

The City of Lee's Summit
Action Letter - Final
Planning Commission

Thursday, May 20, 2021

5:00 PM

City Council Chambers and Videoconference

City Hall

220 SE Green Street

Lee's Summit, MO 64063

Notice is hereby given that the Planning Commission of the City of Lee's Summit will meet in regular session on May 20, 2021, at 5:00 pm in person in the City Council Chambers at City Hall, 220 SE Green Street, Lee's Summit, Missouri, and by video conference as provided by Section 610.015 of the Revised Statutes of the State of Missouri. Due to the ongoing Covid-19 pandemic, public attendance in the meeting room at City Hall is limited. The public may attend in person at the location listed above or by one of these methods:

- By viewing the meeting on the City website at www.WatchLS.net, and various cable providers (Spectrum channel 2, Google TV channel 143, AT&T U-Verse channel 99 and Comcast channel 7) for those whose cable providers carry the City of Lee's Summit meetings.
- By sending a request to the City Clerk at clerk@cityofls.net to attend the meeting on the Zoom platform. The City Clerk will provide instructions regarding how to attend by this method.

Persons wishing to comment on any item of business on the agenda may do so in-person at the meeting location specified above at the time of the meeting or in writing prior to 5:00 p.m. on May 19, 2021, by one of the following methods:

- By sending an e-mail to clerk@cityofls.net,
- By leaving a voicemail at 816-969-1005 or
- By leaving written printed comments in the utility payments drop boxes located in the alley behind City Hall or inside the foyer at the north end of City Hall, both located at 220 SE Green Street, Lee's Summit, MO 64063.

Written comments submitted by these methods will be presented at the May 20, 2021, meeting. Persons wishing to speak at a public hearing on this agenda may do so by contacting the City Clerk prior to 5:00 p.m. on May 19, 2021, by e-mail at clerk@cityofls.net, and they will be provided with instructions regarding how to provide their live testimony via videoconference during the public hearing.

In the event that the meeting cannot be broadcast via www.WatchLS.net and the cable channels noted above, this agenda will be amended to include directions for the public to attend via the Zoom software platform at www.Zoom.com; such amendment will include a specific link to attend the Planning Commission meeting.

Planning Commission

Action Letter - Final

May 20, 2021

Call to Order

Roll Call

Present: 8 - Chairperson Donnie Funk
Vice Chair Dana Arth
Board Member Tanya Jana-Ford
Board Member Mark Kitchens
Board Member Jake Loveless
Board Member Cynda Rader
Board Member Matt Sanning
Board Member Terry Trafton

Absent: 1 - Board Member John Lovell

Approval of Agenda

A motion was made by Vice Chair Arth, seconded by Board Member Sanning, that the agenda be approved. The motion carried unanimously.

Public Comments

There were no public comments at the meeting.

Approval of Consent Agenda

[2021-4166](#) Approval of the May 6, 2021, Planning Commission minutes.

A motion was made by Vice Chair Arth, seconded by Board Member Sanning, that the minutes be approved. The motion carried unanimously.

Public Hearings

[2021-4142](#) Appl. #PL2021-001 - COMPREHENSIVE PLAN AMENDMENT - Ignite 2021 Comprehensive Plan; City of Lee's Summit, applicant

Chairperson Funk opened the hearing at 5:08 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in.

Commissioner Johnson entered Exhibit (A), list of exhibits 1-8 into the record. He stated that tonight's meeting had four items related to long range planning. He was going to cover on behalf of staff the Ignite Comprehensive Plan and the Greenway Master Plan, covering the Greenway plan at the end of the presentation. Staff from Parks and Recreation were also present to answer any questions; after which the Commission could adopt the resolutions as they appeared on the agenda. Ignite's comprehensive plan was the basic and source document. The Airport Master Plan would be moved to June; and the Capital Improvement Plan (CIP) would be approved by resolution.

There had been a variety of public outreach projects for these documents; and Commissioner Johnson displayed a slide summarizing these approaches, especially regarding the Comprehensive Plan. As with everything else, the pandemic had created some complications, limiting the in person meetings that were originally planned. As an alternative, City staff had used online surveys, Zoom meetings and a series of podcasts; in addition to focus groups of interested individuals including developers, the Home Builders Association, the Chamber of Commerce and the Lee's Summit Housing Authority. They had attempted to replicate and continue the strategic plan as much as possible with outreach.

A displayed map showed locations and geographic distribution of the survey responses. The blank area to the north was the airport; and much of the PRI (Property Reserve incorporated) land was at the south end. This might have a few houses. Commissioner Johnson added that

the consultant had been Ms. Sheila Shockey (Shockey Consulting), who had given a presentation at the recent joint meeting of the Commission and the City Council. Commissioner Johnson then listed the "Five Big Ideas" that had emerged, which would be a guide for the next few years.

Sustain and enhance City services, public facilities and infrastructure to protect a high quality of life. City services were important for Lee's Summit citizens. Between the parks and various utilities there was a lot of emphasis on maintaining the high service levels in Lee's Summit.

Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community. Lee's Summit needed to build more quality neighborhoods as well as maintaining the quality of existing ones. The Comprehensive Plan included a full chapter on this idea.

Concentrate multi-family and commercial development in five special and unique Activity Centers. This was potentially a game-changer. He would go into more detail by focusing on the Downtown activity center. Commissioner Johnson remarked that multi-family family projects were sometimes 'air dropped in'; and the activity center concept would support making sure that a commercial component was included. The public outreach had revealed that people wanted more 'Main Street commercial', similar to what Downtown had. A population of residents living nearby was essential for that to be successful; and multi-family housing would provide that.

Preserve natural resources, open space, recreational, cultural and historic resources. Lee's Summit's residents were very positive about the city's park system and the amount of open space in general, considering this element to be above the national average. They did not want Lee's Summit's growth to destroy the open and green spaces.

Fuel our future by growing the tax base and jobs. Bringing in people and places of employment would be essential for this to succeed.

A fiscal impact model had also been developed; and along with the "Five Big Ideas" model was used to generate the land use map.

Commissioner Johnson then described four measures that offered guidance for preserving what the city had, as well as enhancing certain areas of the city including the present residential neighborhoods; as well as Downtown and existing commercial nodes as well as transforming some undeveloped areas. Three out of the five planned activity centers would be new; and some changes would happen with the two existing ones.

Commissioner Johnson then displayed the future land use map. One of the changes made since the last plan was to consolidate the land use categories. The dashed lines on the map indicated future roads needed in the Thoroughfare Master Plan. The map reflected an attempt and overall goal to integrate the City's various long-range plans. A future land use map could also be used to drive assumptions in the various utility master plans, such as the wastewater master plan currently being developed. Commissioner Johnson added that Paragon Star was a good example of mixed use development on the western gateways to the city. On the east side, up to 900 acres could become available for developing the Blackwell center over the next five to ten years.

The next slide showed a sheet from the plan that summarized the Downtown activity center, as well as the overall land use mixture needed. This would be a further refinement of being fiscally sustainable. Commissioner Johnson emphasized that this was a guiding document; and no one was going to plan every block of Downtown. Much of the feedback concerning the activity center concept was that they needed to be connected. The consultants had developed a wheel-and-spoke concept, with Downtown being the 'hub' since Downtown in particular was an existing activity center. Existing plans for the Rock Island activity center to the south were

to connect it with various trails and multi-modal streets. A similar effort was for Third Street's improvements would connect to Longview. Paragon Star and Summit Woods/Summit Fair were further northwest, with the north PRI activity center being furthest north. Providing trails and multi-modal opportunities for walking and biking were also part of the plan.

One of the things the Comprehensive Plan addressed was transitioning from the more intense land uses in the activity centers. One example would be going from a multi-family development to duplexes or fourplexes on smaller lots; and from there to single-family homes. A transition would help avoid some of the conflicts that came up when multi-family development was going in close to a single-family subdivision.

Staff had asked the consultant to use public engagement process to develop some design guidance. Commissioner Johnson displayed a sample site layout that was specific to an activity center that emphasized both pedestrian and vehicular traffic. They wanted to make sure to not create auto-oriented uses with commercial areas.

The next image showed a sample of open spaces in mixed-use activity centers, with outdoor dining and courtyards next to a multi-story commercial and office structure Commissioner Johnson remarked that there should create a balance for intense uses in these centers.

Commissioner Johnson then gave a summary of the Greenway Master Plan. He had read through the executive summary of this plan, with several themes emerging.

Public engagement was done with the same approach as for the overall Comprehensive plan; utilizing surveys and focus groups. A set of priorities had emerged.

Priorities included the Greenway Loop shown on the displayed map exhibit. It used and leveraged the improvement of the Rock Island Corridor. The definitions of various trails had been consolidated; in an approach similar to what was done in the Land Use map and Comprehensive Plan. That included developing regional connections. The map showed the Greenway Loop accessing the activity centers, making the community more connected for walking and biking.

Commissioner Johnson noted that the Parks Board had approved this plan in December of 2019. Subsequently they had decided to bring this plan forward along with the Comprehensive Plan since the two were related. The displayed map was also an exhibit in the Comprehensive Plan. Commissioner Johnson commented that in the development process, staff had to work with property owners. They would often take the perspective that a trail was being planned and a property owner might have a feature like a creek on their property. Staff would then suggest that they work together in getting that trail established; something that was already happening in the south part of town.

Commissioner Sanning said he had been anticipating hearing the part of the presentation about the Greenway Master Plan, particularly in alignment with the wheel-and-spoke concept and specifically how activity centers would be incorporated. However, he wanted to know if there had been any discussion or conversation regarding public transportation. He had heard references to multi-modal transportation; with some references to contract sources like Uber. If alternatives to individually driven vehicles were to be encouraged, that might mean few parking spaces.

Commissioner Johnson responded that the Comprehensive Plan's implementation section did mention the need to start thinking about and planning for public transportation; both around Lee's Summit and to other parts of the metro area. City staff maintained a close connection with MARC about mass transit opportunities; and discussions happened yearly. Developing and planning for mass transit into the future was one of the implementation steps in the plan.

Commissioner Trafton asked for some clarification of the pink or purple on the map, asking if these indicated connectors or roadways. Commissioner Steve Casey asked if he was referring to some of the circuitous routes to the south; and Commissioner Trafton answered that he recognized the green loop routes, but he was trying to understand the differences between them and the community connector routes. Commissioner Casey replied that essentially most of the built sections of the Master Plan were identified by solid lines. Dashed lines indicated proposed roads. He acknowledged that it was difficult to distinguish whether they were future roadway corridors. In most cases, the ones to the south followed streamway corridors or drainage areas. As the City built out the system, much of what had been built to date were defined as "shared use" paths. These often followed arterial streets. He pointed out that many of the dashed lines to the south would follow drainage patterns as the PRI property was developed in the future. The City wanted to identify and protect those corridors for trail and recreation purposes.

Commissioner Trafton asked if the difference between the two was that a greenway did not necessarily include a road and a connector did. Commissioner Casey clarified that the definition of a greenway included a lot of terminology and could be a side path, bike lane, or park trail. The plan brought together a number of transportation aspects. It followed transportation corridor routes but also pertained to stormwater and watersheds.

Commissioner Loveless asked what was the time frame for these improvements. Commissioner Casey answered that the original plan was adopted in 1998. Updates were in ten-year cycles so this would be the second update; with the first being in 2008. The basic design was a 40-mile loop; and an additional 130 miles were within that loop including connector pathways. To date, approximately 90 miles of that had been built. As a portion included park trails, it was about halfway completed. Commissioner Casey added that the County's development of the Rock Island part had been a game-changer and had accelerated some of the development of trails, especially in the PRI property.

Commissioner Loveless asked how the capital improvements they were considering tonight would factor into the future plans. Commissioner Casey answered that they were responses to development. The short term CIP did not have anything specifically identified; but fiscal years 2023 and 2024 did have some funding earmarked for development along the Mouse Creek corridor. Mouse Creek was part of that 40-mile loop in south Lee's Summit. That area would become a heavily used corridor by the time the planned roadway improvements were done.

Commissioner Kitchens noted that this expansion somewhat tapered off at the east side, including Lake Lotawana and the area past MO-7 highway. He asked if any of this development was planned there. Mr. Casey answered that it did not, for this plan at least in the short term. Some discussion had occurred about this and the Colbern Road corridor in general. MO-7 did have some wide lanes for bicycles; but the level and speed of traffic along Colbern had raised some concerns about that road as a primary route for bicycles and pedestrians. Commissioner Kitchens remarked that the south part of MO-7 toward Blue Springs had some major development. He noted that the Rock Island connection further south and the PRI land were some large open spaces that could connect with Lee's Summit's open spaces especially east of James Reed.

Mr. Casey remarked that the Comprehensive Plan did have some flexibility built into it. If a segment or priority corridor was not on the plan, the plan could be amended. Discussions had happened with Jackson County, Greenwood and some of the other jurisdictions about connecting to the KATY trail; and that was a high priority at present. The second phase of Rock Island to the north near Raytown and the sports complex was scheduled to re-open later this year.

Mr. Kitchens added that he'd heard from Lake Lotawana residents that Lake Winnebago seemed to be well connected and they wanted to know what Lotawana was not.

Chairperson Funk then remarked that he had not yet opened the hearing for the Greenway Master Plan; and that technically the Commission was still discussing the Comprehensive Plan amendment in general. Mr. Bushek suggested that when the Commission got to Item 4, Commissioner Johnson could propose that all the previous testimony be incorporated into the public hearing and then enter the list of exhibits into the record.

As there no public comments on the Comprehensive Plan and no more questions from the Commission, Chairperson Funk closed the hearing at 5:37 p.m. and asked for any comments from the Commission, or for a motion. He thanked Ms. Shockey and the consulting team as well as the City staff for their work. Commissioner Kitchens added that the consultants and staff had done a great job of putting together a plan that was both understandable and attractive.

Mr. Bushek stated that the Commission could choose to do each hearing and then take action on the companion resolution or go through all four public hearings followed by all four resolutions. Chairperson Funk was in favor of having the public hearings and resolutions together as they went along.

Mr. Bushek reported that some changes to the resolutions had taken place this week. The first version of the resolution was included in the Commissioners' meeting packets. This version basically just repealed the 2005 Comprehensive Plan and adopted the Ignite Comprehensive Plan. Over the last few days, City staff had taken a look at a number of other planning documents that were actually part of the Comprehensive Plan.

Mr. Bushek then provided some background. The Comprehensive Plan was not just one document. Over time the Planning Commission had adopted a number of other documents that were part of it. A section in Chapter 89 contained the Planning and Zoning enabling statutes; and Section 89.360 said that "the Commission may adopt a plan as a whole by a single resolution; or as the work of making the city plan progresses, may from time to time adopt a part or parts thereof; any part to correspond generally with one or more of the functional subdivisions of the subject matter of the plan." This gave the Commission the authority to adopt the Ignite Comprehensive Plan. Other "stand alone" documents were also part of the Comprehensive Plan; and Mr. Bushek summarized what the resolution would do and changes that were made.

The resolution's Section 1, Part A repealed the 2005 Comprehensive Plan. Part B specified that certain stand alone documents were unaffected and would stay in effect. These were separate but part of the Comprehensive Plan. It listed the Water Master Plan, Wastewater Master Plan, Regional Parking Structures In Downtown, Bicycle Transportation Plan, Thoroughfare Master Plan, Community For All Ages Plan, Historic Preservation Plan and the Downtown Master Plan. Part B of the resolution specified that all these documents remained in full force and effect and were not repealed. This was specifically stated because as each of those individual documents were adopted, some of the resolutions said that the document was an amendment to the 2005 Comprehensive Plan. When the entire primary document was repealed, those other listed plans would stay in effect.

Part C itemized the specific previous planning documents that would be repealed. Some of those would be addressed at tonight's meeting via other resolutions. Part D would adopt the Ignite Comprehensive Plan including the other documents that were included.

Mr. Bushek clarified that as the application was the public hearing item, the motion would be to adopt Resolution 2021-01.

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Commissioner Trafton made a motion to approve Resolution No. 2021-01, Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Lee's Summit Ignite Comprehensive Plan. Commissioner Sanning seconded.

On the motion of Commissioner Trafton, seconded by Commissioner Sanning, the Planning Commission members voted unanimously by roll call vote to APPROVE Resolution No. 2021-01, Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Lee's Summit Ignite Comprehensive Plan.

2021-4148 Presentation: Airport Master Plan

This Presentation was continued to the Planning Commission due back on 6/24/2021

[2021-4146](#) Appl. #PL2021-156 - COMPREHENSIVE PLAN AMENDMENT - Greenway and Trails Master Plan; City of Lee's Summit, applicant

Chairperson Funk opened the hearing at 5:45 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in.

Commissioner Johnson entered Exhibit (A), list of exhibits 1-8 into the record.

Chairperson Funk asked if there were any questions from the Commission regarding this application. Hearing none, he closed the public hearing at 5:46 p.m. and asked for any discussion or comments. There was no discussion, and Chairperson Funk called for a motion.

Commissioner Arth made a motion to approve Resolution 2021-03, Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Lee's Summit Greenway and Trails Master Plan Update as an amendment to the City of Lee's Summit Ignite Comprehensive Plan. Commissioner Rader seconded.

Chairperson Funk asked if there was any discussion of the motion. Hearing none, he called for a vote.

On the motion of Commissioner Arth, seconded by Commissioner Rader, the Planning Commission members voted unanimously by roll call vote to APPROVE Resolution 2021-03, Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Lee's Summit Greenway and Trails Master Plan Update as an amendment to the City of Lee's Summit Ignite Comprehensive Plan.

[2021-4144](#) Appl. #PL2021-121 - COMPREHENSIVE PLAN AMENDMENT - Capital Improvement Plan (CIP) 2022-2026; City of Lee's Summit, applicant

Chairperson Funk opened the hearing at 5:48 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in.

Mr. Binger related that the Capital Improvement Plan (CIP) was basically a planning document and an amendment to the Comprehensive Plan. It could be compared to a big funnel that operated over time. Many of the projects it dealt with were originally in one of the master plans several years ago, such as the Thoroughfare or Parks master plans. The list of projects was updated annually and each project had to have an identified funding source, such as sales tax. The City Council had decided that this would not be debt financing, other than bond issues approved by voters.

As part of this plan the first year, fiscal year 2022, would be forwarded to the Council, to be adopted as part of the budget. For the Planning Commission, it would be treated as an amendment to the Comprehensive Plan. Part of the public hearing would be to define and describe the location, extent and nature of the projects. The CIP would then be adopted by the City Council. For fiscal year 2022, this item was at the stage of a public hearing by the

Planning Commission. It had been presented to the Council two days previous, and to the Public Works Committee on May 3rd.

The five year total cost for this CIP would be \$359,132,000 for fiscal years 2022 through 2026. Mr. Binger added that the executive summary had been presented to the Council on April 20th, and some changes to the draft had been done. Mr. Binger displayed a slide summarizing the plan and costs in prior and future years. The "programs" in the first category could be described as annual capital maintenance projects. Examples were Water Utilities' scheduled pump station repairs and maintenance. "BERP" stood for Building Equipment Replacement Program, for major projects on buildings.

The major funding sources were the Capital Improvement sales tax, which was originally approved by voters in 1997 and renewed twice over the next two decades. When it was renewed in 2017 for fifteen years, the City had added some components for stormwater, sidewalks and curb replacement. The CIP sales tax was dedicated to those projects. The Transportation Sales Tax was a permanent half-cent tax. It funded most of Lee's Summit's pavement maintenance programs, as well as traffic programs such as the Neighborhood Traffic Safety program. Transportation projects included the City's cost share to KCATA for OATs and other bus services.

Parks and Recreation got funding via a quarter-cent sales tax, plus user fees. The use tax had been added this year, after being approved by voters last year. It mirrored the sales tax, with a half cent going to transportation, a half cent to the CIP sales tax and a quarter cent going to parks. Projected revenues from the use tax were reflected in the document.

The water and sewer projects were generally funded through Water Utilities. The construction fund, which was a user fee, was reflected in monthly billing. Tap fees were charged to developers to accommodate growth and expansion that created demand for water. The General Obligation bonds had been approved by voters, and went to special projects including Fire Stations 4 and 5, Courts and Police Department renovations and the ITS network.

State and Federal grants were also part of the funding; specifically for the Airport and for various road projects including Colbern Road, Pryor Road, 3rd Street west from US 50 to Downtown and the Ward/Persels intersection. The roadway projects in particular received about \$26 million allocated over five years. TIF and TDD funds were also a factor; and the excise tax was a tax on developers for new development. Three projects received money from that fund: Browning Street, Main Street from Chipman to Commerce and the M-291 north interchange. The next slide showed a list of 20 projects that had been completed.

A few projects that were in the plan last year were moved to an out year. One was an airport project based on a draft of the Airport master plan that would be considered next month. Much of "Costs and Revenue Changes" reflected the fact that costs had risen. The construction cost index was variable but had averaged out to 10 to 15 percent. That reflected a 20 percent increase in material prices for steel and lumber especially. Wages costs had also gone up. Other agencies had reported as much as a 60 percent increase in bid prices over last year. Lee's Summit had been fortunate to get some very competitive bids.

New projects focused on the several projects at the Airport, including a remodel and parking lot rehab for Hangar 1. A major street project was the Residential Street Reconstruction program, following a long term discussion with the City Council about repairs and improvements to small streets, including residential streets, that were not included in the Thoroughfare Master Plan. This was related to attention being paid to aging infrastructure. These might need to be paired with other funds, such as stormwater; or a future bond issue. Another new project was the reconstruction of Scherer Road from Ward Road to Jefferson Street. It would probably be done in the plan's fifth year.

Facilities added the Building Equipment Repair Program (BERP), and the replacement of Fire Station 5 would also start this year. Parks and Recreation would concentrate on the Velie Park renovations. Parks had completed a number of projects over the past few years. Stormwater would add a Corrogated Metal Pipe replacement program, funded by the 15 year CIP sales tax and the study on stormwater utility implementation. The latter had actually started in the citizens' tax force in 2004 and the strategic plan in 2007. Mr. Binger remarked that for a long time the City had been trying to set up a dedicated source of funding for stormwater programs. A rate study to get that started was in the CIP this year.

"New Projects" also included a list of water and sewer projects. The "KC Supply Proposal Phase III" item was an added project that had changed the numbers. It was a joint venture between Lee's Summit Water Utilities and Kansas City Water Services that had been completed in 2012. Kansas City had managed and paid for the project, and Lee's Summit reimbursed them for the local segments. Kansas City had only recently sent a final bill, and the payment would be on July 1st. They had received 47 comments related to either the CIP or development projects

The City had solicited public comment, posting a draft of the fiscal year 2022 on its website, with review from April 12 through May 18. Of these, 15 were about the Airport, many of them expressing concerns about noise or future expansion. Of the 23 comments related to bridges, streets and signals, 15 of them related to Lakewood Way. Others were about Scherer Road and for NW Ward Road between Blue Parkway and O'Brien. All 23 comments reflected an interest in accommodations for walking and bicycling. The two general comments asked about establishing a fixed route service.

Staff had met with the City Council on Tuesday, May 18th; and had received two directions. One was to synchronize the various program and project funding with future master plans. The other was to plan infrastructure expansion with emphasis on removing obstacles to future development.

Chairperson Funk asked for questions from the Commission.

Commissioner Trafton noted that the diagram under Bridges, Streets and Signals said "construction 2021"; but the document itself referenced fiscal years. He asked if this was currently fiscal year 2021. Mr. Binger confirmed that references to project starts were in fiscal years. Commissioner Trafton also noted that some of the 16 projects listed had already started that were for FY 2023 and some in FY 2022. He asked how a determination was made about which projects needed to accelerate or decelerate. Mr. Binger displayed a map with estimated construction start dates, with some showing funding from prior years.

Regarding prioritizing, some of the criteria pertained to the Thoroughfare Master Plan. Main Street had come out of the license tax program, which was an economic development to remove an impediment to development. Independence and Towne Center had both been on the books for a long time. In terms of priorities, staff worked with the Public Works Committee to create a matrix of the sequence. In public information events with voters, staff had presented a list of projects in an estimated sequence; refining that in a cash flow analysis.

Commissioner Trafton noted a mention of Scherer Road and asked if it had been moved up. Mr. Binger answered that it had not. The design was scheduled for FY 2026 and construction in FY 2027 or 2028. Commissioner Trafton then asked how staff determined which projects would move up. Mr. Binger answered that sometimes it was a target of opportunity situation. For example if a bond issue came up, staff had a list of unfunded projects. Sometimes managing the cash balance was a factor, as most smaller projects would take more funds than larger ones.

Commissioner Trafton recalled hearing at one time that when a project came in under budget,

the City would then have additional funds for other projects; and some of them might be projects that were not on the list. Mr. Binger said this correct; and in fact that was what was done with the 2007 sales tax. It was a ten-year program, and by the eighth or ninth year the City had saved about \$20 million. Staff had some projects in reserve that they brought to the City Council and had identified projects to be funded. Currently the City was three years into the 15-year sales tax and at year 10 to 12 it would be more clear what the balance was. The City had other similar opportunities in the past, such as with the debt levy. There was a known maximum amount that the City could issue; and in the recent past the City had been able to pay off some debts early.

Concerning the Roadway Master Plan, Commissioner Trafton noted in the Lakewood Way neighborhood in particular neighbors had concerns about traffic flow and associated safety issues. He had driven on that road recently and had experienced the high volume of traffic, a situation that involved not only Lee's Summit but also Jackson County and Independence. Lee's Summit Road had also involved a lot of negotiation with the County and with Kansas City; and one section of that road that had not been improved because the City of Kansas City had not approved it. He asked if Lee's Summit Road was planned to be on the Roadway Master Plan for improvements.

Mr. Binger answered that it was not currently on the Roadway Master Plan, which classified it as a commercial collector street. It was part of the FY 2025 and 2040 traffic models. In reality, it was I-470 that was the issue, not Lakewood Way; so the real answer would be improving I-470. If the Commission's direction was improving Lakewood Way, staff would have to start discussions with Independence; and the City Council would need to give some guidance in terms of sequence. In general, adding a new project often meant a process taking several years; however, with specific guidance and direction about looking at a particular project, the FY 2023 CIP might be able to focus on that. Usually, staff would work with the Public Works Committee on that; but if the Commission put a new project into a particular plan it usually meant either moving another project out or moving funds from one project to another. He added that Lakewood Way was planned for resurfacing this year, though adding shoulders and pedestrian facilities were not. Commissioner Trafton acknowledged that I-470 was the problem but he did not anticipate that being fixed over the next few years. The fact that the interstate system was not built for present day traffic was also a source of that highway's problems.

Commissioner Trafton noted that although the neighborhoods close to Lakewood Way were in Lee's Summit, the activity center at US 40 and M-291 was closer to them than any other activity other than Woods Chapel. Development was happening in that area and was sure to continue, and citizens had made it clear that they wanted more safety and fewer wrecks.

Commissioner Jana-Ford noted that Woods Chapel Road and other roads in north Lee's Summit were interconnected, since not many amenities existed in that area. She asked if the Woods Chapel activity center started to develop, it might encourage improvements in the M-291/I470 corridors to accommodate new traffic that the center could generate. Mr. Binger answered that generally when staff looked at the Thoroughfare Master Plan, they focused on the activity centers. Staff would pay additional attention as plans came in, to determine when was the right time for those improvements.

Commissioner Jana-Ford recalled a reference to fixed route service, and asked what that was. Mr. Michael Park stated that Lee's Summit had very limited fix route service at present. That was transportation that followed a predetermined route according to a predetermined schedule. The City Manager's office and Mayor were in conversation with the Kansas City Transit Authority about creating a new route between Lee's Summit and Independence. The cities had an opportunity to use CARES funds provided to Lee's Summit, Independence and Kansas City to start this kind of route, for up to two years. That should determine how much demand for fixed route service there was. At that point, they would have to identify the

partnership, such as eastern Jackson County as a consortium.

Commissioner Jana-Ford asked if the end goal was to allow Lee's Summit to blend more fully with other neighborhoods and towns in this part of the metro area. Mr. Park answered that it would; but at present Lee's Summit was not connected to the regional transit network. What was proposed would provide a weekday and weekend route operated with two buses. The route would be essentially down Douglas and Lee's Summit Road, with stops at the TMC Medical Center, St. Luke's, and the high school where the municipal court building was; plus various other stops at major intersections. The Independence transit center was near multiple express routes and other routes with regional connections.

This plan was still in the discussion stage, with KCAT still working out a route plan and stop locations. The City was also working to see if this could be a financial partnership.

Commissioner Loveless had seen a comment regarding Lakewood Way and a public pool; and asked how that would work and what input the City would provide. Mr. Binger was not sure if that was in the Master Plan. The requests the City had received for a public neighborhood pool had come from the northeast part of town, east of I-470.

Mr. Joe Snook stated that there were no plans in the next ten years for a public pool in the north part of the community.

Commissioner Loveless noted to Mr. Binger that it sounded like he had received some recent direction from the Council about future activity centers related to the current Comprehensive Plan. Mr. Binger said it was important to make sure to account, in funding models, master planning and overall finance structure, how to support the Comprehensive Plan. Among concerns that the Mayor had expressed at the May 18th Council meeting was that sewers were a major impediment in many of these areas. Mr. Jeff Thorne, Assistant Director of Engineering for Water Utilities, had stated that they were reviewing their tap fund model, as it needed to be updated. They were currently working on a wastewater master plan.

Commissioner Loveless asked if this meant increasing tap fees to finance improvements or restructuring in some of these development areas. Water and sewer were especially challenging on the PRI land. He also noted that this year's plan was mostly about improving infrastructure in existing areas in and around Lee's Summit rather than startup development. Mr. Binger noted that in some cases Missouri state law set limits for how far in front a city could get with developing infrastructure. He noted that improvements to Pryor Road were important, as it had a significant undeveloped piece of ground and also enough traffic to justify widening it from two to four lanes plus multi-modal facilities. That was in the CIP, and would accommodate both current demand and future growth.

Commissioner Sanning acknowledged that while I-470 was a problem, Lee's Summit would have to coordinate with other entities to address that. He asked if there was something the City would prioritize in terms of safety concerns. Mr. Binger replied that when staff went over the priorities with the Council, safety was among the things they looked at. Traffic safety in particular was a very measured, data-driven process and that also came into play in signal projects. Traffic signals were programmed to be in sync with traffic levels at peak hours; so they were actually driven by a safety component. In terms of roadways, Lee's Summit did not have a major traffic safety issue. However it was certainly a component in any traffic project.

Commissioner Sanning asked if approval of the Comprehensive Plan this evening would change anything in the FY 2022-2026 projections. Mr. Binger replied that it would not. In terms of bridges, streets and signals, these were in the 2017 Thoroughfare Master Plan and would be part of the Comprehensive Plan. Similarly, the Airport Master Plan was driving the aviation component.

Chairperson Funk asked if that part of the plan was driven by the Airport Master Plan. Mr. Binger answered that it did in a sense. Staff had looked at the old Master Plan and had deferred several projects. He added that the new Airport Master plan focused on facilities rather than the runway extension, which had been completed.

Regarding the remark that this part was driven by the Airport Master Plan, Chairperson Funk noted that the Commission did not have the Airport Master Plan. Mr. Mike Anderson clarified that the Airport Master Plan drove that one section of the CIP. The CIP had eight major sections; but the Airport Master Plan did not impact unrelated projects such as roads. He added that the Airport Master Plan had been finished; but staff wanted to be able to discuss it with the City Council before bringing it back to the Planning Commission. It had been reviewed by both MoDOT and the FAA.

Commissioner Trafton stated to Mr. Snook that he had looked at the Parks Executive Summary and knew that some of the parks were in the north section of the city. He knew that some of these parks were putting in splash pads and wondered what the plans were for those. He was not familiar with all of the parks at the north but knew that some of them were close to Jackson County's Fleming Park; and he had heard comments that parks officials did not like people swimming in Lake Jacomo. Lee's Summit did have a number of pools and asked if any of this indicated discussion about pools.

Mr. Binger said that the parks up north did not have splash pads planned. Staff had done an aquatics master plan several years ago. The splash pads that Commissioner Trafton had mentioned were centered around communities that did not have much access to water recreation. The aquatics plan had identified over 30 neighborhood pools in Lee's Summit; and the committee was subsequently unwilling to add small bodies of water throughout the community; and had instead built Summit Waves. Some communities did not have pools; so staff had targeted areas that did not have water features such as pools or lakes. They did have a splash pad that had opened last year off Woods Chapel Road in Howard Park.

Commissioner Trafton added that some neighborhoods without water features or pools did sometimes enter into contract arrangements with neighborhoods that did.

Commissioner Sanning said he would like to see the Commission to be more 'agile' in approving projects that would increase traffic, such as Lakewood Way and Bowlin Road. They needed to consider potential consequences and impact on the area with some of these initiatives. He wanted to make sure that the City could make adjustments as needed to accommodate specific situations.

Commissioner Kitchens noted the recent large increases in construction and labor costs, and the City needed to make it a priority to make sure the right projects got done should those increased costs outpace the current planning process. He was confident that City staff had done a good job of identifying the problems and setting priorities.

Commissioner Trafton thought it would be prudent for the City to keep in mind that moving forward with a project that was not in the plan meant removing one that was; as the available revenue set limits.

Chairperson Funk asked if there were further questions for the applicant or staff. Hearing none, he closed the public hearing at 6:38 p.m. and asked for discussion among the Commission members, or for a motion.

Commissioner Sanning made a motion to approve Resolution No. 2021-04, Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Capital Improvement Plan 2022-2026 as an amendment to the City of Lee's Summit Ignite Comprehensive Plan, as amended in Exhibit A; and approving the location, extent and character of all public

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improvement described in the City of Lee's Summit Capital Improvement Plan 2022-2026. Commissioner Arth seconded.

Chairperson Funk asked if there was any discussion of the motion. Hearing none, he called for a vote.

On the motion of Commissioner Sanning, seconded by Commissioner Arth, the Planning Commission members voted unanimously by roll call vote to APPROVE Resolution No. 2021-04, Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Capital Improvement Plan 2022-2026 as an amendment to the City of Lee's Summit Ignite Comprehensive Plan, as amended in Exhibit A; and approving the location, extent and character of all public improvement described in the City of Lee's Summit Capital Improvement Plan 2022-2026.

Other Agenda Items

[2021-4143](#) RESOLUTION NO. 2021-01 - Resolution of the Planning Commission of the City of Lee's Summit, Missouri, Adopting the Lee's Summit Ignite Comprehensive Plan.

A motion was made by Board Member Trafton, seconded by Board Member Sanning, that this Resolution be approved. The motion carried unanimously.

[2021-4149](#) A Resolution of the Planning Commission of the City of Lee's Summit, Missouri, adopting the Lee's Summit Airport Master Plan Update as an Amendment to the City of Lee's Summit Ignite Comprehensive Plan.

A motion was made by Board Member Trafton, seconded by Vice Chair Arth, that this Resolution be continued to the Planning Commission, due back on 6/24/2021. The motion carried unanimously.

[2021-4147](#) RESOLUTION NO. 2021-03 - Resolution of the Planning Commission of the City of Lee's Summit, Missouri, Adopting the Lee's Summit Greenway and Trails Master Plan as an Amendment to the City of Lee's Summit Ignite Comprehensive Plan.

A motion was made by Vice Chair Arth, seconded by Board Member Rader, that this Resolution be approved. The motion carried unanimously.

[2021-4145](#) RESOLUTION NO. 2021-04 - Resolution of the Planning Commission of the City of Lee's Summit, Missouri, Adopting the Capital Improvement Plan 2022-2026 as an Amendment to the City of Lee's Summit Ignite Comprehensive Plan, as Amended in Exhibit A, and Approving the Location, Extent and Character of all Public Improvement Described in the City of Lee's Summit Capital Improvement Plan 2022-2026.

A motion was made by Board Member Sanning, seconded by Vice Chair Arth, that this Resolution be approved. The motion carried unanimously.

Roundtable

Mr. Elam commended the Commission for the work on the Comprehensive Plan, and staff at all levels for their hard work. He also thanked the consulting team.

Mr. Park said that the Commission had excellent questions about the CIP. He recalled a presentation in January about how these city projects developed.

Adjournment

There being no further business, Chairperson Funk adjourned the meeting at 6:40 p.m.

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