 to 5 (with 1 being the most important and 5 the least important), please rank the following potential strategies in terms of importance to overcome the barriers to better connection between jobs and workers?
 - i. The response with the highest amount was to “increase jobs/employment opportunities locally, closer to resident’s workers”.
 - ii. The second highest was “continue to work with the regional KCATA to expand routes and services between residents and jobs”.
 - iii. The thirds highest was to “promote transit-oriented, higher-density, and mixed use development patterns so that worker-job connections are improved”.
2. The second question (Public Transportation) On a scale of 1 to 5 (with 1 being the most important and 5 the least important), please rank the following potential strategies in terms of importance to overcome the barriers to better connection between persons with special needs and special services?
 - i. The response with the highest amount was “Improve public information on available services, their locations and transportation options”.
 - ii. The second highest was “Explore Federal grants to fund a community service to meet special transport needs”.
 - iii. The third highest was “Continue to support local services for special needs to expand”.
3. The third question (Public Transportation) Which of the following would you likely support to help overcome the barriers?
 - i. The response with the highest amount was “Attract the types of jobs to Lee’s Summit that our workers currently travel to outside Lee’s Summit”.
 - ii. The second highest response was “Provide job skill training opportunities that match the skill requirements of local jobs so that workers don’t have to travel elsewhere for work”.
 - iii. The third highest response was “Increase local funding to help with the cost of providing public transportation services”.
4. The fourth question (Affordability Housing) Owner-Occupied Housing On a scale of 1 to 9 (with 1 being the most important and 9 the least important, please rank the following in terms of importance possible strategies to increase affordable housing. Listed below are the top three items that were chosen.
 - i. Encourage development of senior housing to meet the growing aging population
 - ii. Diversify new housing in terms of density, size, style, price and affordability
 - iii. Increase accessible owner-occupied housing to meet the needs of persons with mobility issues
5. The fifty question (Affordability Housing) Renter-occupied Housing On a scale of 1 to 7 (with 1 being the most important and 7 the least important), please rank the following in terms of importance possible strategies to address affordable rental housing issues.
 - i. Continue to support development of senior housing facilities to meet the community’s aging population
 - ii. Promote higher level of integration of affordable rental housing with market rate rental housing throughout the City
 - iii. Increase accessible rental units for people with mobility disabilities
6. The sixth question Emergency Shelter/Housing Please select all from the following that you believe are good strategies to address the need for emergency shelters/housing for temporary homelessness.

- i. Coordinate an effort from local churches and charity organizations to establish an emergency shelter system locally
 - ii. Increase awareness and improve public information on the available emergency shelter assistance programs locally and regionally
 - iii. Conduct a comprehensive study to find out the real need for emergency shelters/housing for temporary homelessness
7. The seventh question Overall, which item listed below is the most challenging impediment in your everyday lifestyle?
- i. Majority of the people said Not Applicable
 - ii. Health care
 - iii. Transportation and Housing were tied

On November 1st, 2018, the City held a Public Forum with seven people attending from different organizations. The forum was scheduled for two hours from 10:00am-12:00pm. The first 40 minutes of the forum was a summarized presentation of the Analysis of Impediments process that the City has gone through so far, the results of the surveys that were conducted in May and June, a summary of the Fair Housing Choice Service Providers Forum, and the barriers that were discovered. The table below shows the summarized results that the group feels are the best ways to overcome the lack of owner occupied affordable housing. Out of the eight topics that were listed, the top two that had the most votes were diversify new housing in terms of density, size, price and affordability and encourage infill development accommodating affordable housing. The group also came up with four additional items that they felt could be useful ways to overcome the barrier.

# of Responses	Lack Of Owner-Affordable Housing Poster
5	Diversify new housing in terms of density, size, price and affordability.
2	Provide public incentive programs in support of development of affordable housing.
2	Provide public incentives to developers for development of affordable housing in areas where it is lacking.
2	Encourage development of senior housing to meet the growing aging population.
4	Increase public awareness and education.
4	Realign the City's zoning and subdivision regulations as well as incentive programs to encourage inclusionary development (development type where varieties are allowed to be included to meet the varying needs.)
0	Promote /encourage mixed use and mixed density development.
5	Encourage infill development accommodating affordable housing.
4	Other: <ul style="list-style-type: none"> • Create an inclusionary zoning program linking production of affordable housing to the production of below market rate housing. Evaluate similar inclusionary zoning policies in similar sized communities. • Chamber driven evaluation in promotion of employee assisted housing programs. • Assess the enforcement of fair housing laws. • Target selected neighborhoods for development based on socioeconomic variables. • Zip code 64063; worsening economic hardship index disparities in life expectancy.

The table below shows the summarized results that the group feels are the best ways to overcome the lack of rental occupied affordable housing. Out of the seven topics that were listed the one that had the most votes was to expand on public housing availability by supporting Lee's Summit Housing Authority to add more units to

the community. The group also came up with four additional items that they felt could be useful ways to overcome the barrier.

# of Responses	Lack Of Rental-Affordable Housing Poster
3	Promote development of affordable apartments by providing incentives.
0	Encourage more density in areas where currently fewer affordable rental units exist to allow rental rates to come down.
4	Promote higher level of integration of affordable rental housing with market rate rental housing throughout the City.
2	Explore rental assistance options to help renters of limited income to afford existing rental units.
6	Expand on public housing availability by supporting Lee’s Summit Housing Authority to add more units to the community.
3	Continue to support development of senior housing facilities to meet the community’s aging population.
0	Increase accessible rental units for people with mobility disabilities.
4	Other: <ul style="list-style-type: none"> • Possible rezoning to accommodate multi-family in older neighborhoods. • Inclusionary zoning program. • Update zoning codes to permit ADUS • City to adopt inclusionary zoning policies to promote affordable rental housing production

The table below shows the summarized results that the group feels are the best ways to overcome the lack of emergency shelter/housing. Out of the eight topics that were listed the three that had the most votes were provide financial support to develop an emergency shelter locally for the temporary homeless due to special circumstances, increase awareness and improve public information on the available emergency assistance, and work closely with the regional Continuum of Care (COC), the Greater Kansas City Coalition to End Homelessness to address emergency shelter needs. The group also came up with two additional issues.

# of Responses	Lack of Emergency Shelter/Housing Poster
2	Conduct a comprehensive study to find out the real need for emergency shelters/housing for temporary homelessness.
5	Provide financial support to develop an emergency shelter locally for the temporary homeless due to special circumstances.
5	Increase awareness and improve public information on the available emergency assistance.
1	Set up a not-for-profit service or a referral service to connect people with available shelter services in the area.
2	Coordinate an effort from local churches and charity organizations to establish an emergency shelter system locally.
5	Work closely with the regional Continuum of Care (COC), the Greater Kansas City Coalition to End Homelessness to address emergency shelter needs.
2	Continue to support development of senior housing facilities to meet the community’s aging population.
0	Increase accessible rental units for people with mobility disabilities
2	Other: <ul style="list-style-type: none"> • WIC Office-there is only one person on staff. • Lack of affordable daycare options and long wait list and not enough of them.

The table below shows the summarized results that the group feels are the best ways to overcome the lack of public transportation connecting works to jobs. Out of the five topics that were listed the two that had the most votes were continue to work with the regional KCATA to expand routes and services between residents and jobs and support a regional approach to encouraging better development patterns so that worker-job connections are improved.

# of Responses	Lack Of Public Transportation Connecting Works To Jobs Poster
5	Continue to work with the regional KCATA to expand routes and services between residents and jobs.
4	Increase jobs/employment opportunities locally, closer to residents workers.
5	Support a regional approach to encouraging better development patterns so that worker-job connections are improved.
2	Promote transit-oriented, higher-density, and mixed use developments in Lee’s Summit to increase ridership perspective.
1	Create a funding source to support a Uber like service ridership
0	Other

The table below shows the summarized results that the group feels are the best ways to overcome the lack of public transportation connecting persons with special needs to special needs services. Out of the five topics that were listed all of them had the equal number of votes.

# of Responses	Lack Of Public Transportation Connecting Persons With Special Needs To Special Needs Services
3	Continue to explore other transportation options for persons with special needs beyond the conventional transportation.
3	Continue to support local services for special needs to expand.
3	Improve public information on available services, their locations and transportation options.
3	Encourage and support private and/or volunteer services to provide transportation on demand.
3	Explore Federal grants to fund a community service to meet special transport needs.
0	Other

The table below shows the summarized results that the group feels are the best ways to overcome the lack of public transportation. Out of the four topics that were listed the one that had the most votes was to increase local funding to help with the cost of providing public transportation services.

# of Responses	Lack Of Public Transportation
5	Increase public financial support to public transportation service.
6	Increase local funding to help with the cost of providing public transportation services.
4	Attract the types of jobs to Lee’s Summit that our workers currently travel to outside Lee’s Summit.
5	Provide job skills training opportunities that match the skill requirements of local jobs so that workers don’t have to travel elsewhere for work.
0	Other

Analysis of Impediments

Following a comprehensive process of research, data analysis, consultation and public input, the City identified a number of impediments to fair housing choice and access to opportunities and heard public voices and concerns regarding barriers to choice and access. The public engagement events helped the City to prioritize these issues and goals and strategies to address them. This section of the study will discuss the identified and perceived impediments in the order of priority. It is important to point out that some of the impediments may be regional in scope with region wide implications. Some of the impediments may also be contributed by regional as well as local factors that require regional solutions.

Impediment #1 (Priority: High) – Lack of affordable housing (owner-occupied and renter-occupied)

As discussed earlier in this report, generally older homes are more affordable than newer homes and they are primarily located in and around the city's older areas. This means that there is a serious lack of affordable housing in the more recent housing development and this distribution pattern of housing contributes to some level of concentration and segregation of households by income. The same pattern is apparent in rental housing as well. However, based on the analysis of the distribution of population, the research did not find any significant sign of such concentration and segregation by other demographic characteristics.

Another aspect of housing affordability issue is the rising trend of housing prices and rental rates. In recent years, both have been trending upwards at an alarming rate, faster than changes in wages and household income, making housing less and less affordable for households in the lower income brackets. Seniors and people with disabilities find it less and less likely that they will be able to stay in their residences due to the rising cost of needed improvements for accommodations.

Impediment #2 (Priority: High) – Lack of inclusionary zoning and policies to promote affordable housing

While the City's current comprehensive plans and zoning regulations allow a good level of flexibility for housing development in terms of density, lot size, setbacks, and so forth, there is no mandate for inclusive housing. No current City policies and programs address the issue of housing affordability. Recently the City started to work on code changes to accommodate requests for modifications due to accessibility capabilities of the disabled persons.

Impediment #3 (Priority: High) – Lack of public information and awareness on fair housing choice and service availabilities

The participants in the public engagement process indicated that public information is lacking or not easily available or accessible regarding fair housing choice, affordable housing availability, housing services, emergency shelter services, affordable transportation options, service availability, legal assistance and support, job training, affordable childcare and assistance grant opportunities for people on limited income. Staff assessment also indicated that the City was behind on public awareness effort to educate the public on fair housing, equality issues, and the need for a more inclusive community.

Impediment #4 (Priority: Medium) – Stagnant financial status of low-to-moderate income households

According to statistics, about 40% of the Lee's Summit households fall in the low-to-moderate income bracket and 6% of the population live below the poverty line. The financial situation of these households, compounded with the rising cost of housing, creates significant financial burdens to the households, resulting in limited housing options for them. Based on the Lee's Summit R-VII information, about 20% of their students are enrolled in the reduced lunch program.

Impediment #5 (Priority: Medium) – Rising cost for maintenance and rehab of existing housing

The rising cost for continuing maintenance or rehab of existing homes is becoming a heavier burden for the residents, particularly for the seniors, persons with disabilities, persons of low income and single parents with children. As more and more baby boomers age into retirement, many of them desire to age in place but face financial constraints for property maintenance and accommodation adjustments to their homes. People with disabilities often face the same hardships. Low income households will delay or forgo needed maintenance and repairs all together. The City receives HUD CDBG grant to fund the Minor Home Repair program to help the low income households with minor repairs but the funding is limited.

Perceived Impediment #1 (Priority: Medium) – Limited low skill jobs for persons with limited education and job skills

Through the public engagement process, citizens raised concerns that there were limited number of low skill jobs available locally for workers with limited education and job training, which will limit fair housing choice. However, no statistics and studies were available to help make definitive conclusions in this regard. Further research will be needed to help understand the issue.

Perceived Impediment #2 (Priority: Medium) – Lack of emergency and temporary shelters

During the public participation events, some local organization members voiced concerns that there was a lack of emergency shelters for people who experience situations where they have no place to stay locally. The City information indicates that Lee's Summit is within the service area of the Kansas City regional Continuum of Care (CoC), [the Greater Kansas City Coalition to End Homelessness](#), a network of emergency assistance agencies and programs serving Jackson and Wyandotte Counties to provide shelters and services for the homeless persons in the area, in addition to other services. Hillcrest Transitional Housing provides transitional housing services and a number of living units in Lee's Summit. Hope House operates a local emergency shelter for victims of domestic violence. No other publicly operated emergency shelters exist in the City. No studies have been done regarding the need for a locally operated emergency shelter beyond what is already available.

Perceived Impediment #3 (Priority: Low) – Lack of public transportation connecting workers to jobs

Some members of the public pointed out that there was a lack of public transportation service for work related commute, especially for workers who could not afford a private automobile. For them, options are very limited. City staff was aware that the Kansas City Regional Assessment of Fair Housing (AFH), completed in 2016 for a consortium of metro cities and counties, also identified this as a regional issue.

As the earlier analysis suggests that the majority of the workers residing in Lee's Summit commute to work outside the City. It is understandable that workers who have to rely on public transportation for work related travel are limited in terms of distances, work schedules and employment opportunities. Data also suggest that many employees working in Lee's Summit commute to work from outside the City. Housing affordability and public transportation options impact them as well. However, no specific study or research has been done to shed more light on the magnitude of the issue. In addition, as a part of the metropolitan region, public transportation network and service always requires regional collaboration, particularly in the area of worker-to-job connection.

Perceived Impediment #4 (Priority: Low) – Lack of public transportation connecting people with special needs to special need services

Public engagement participants raised the issue that there was a lack of public transportation service connecting people with special needs to services. This is consistent with the conclusion of a study done several years ago. People with special needs, including people with disabilities, people of low income, people with children and adult family members needing special care, people needing specialty care and treatments, people needing job training, etc., need some type of transportation to obtain services available locally or regionally. In most cases, people with these special needs would not be able to drive themselves. However, recent efforts to expand and improve public transportation services through KCATA and Oats have bridged some of the gaps. No other specific studies have been done to measure the remaining gaps that still exist.

Perceived Impediment #5 (Priority: Low) – Lack of affordable services such as childcare, legal service, healthy food, medical care, etc.

The public engagement process identified concerns over the limited affordable services available to our residents and people who desire to move into the area. These services include childcare, medical care, healthy food, legal assistance program, etc.

Analysis of Contributing Factors

This section of the report outlines the key contributing factors that may have led to the impediments discussed in the section above.

Table 55. Identified Impediments and Key Contributing Factors

Identified or Perceived Impediments	Identified or Perceived Key Contributing Factors
Lack of affordable housing	<ul style="list-style-type: none"> • Rising cost of housing construction, maintenance and rehab nationwide • Continuing market demand for higher priced housing • Lack of incentive program for development of affordable housing • NIMBYism • Stagnant of wages and household income
Lack of inclusionary zoning and policies to promote affordable housing	<ul style="list-style-type: none"> • NIMBYism • Sustained market demand for higher priced housing • Little expressed desire from the development community to build affordable housing
Lack of public information and awareness on fair housing choice and service availabilities	<ul style="list-style-type: none"> • Lack of understanding the issue and the potential implications of impediments to fair housing choice on the part of the government and policy makers • Limited public information outlet in the past • Cost of developing and providing information to maximize effect

Stagnant financial status of low-to-moderate income households	<ul style="list-style-type: none"> • Economic conditions nationwide and region wide • Limited affordable job training opportunities • Rising cost of living
Rising cost for maintenance and rehab of existing housing	<ul style="list-style-type: none"> • Existing housing getting older and outdated triggering more need for maintenance, repairs and rehab work • Rising cost of materials, supplies, and labor • Lack of financial assistance for people in need • Aging population
Limited low skill jobs for persons with limited education and job skills	<ul style="list-style-type: none"> • Local economy • Competitive job market locally and metro wide • Limited affordable job training opportunities • Technology and automation improving efficiency and eliminating such jobs
Lack of emergency and temporary shelters	<ul style="list-style-type: none"> • Cost of establishing and operating such facilities • Lack of assessment and knowledge of the actual need
Lack of public transportation connecting workers to jobs	<ul style="list-style-type: none"> • Significant number of workers commute to work outside the city where they live • Metro wide regional public transportation system does not provide good connections and flexibility • Limited low skill jobs for low skill workers in close proximity • High cost of providing public transportation • Low ridership increases cost of providing the route and service
Lack of public transportation connecting people with special needs and special need services	<ul style="list-style-type: none"> • Limited service availability and high cost of providing the service • Low ridership increases cost of providing the route and service • Lack of service provider coordination • Lack of grant and other funding sources for service providers as well as for providing transportation • Lack of public financial support • Low density development and separation of uses land use patterns stretching distances between people and services
Lack of affordable services such as childcare, legal service, healthy food, medical care, etc.	<ul style="list-style-type: none"> • Rising cost of providing such services • Limited financial resources, funding sources and public assistance • Increasing need

Priority Goals and Strategies

The ultimate goal of the community is to completely eliminate all barriers to fair housing choice and provide equal and fair access to opportunities for everyone regardless of demographic characteristics. Through this AI process, impediments have been identified and prioritized and factors contributing to these impediments have been recognized. While some of the contributing factors are beyond the control of local efforts, goals and strategies have been developed in an effort to make a difference in the battle to overcome the identified

barriers to fair housing choice. The perceived impediments require additional studies and research to help the community understand the magnitude of the issue for proper action.

The goals and strategies can be short term or long term dependent upon the nature of the issues they are designed to address. In the table below, we propose a set of goals and strategies in response to the identified or perceived impediments and give a priority score between 1 and 3 for each, with 1 being the highest priority. Some strategies are repeated because they can address multiple impediments or help achieve more than one goal.

Table 56. Goals and Strategies

Impediment	Goal	G-#*	S/L*	Strategies	S-#*	S/M/L*
* G-# refers to goal priority score 1-3 with 1 being the highest. S-# refers to strategy priority score with 1 being the highest. S/L refers to either short term or long term goal and S/M/L refers to a short term, a medium term and a long term strategy.						
Lack of affordable housing	Strive for a healthy housing inventory and market that is inclusive, accommodating, and sustainable.	1	L	Explore new or strengthen existing policies to encourage development of affordable housing while protecting the values of existing areas and neighborhoods	1	M
				Initiate UDO amendments to improve inclusion of housing varieties	1	S
				Strengthen coordination between the City, Lee’s Summit Housing Authority and other housing agencies in planning, implementation, and financing for affordable housing in a responsible way	1	S/M/L
				Expand sustained public education and awareness of fair housing issues in support of effort to achieve housing equality	2	M
				Explore funding sources as incentives to encourage inclusionary housing development	2	M
				Continue to fund the Minor Home Repair program and First Time Homebuyer program in support of good maintenance of existing affordable housing and occupancy	2	S
				Participate in regional effort to address housing affordability and availability	3	S/M/L
Lack of inclusionary zoning and policies to promote	Comprehensive policy framework in support of inclusionary community and neighborhoods	1	S	Continue to evaluate the local codes, regulations, controls and standards and their impact on housing development	1	S/M
				Pursue a comprehensive approach towards an inclusionary policy and compatible zoning regulation	1	L

affordable housing				Increase public awareness of fair housing law, local and regional fair housing choice issues and the need for improvement of housing choice	1	S
Lack of public information and awareness on fair housing choice and service availabilities		1	S	Increase public awareness of fair housing law, local and regional fair housing choice issues and the need for improvement of housing choice	1	S
				Explore for a comprehensive strategy to expand information to the public on availability of housing options, services, assistance programs and government initiatives	1	M
				Collaborate with other regional and local public agencies and not-for-profit and charity organizations for better sharing and dissemination of public information	2	L
Stagnant financial status of low-to-moderate income households	Create a favorable business climate for economic stability, diversified employment base and job opportunities	2	L	Continue the City's incentive program to encourage redevelopment and infill development in the existing business and employment area	1	S
				Strengthen and diversify the local economy by collaborating with LSEDC, Chamber of Commerce and employers	1	S/M/L
				Increase employment opportunities for low-to-moderate income workers by supporting programs that provide needed job training	2	L
Rising cost for maintenance and rehab of existing housing	Minimize the impact of rising cost of maintenance and rehab of housing on LMI residents	3	S	Continue to fund the City's Minor Home Repair program	1	S
				Continue to support Lee's Summit Housing Authority through the CDBG program for needed maintenance and rehab of public housing	2	S
				Support local and regional agencies, such as Habitat for Humanity, to provide repairs and rehab to LMI housing residents	2	L
				Encourage rental housing landlords to provide regular and timely maintenance to their housing establishments	3	L
Limited low skill jobs for persons with limited education and job skills	Diversify employment opportunities and promote job training programs benefiting the low skilled workers	3	S	Provide financial support through CDBG to qualified job training programs targeting LMI workers with limited job skills	2	M
				Increase employment opportunities for low-to-moderate income workers by supporting programs that provide needed job training	2	M

Lack of emergency and temporary shelters	Strive to end homelessness and improve capacity for local shelters	2	L	Collaborate and support the work of the regional CoC in their effort to end homelessness in the metro area	1	S/M/L
				Work closely with and provide grant support through CDBG as needed to local transitional housing and domestic violence shelter agencies in meeting the needs for temporary shelters	1	S
				Explore opportunities and collaboration through local faith-based and charity organizations for added shelters locally	2	S/M
Lack of public transportation connecting workers to jobs	Increased connection between workers and jobs from the current level	1	L	Continue to work with MARC, regional and local public transportation providers to identify needs and gaps	1	L
				Continue to expand partnerships to improve connection	1	L
				Strengthen coordination among the City, LSEDC, Chamber of Commerce and employers to improve local employment base and diversify employment opportunities	1	S/M/L
				Encourage institutions, businesses and employers to provide affordable job training and skill development	2	L
				Explore resources to support agencies and programs benefiting low income or low skill job seekers	2	S/M
				Continue to improve local facilities for non-motorized work commute	3	L
Lack of public transportation connecting people with special needs and special need services	Improved connection between special needs service seekers and services	1	S	Encourage service agencies and volunteer organizations to coordinate efforts to identify gaps and provide needed transportation for services	1	S/M
				Explore funding options for a long term cross-agency transportation solution	1	L
				Continue to provide CDBG and other Federal or State grants to special needs agencies to expand services locally	2	S
				Expand access to public information regarding service availability and transportation options	2	S
Lack of affordable services such as childcare, legal service, healthy food, medical care, etc.	Minimize the financial burdens of receiving needed services for LMI persons	3	S	Continue the effort to expand the availability of information for public consumption regarding affordable services	2	S/M
				Explore financing resources and incentive strategies for the expansion of low-cost services	3	L

** G-# refers to goal priority score 1-3 with 1 being the highest. S-# refers to strategy priority score with 1 being the highest. S/L refers to either short term or long term goal and S/M/L refers to a short term, a medium term and a long term strategy.*

These goals and strategies help establish an intent and a guide for future efforts to address barriers to fair housing choice locally and regionally and specific decisions and actions need to take place to adequately implement them.

Conclusion

Fair housing choice for every American is the law of the land and elimination of barriers should be a never-ending effort. This study is a result of a comprehensive 18-month process of community awareness, citizen participation, research, analysis, consultation, feedback, and deliberation of future goals and strategies.

As required by HUD, this AI is submitted to HUD to meet the City's obligation for the community's 2020-2024 Consolidated Plan under the Community Development Block Grant program. The AI, once filed with HUD, should remain an active document to guide the implementation in the next Consolidated Plan cycle (2020-2024).