

MAY 15, 2025

RZ-2025-693

continuation of the last meeting on March 20, 2025

Mr. Antey: Randy, if you want to give us a brief overview.

Mr. Diehl: I'll kind of go back over the original staff report. I did make some amendments to it. This is RZ-2025-693. Kansas LD, LLC is the applicant. The property owner is the Diocese of K.C. St. Joe Real Estate Trust. It's 107 acres. This is a change of zoning for District AG Agricultural to District RU. And we're going to make it a plan zoning because of the open space that they are entering in part of development. This created 208 single-family lots. Zoning the area is agricultural and residential. Land use of single-family residences and some agricultural tracks. The comprehensive plan was adopted by the County Legislature in 2012. The area is identified as an urban service area in the County Development Plan to be envisioned together and as an appropriate area for urban level growth. Full services are required within the urban development tier. The City of Independence currently provides water and sanitary sewer service in the area. The city has provided letters saying they will accept the role of serving and maintaining those services for this project. The Little Blue Valley Sewer District's Lazy Branch interceptor runs across the east side of the property.

A revised traffic impact study was submitted on March 24th, 2025. The study is in compliance with chapter 240 of the Jackson County Code, for review. The conceptual stormwater report was submitted. The formal stormwater process review will be part of the design construction submittal. The Engineering Division of Public Works will work with the City on design and construction of the water and sanitary sewer improvements. The Missouri Department of Natural Resources requires a land disturbance permit. This will be submitted with the design plans.

So once the County Legislature approves the complete preliminary plan, design construction plans will be submitted to the Public Works Engineering Division for review. Stormwater, streets, sanitary sewer, and water lines will be subject to the review process. There's a no-build zone of 100 feet to be shown on each side of the creek. These areas are within the open space. Open space is shown the amount of 43.63 acres.

District RU allows a minimum lot size of 7,500 square feet. The proposed minimum is 7,786 square feet. The minimum frontage for District RU is 60 feet. The original plan proposed illustrated several lots with a width of 50 feet. The revised plan removed the 50-foot wide lots and updated them to 60 foot. This resulted in 19 fewer lots.

Single-family lots require minimum side requirements to be increased to 30 feet on any lot or parcel that is along a Collector or an Arterial street along the street side of the property. Salem Drive is designed to be a Collector. So those lots that have side setbacks, and there were a few of those, those setbacks were increased to 30 feet. Those have been reflected on the revised plat.

Construction of the improvements can commence after the design plans are approved by Public Works and all permits secured. The Engineering Division will issue the permit for construction and monitor the ongoing progress with ongoing inspections. The final plat can only be recorded after acceptance of the construction improvements by Public Works and approval of the final plat by the Plan Commission.

So with all this, these do meet the minimum standards So the request is consistent with the intent and purpose of the county plan.

Staff recommends approval of RZ 2025-693 and the approval of the preliminary plan of Union Ridge.

Mr. Antey: Okay, any questions for Randy?

Mr. Smead: Just for my education on sequence, you noted the traffic study is under review. So if we recommend approval and then something comes back from the traffic study that says make a change.

Mr. Diehl: Well, that's why all this comes in when they submit all their construction design plans.

Mr. Smead: For that final plat then?

Mr. Diehl: Well, we're not even at that stage yet.

Mr. Smead: Okay, but the traffic study is a predecessor to the final plat.

Mr. Diehl: Right, and once the construction plans are submitted, then they have something more to work with. Right now, all we have is the illustration of the plat. Okay. So once the engineering department gets those construction plans, then they can do whatever they do to make sure that that traffic study meshes with the construction plans.

Mr. Smead: Because there was a previous traffic study, and then there's this one. And I read them, but there was a lot there, and I'm not sure I grasped it all. Can you summarize the major change between the two studies?

Mr. Diehl: That would be something that the applicants or the representative. They might be able to say where those changes were at.

Mr. Diehl: I wanted Chris from Engineering to be here today, but his son is graduating today, so he is down in Pittsburgh.

Mr. Farar: The applicant is the diocese of KC and St. Joseph. They are the property owner. They have signed the application, but the Kansas LD group are the ones that are the applicant, along with the owner. Okay, well, where I'm confused, the 117 acres that are part of the application, are those acres currently on the tax rolls and paying taxes for that 117 acres?

Mr. Diehl: I think it's farmland, so it may not be exempt.

Mr. Lake: I gather your question is because it's church-owned, is it exempt from property taxes?

Mr. Diehl: Like you said, I don't know. Because the actual church was around on Blue Mills Road. But the church owned the property. That was probably what was the exemption as the place of worship, as opposed to the farm ground, which probably isn't.

Mr. Lake: It's like with the RLDS. They own a lot of church ground. lot of it is exempt. I don't think it's all exempt. The farming stuff, the rental stuff, I believe, is probably on the rolls.

Mr. Lake: I want to hear what the applicant has to say, but just I want to be on record. I've been out there three times, three times, walked this property. And it's hard, and I asked Randy to bring a map, paper map, big size, if anybody's got questions. So I've been to the cemetery. I've been to the cemetery, one of my first visits. I've been all over the property. It's really hard to see the elevation levels of this land off that map. So going forward, I want to hear what the applicant has to say, and I just want to make that statement as part of the record.

Ms. Ryerkerk: I remember, and I wanted to check my memory on this, Two months ago, the initial application, staff had not made a recommendation for or against. Is that correct? Mr. Diehl: That's correct.

Ms. Ryerkerk: And now you're making a recommendation of approval. Now that we have the revised traffic study in, there was some stormwater stuff submitted for cursory approval. So that stuff is in. So now that we've got enough to go forward with the formal process.

Ms. Ryerkerk: It was basically the lack of recommendation before was based on lack of missing information.

Mr. Horn: To what extent does the county have a responsibility for just basic infrastructure in this area? You know, the same with Roger. I've been to a couple of folks' backyard. I've seen a lot of flooding. I've went around the property, and a lot of this is country road. A lot of

it, there's not a lot of street lights. So if there's a lot of traffic there, there's a lot of hills, that's my concern. Will there be traffic lights added there, street lights?

Mr. Diehl: If the developer puts those in, probably, but the County doesn't put street lights in in any of the development. Those are all development-driven.

Mr. Horn: That's my concern as well as the flow of water. If it's going to be the basins, if it's not, I mean, there's, to my knowledge, has been construction done there to reroute the flow before.

Mr. Diehl: Not on this piece of property, probably not. I looked at the development. the zoning for everything south of this. Let's see, I think I've got it. I have this in the show.

Mr. Horn: Like, I know we are looking at one plot of land, but we cannot act like other external things are not going to impact this plot of land or it's not going to impact things.

Mr. Diehl: The applicant and their representatives might be able to touch on some of that hydrology issue when they get up here and talk. But the development of Salem East, that zoning object was approved back in 1966. The development of New Salem happened between 1988 and 1999. Now, that was under the previous code. That stuff happened because there were certain things that weren't in place for protection. As of 2007, we have the buffer zone now on creeks that are 150 feet wide because of where water wants to go.

Mr. Lake: So since you brought up 1966, two things I want to address. And I came and talked to you. Is it correct that that Lazy Creek was diverted? It used to go kind of through the neighborhood?

Mr. Diehl: From the aeriels that we saw, Lazy Branch used to run. way, and it was rerouted probably by the developer back between 88 and 99.

Mr. Lake: So part of that creek that's taken out some of the neighbor's backyards.

Mr. Diehl: Water goes where water goes.

Mr. Lake: I just want to make that point that that creek was diverted through the neighborhood. It's going around by the developer in 1966. Secondly, I called you about there's another piece of property next to it that they've started clearing off bulldozing, and that's already been zoned.

Mr. Diehl: That's zoned single family. That was part of the 1966 zoning. It just never was built on. That area used to be the old oxidation pond before the Lazy Branch Interceptor was built in the 80s.

Mr. Lake: But now that owner of that property is bulldozing it for potential.

Mr. Diehl: He wants to do something. He has not come in to talk to us what he wants to do. Those are his trees. He can bulldoze them now.

Mr. Lake: I get that, but it ties into this project, too.

Mr. Diehl: And if he does anything with that development, he comes in to talk to us, that'll be a topic of conversation.

Mr. Horn: I think Roger brings that up because even with these maps on the screen, it doesn't look like that today. There are no trees there. And on those plot of lands, it's all ready to be. So, you know, I know we're talking about, I think, 208 houses, but we also, that's not what we're talking about today. I know we need to focus on this plot of land, but there's so much other things happening that makes even this decision today that much more important. I think that's what is being stressed. I'd like to hear from the applicant.

Mr. Antey: If the applicant is present, if you would please come forward.

Patricia Jensen with the Ross Fretz Law Firm, 4510 Bellevue in Kansas City, Missouri. Just a little way of background by me so you understand where I've come from. I've practiced in the land use and development industry for over 35 years now. For 12 years, I was an assistant city attorney with Kansas City, Missouri, doing all of the land use and zoning from that side of the table. And then in 2002 was when I went to the private sector. So I understand all of the issues that have come before you, and we're going to address the issues that you heard on March 20th.

We've got all of our team here to explain each of the issues. So as you know, this is the Union Ridge development. And the request in front of you is to rezone the property from District AG to District RU to allow for the development of 208 single-family residential lots and to approve the preliminary plat of the Union Ridge development.

And we're going to go through the highlights since you saw this plan in March compared to what exists today, so you can see the differences and the revisions that we've made since the original hearing on March 20th. This is the subject property, as Randy has already highlighted. It's zoned District AG, and it's currently owned by the Diocese. I don't know its status on the tax rolls because that's not really a development issue, but what I will emphasize is once it's developed, it's going to generate a lot of property taxes because it's going to get put on the tax rolls for all the 208 lots that get developed.

As Randy stated, it is about 117 acres in sight. It's east of AG. It's north of compatible zoning, the RU zoning that's highlighted in yellow on this slide. And, of course, your Land Use Plan, it is consistent with the recommendations of the Land Use Plan.

So at your March 20th hearing, which I wasn't there, I understand there were principally four issues that were raised. One was the density. The second was traffic. One was stormwater. One was the ancillary cemetery and making sure that the cemetery still had access. And you voted to continue to today's meeting.

This is our revised plan density. These are the items that we corrected, and it shows that in the staff report, all the lots are 60-foot wide lots now. There are fewer lots. They went from 230 down to 208. The lot size increased, and then the site setbacks increased from 5 feet to 8 feet, all in compliance with your RU zoning districts. This screen highlights those changes. You can see that the area at the left side of the screen has the initial plan, and the revised plan is on the right-hand side of the screen. And particularly, we've highlighted the number of lots and the lot size increases..

So present in our, on behalf of our team, we've got Brian O'Bannon, Kyle Jones, and Kenny Jenkins. They're all with the developer, Calera. And then our engineer on stormwater and the overall plan is Dan Foster and Ryan McGinnis. Then our traffic engineer, Amy McCurdy. She's going to go through the traffic study, and we've got several slides that will demonstrate what the traffic study shows. What should be emphasized is that on April 16th, Chris Jenkins with the county has accepted the traffic study subject to the later plans coming in that Randy discussed with you all.

Amy McCurdy. Obviously, everyone else was either Patricia or the guys. So, I'm Amy. Thank you for this opportunity to talk. I love talking about traffic engineering, so I am really excited about hearing your guys' questions and concerns and answering those.

So, yes, as was discussed, we submitted a traffic impact study earlier. I think the original one was January. It was reviewed. Mr. Jenkins got to me with a bunch of questions. We went back and forth, kind of ironed some stuff out. The site kind of changed a little bit. But when we redid the study based on Chris's comments, some of the major changes were he wanted us to add a factor of safety. Engineering a factor of safety is like okay. This is what we expect to happen, but what if this happens? What if it's worse?

So the factor safety is if you know this is what we're expecting what if it's worse than that so we talked about Changing some of the trip generation to kind of spread it out to add more trips From the existing developments assuming that instead of going south some of those trips from the existing southern developments Would go north through the site and then we did look at doubling the trips and I'll go into that a little bit in more detail, but I know that was one of the questions asked so I did want to go ahead and answer that

So the map on the left here, I'm going to call them stars I'm not sure what else we would use to describe kind of circle star things that those are the intersections per the county's requirements

We did peak hour counts. Peak hour counts are “who is going left, who is going through, who is going right”, at this intersection from a two-hour period in the morning afternoon. The lines are where we did 24 hour counts, we did them over a five-day period.

I subcontract my accounts to two different groups . Peak hour counts are done by a local firm and the 24-hour accounts are done by firm out of Chicago. I can't speak to if they use cameras or tubes. They have a wonderful reputation their nationwide firm. Almost any accounts you're seeing are likely coming through them. So I could have a very high level of confidence. And then also the peak hour accounts and the 24-hour accounts, if you looked at the hours, they did line up very closely. We did our peak hour accounts from 7:00 to 9:00, 4:00 to 6:00 at these intersections. From that data we take it and we say “What is our peak hour? Where is our highest volume within that time”

For those of you guys that live here this probably feels very accurate. So morning we have a very traditional 7:00 to 8:00, is our morning peak hour. Our afternoon peak hour 4:30 to 5:30, so that doesn't mean traffic just disappears during that other half an hour or hour within that peak hour. It just means this is our absolute biggest chunk of traffic at one time is between those times in the morning and afternoon.

When we do our analysis, we really look at our highest traffic periods. You know, sure, people are driving on the roads at 10 a.m., but that's not a concern as much as what happens during those peak hours. If you make the peak hours work without having too much delay, then the rest of the day generally works very well. Unless there's a place where we run into something like, you know, at the Ford plant, where there's peak hours that are outside that. But that's why we do those 24-hour counts, to see if there is a hidden peak hour in there. And there wasn't. We do have very traditional peak hours in this area.

This figure here that shows the peak hours, the morning peak hour during that one hour that we determined to be the major peak hour, is outside the parentheses and inside the parentheses is the afternoon peak hour. So that is the volume of traffic making that specific movement during that morning hour and afternoon hour.

Mr. Lake: The diagram to the right there. Those little numbers telling us how many cars are coming through there.

Ms. McCurdy Yes. So just as an example, Salem and Davis and Highway 24. We are looking so that 412 number that you see there, that is during the AM peak hour, how many vehicles are going through that intersection? So the 175 within the parentheses above would be the

number going left during the PM peak hour, just during that one hour PM peak area. And just for a frame of reference, generally, to give you an idea of how big these volumes are, if we have 500 left turns, that's 175 during our highest period, we don't even look at a double left turn until we have 500.

Mr. ALke: 412 at your morning hours. At 632, is that your afternoon hours?

Ms. McCurdy: 412 for the morning, 724 for the afternoon. You're talking 724?

Mr. Lake: What I'm trying to get at is I know they're turning a different way. I just want to know who's coming in and out.

Ms. McCurdy: 412. So if we're just looking at the morning, that 412 is the number of people going through this intersection. That's the straight arrow. The left arrow would be the number of people turning left, and this would be the number of people turning right.

Mr. Lake: How many people coming out of Salem Drive on the 24th?

Ms. McCurdy: The number outside the parentheses is during the morning, and the number inside the parentheses would be the afternoon.

Mr. Antey: Salem Drive at Davis, there's seven of them going straight through. There's 81 turning left, and there's 111 turning right.

Mr. Lake: I get that, but I've got to add the numbers up because I want the total number of cars coming through. I don't care if they're going right, left, or straight. I don't care which direction they're going. I want to know how many vehicles are coming out of Salem East.

Ms. McCurdy: And this is the existing. So out of, I mean, I would have to do this pretty, let's see, that would be 192.

Mr. Lake: It's almost 200 cars.

Ms. McCurdy: And we generally show it this way because when we look at delay, we look at it as far as who is going where. A right-turning vehicle has less delay. And that's what we, when we look at level of service, we're really calculating how long do you wait to get through this intersection. So, when we're looking at delay, a right-turn has less delay.

Mr. Lake: Can I stop you for a minute? Yeah. I'm not looking at delays. I'm looking at the traffic coming through the neighborhood, all right? Because when I was out there, Salem Drive, there's cars parked on both sides, and it's down to one lane. It's down to one lane, and you're going to add all these houses. So, and Salem Drive is your main egress out of there, right? So, I was there during the middle of the day. I've been there different times of day. Both sides of the Salem Drive. Got cars parked on each side. It's down to one lane.

Okay, so now, my next question is, on your traffic study, where is the egress? Because I drove all around the property, the roads. So where's the egress on the opposite side of Salem Drive? I mean, how many egresses are going into this property?

Ms. McCurdy: There will be two to the north. Three total. And it will tie into the existing Salem Drive. Yes. And this is just existing.

Mr. Lake: No, no. There's three coming in. One Salem Drive, and then there's two on the other side. And they're going on to, what, Union School Road? Both of them? To the west, right? The west of the property. Those two are going out. To the north. To the north, okay. And that's Union School Road. All right. I just want to clarify that. I'll address, I got more questions later.

Mr. Horn: So I have a quick question, too. And maybe I should know this question. But why are you all doing a traffic study if you're not planning on doing any developments in the infrastructure along this?

Ms. McCurdy: I believe there are plans for, yeah, there were recommendations for infrastructure improvements. That's our third slide.

Mr. Horn: I asked that of Randy and and there's no street lights or anything happening.

Mr. Antey: Well, street lights aren't, I mean, if you get into street lights, you're going to have people out there that don't want street lights because they love the Dark Sky Initiative, which is a big one, and then you're going to have people that do want street lights because of the security. So that's always going to be a bone of contention that's going to be going back and forth.

Mr. Horn: I was on the Kansas City's Planning Commission. Maybe that's where the difference is. My concern is that there's no development here now, there's 200 cars and you're about to drop maybe 208 houses so this number will likely be around three or four hundred. This isn't this isn't a Boulevard, where it's a big, wide street, where you have street parking and there are two lanes. This is already very congested, and heck, imagine at night if there are kids coming home from the movies or anything. That's why I asked about streetlights, because it's going to do this. I know some people don't like streetlights.

Ms. McCurdy: And that is a wonderful concern. I will have to pass on answering that one because it is an issue outside the traffic impact study, which really is to look at the roadway improvements as far as transporting traffic to and from and through the site. I don't disagree with anything you're saying. I think it's a very valid point. I'm unfortunately not the person to answer. I would just be giving you my personal opinion, which no one is concerned with at this point.

Mr. Lake: Since you're the expert on the traffic, number one, you have no documentation on how your subcontractors, the two of them, did their traffic study.

Ms. McCurdy: Oh, I do, yes. You do have a certification? In the back of the traffic impact study, there are the reports provided?

Mr. Lake: I'm like everybody else. I mean, I didn't get a hard copy of that, and I work off paper, not computer.

Mr. Antey: Yeah, so here's all of their calculations on this. I went through the traffic studies since it was provided to us. I felt obligated, and that was an obligation, let me tell you. But anyhow, no offense, but traffic studies are not the most exciting thing to go through, and it took me about three nights of curing my insomnia to get through it.

Mr. Lake: I'll clarify my question. So who were you, you know, the two companies that did this? I'd like to know a little bit about their credentials.

Ms. McCurdy: The two women that do the peak hour counts have PhDs. I pay them. They have done traffic counts for people throughout the city for about 10 years. Gewalt Hamilton, if you want to look on your phone, Gewalt Hamilton is an absolutely huge nationwide company. They do not know the people that did the peak hour counts. The peak hour count people do not know them.

Mr. Lake: My question is, you don't know. They didn't tell you if they did a rubber hose around there or cameras. I

Ms. McCurdy: It does, yeah.

Mr. Lake: You've hired them for 10 years and you don't know how.

Ms. McCurdy: The peak hour count people use a professional count board that they sit there and they record the turning movements manually. And then the peak hour count, more goes into that. And it depends on the site. Sometimes they put down tubes. Sometimes it's not an appropriate place to put down tubes. So they will either use plate counters or they will use some very small, like, non-invasive cameras that they can mount. But sometimes there's places where they can't mount the cameras, so they have to use the plates. They all provide a very accurate level of data. And actually, I would turn this back to the County.

Mr. Lake: I don't want to hear from the County. I want to hear from you.

Ms. McCurdy: So there was actually an actual person out there counting.

Ms. McCurdy: Yes. For the peak hours.

Mr. Lake: At the time I was out there, I never saw no rubber. You know, I'm going to rely on citizens. I didn't see no rubber strips. I didn't see no cameras mounted out there.

Ms. McCurdy: Well, sir, I cannot speak to that.

Mr. Lake: I know you can't, but that's what I'm focused on.

Ms. McCurdy: I will say that these can be kind of serious accusations about my engineering integrity that you're making.

Mr. Lake: So be it. I'm here to represent the citizens, okay?

Ms. McCurdy: Sir, I will say this. I have had 10 years of experience working with my peak hour counter people. They have done an excellent job. There has never been any issue or idea that they did not do a very accurate job. I have never spoken to the people in Chicago. I only work through their website. They are used by almost any traffic engineer in this city and have a wonderful reputation. I think it's highly unlikely that the peak hour counts can coincide so closely with the 24-hour counts without them being an accurate representation of the traffic out there.

Mr. Lake: And I appreciate that. But I've got over 40 years in construction, okay? And I just want clarification when I deal in construction, what's going on. You got your side. The County does their job. These people got their concerns. All right?

So the first time this came before us, I questioned the count of this study.

Mr. Horn: They said 30 cars. It didn't sound correct.

Mr. Lake: They said 30 cars the first time.

Mr. Horn: And that did not sound correct. For Union School Road. And there are two traffic studies that were produced after we were concerned with the first one. So that's why we're a little hesitant.

Ms. McCurdy: Was it a traffic study before mine, or my original one?

Mr. Lake: Yes, they reported a traffic study. It's in the record before yours.

Mr. Horn: So that's why we're concerned on why these numbers are shifting and who's doing what. If it's a new person, because our first meeting said 30 on Union. And now it's up at 200.

Ms. Jensen: Obviously, the revised traffic study that was submitted was submitted pursuant to a lot of comments from the staff itself. The traffic studies in every municipality and County are done according to the ITE Trip Generation Manual, if you've ever heard of

that. What Amy has emphasized is she is actually overestimating the number of trips coming off of our proposed development. We rely on our traffic study. We believe that the revised one as approved by the County engineer is correct.

Mr. Lake: So fair enough. And either of you two ladies driven out there to this site? Ms.

McCurdy: Absolutely, a number of times, sir.

Mr. Lake: Fair enough. So you've driven down Salem Drive during the day and saw cars parked on both sides of the road? Y

Ms. McCurdy: I was responsible for doing the field survey for checking the speed limits out there and measuring site distance. So, I know that one of the issues addressed and brought up was the trip generation. So this is the ITE trip generation manual here. What we're looking at, this is directly from the book. Everyone uses this. This is a nationwide book that we use for generating trips. So it's a little bit small. I wrote it down here for 230 single-family homes, which we went ahead with used to continue with original numbers, kind of to add an extra factor of safety in there, or worst-case scenario, if you will.

So looking at 230 dwelling units, single-family homes. So for an average weekday, it's estimated to be almost 10 trips per house. That involves people leaving for work, coming back. Going to school, coming back on the school bus. Instacart dropping off, coming back. Amazon guy coming back. Everyone comes back in the evening. Average single-family home. Duplexes are counted separate. Apartment complexes are counted separate. Single-family homes, which is what we're proposing here, average 10 trips per day. And then we divide it in and out based on the percentages. Generally, single-family homes are 50% in and 50% out during the day. Anyone that leaves during the day is generally coming back during the day. And then we look at our a.m. peak hour, which is that, once again, that one-hour chunk in the morning.

So our trip generation for that, it's about almost one trip, so it's about 0.7 trips per home. And if someone leaves for work before 7 a.m., before that peak hour, it doesn't necessarily see them. It's just during that one busiest hour during the morning, what are we looking at for trip generation? And then once again, that is divided up between trips in and out. Mostly in single family housing units, we have more trips are leaving in the morning than coming in.

More people are going to work than, I don't know, having a dog sitter come in in the morning. So that is what we're looking at. So if you look at the chart here, the top chart here, you know, the trips out is a higher number. That's not to say that there aren't trips in. Once again, we have our Amazon deliveries. Once again, we have someone dropping off at school and coming home. And then we have, during our afternoon, our trip rate for that. Because one of the factors that goes into that is generally school hours are outside our

peak hours. So, but we generally have most people coming back by dinner time essentially. So it's about 0.94, 0.95 trips. So per house you can assume that there's generally one person coming back home in the afternoon.

What factors into this is once again our trips in is generally higher. Generally, have more people coming in during that p.m. rush than leaving to go to baseball practice but we do have people leaving to go to baseball practice. My conversations with Mr. Jenkins basically what did was the very traditional of what people across the country are doing for trip generation, and then for a factor of safety to continue on that worst case scenario situation they were planning for. We doubled it. What if we have a traffic situation here where every person here is actually making twice as many trips as expected. So with that, we start to look at level of service for the development with the existing traffic. I have pm up here because, once again, our pm is our higher generator. am is 0.7 trips per house. pm, remember, everyone's kind of coming back at the same time. It's almost one trip per house.

We have a higher afternoon peak hour anyway. So we looked at, in the report, we looked at am and pm. But for the report here, just to put something on board, I am showing pm only, since it is our worst case of our worst scenerio.

So, we're talking about delay proof vehicle as our level of service. We design for level of service D. Why do we do that? Because if we designed the level of service A, we would have such astronomically high tax rates to pay for every intersection being an entertained or a five-lane roundabout, so that you never have to wait anywhere for any amount of time.

So just to give you an idea, so during our peak hour, let's look at unsignalized, because that would be our northbound traffic there, turning left or right at that intersection. So unsignalized is different from signalized. We find that people actually have a higher capacity to wait at a traffic signal. So there is more of an understanding that people will be more patient, for lack of a better term. But, so level of service D, that means that at an unsignalized intersection, we have to have people waiting for 35 seconds or less. So we consider level of service D. So that is, okay, I'm sitting behind someone. They're turning right. I scooch up. I wait until break in traffic. I turn left. It has to be less than 35 seconds to qualify as a level of service D. Now, if we are parallel, if it's two lanes, just for example, and they turn left and I turn right, I'm not calculating their wait time along with mine. Just look at the average of the right and left turn lanes.

So looking at that, once again, designing for a level of service D so we don't pay \$8 per gallon in gas tax. We looked at what would this development look like with the addition of our traffic with the addition of the lots to the south also coming to the north with an additional truck. We didn't take any traffic out when we added trips in we just added extra

trips as a factor of safety. We also looked at what the intersections will apply to the south with some additional traffic and the County offered critique, I'm not sure the word, offered direction on what percentages they thought would be accurate. So that was a cooperative effort between myself and the County and looking at the existing count data to see what percent of people we thought would go north, south, east, west, etc.

So looking at that, looking at the delay, the level of service, going for a level of service station we looked at the intersection of Salem Drive so the continuation north with Union School Road. I don't think it's the open to the intersection here so adding a turn lane, following MoDOT design standards for the turn lane right into the development we get us to level service D or better. The drive to the east, we're not expecting as much traffic added, so there were not any recommendations there. Down at Yocum Road, it doesn't off-break quite as well, but there was during the morning and afternoon, we found that there were enough breaks in traffic. And then down to the south, and I know that you guys will see this too, because I saw this when I went through the intersection. There's definitely some room for optimizing that signal. The way the turn signals are working, I don't think we're giving appropriate time to the left turns and to the through traffic to kind of balance it out to get people through there more efficiently.

Mr. Diehl: I think that is a Modot signal.

Ms. McCurdy: At 24 Highway?

Mr. Diehl: Yeah, that's Modot signal.

Yeah. We can work with MoDOT and get that signal optimized and get it so it's functioning a little bit more effectively, which will help with some of that delay that you guys are seeing there now. There's no reason for it not to be operating better with the amount of traffic that's there. So, and that's a recommendation I would make outside the traffic impact study. Talk to MoDOT about optimizing that signal. Talk to them about what we can do about getting some of those turn lanes to operate more effectively. I think that would be a big change. The cost of nothing, they just need to get the guy out there and change it. And they can use these counts to help figure that out.

Mr. Farrar: The earlier comments I think said there would be two access points to the north, which would be that Union School Road.

Ms. McCurdy: This extension of Salem Drive and then the East Drive will be our connection points to the north.

Mr. Farrar: So you're thinking that there would be very few additional cars and traffic to the north as people go to work?

Ms. McCurdy: No, no, I think we added additional trips? So our accesses to it will to continue Salem Drive up through it and then tying to the north Union School Road. We have the East Drive over here and the East Drive is really just serving this subdivision, and the Salem Drive the continuation will go continue from Union School all the way down to 24.

We looked at okay we know that one this is connected, even if this doesn't happen if Salem Drive goes to the north, people are gonna take it. If Salem drive to the north, people are going to come up here?

Mr. Lake: I've driven that thing several times. In the morning, that's your heavy flow, right? Everybody's going to go to 24 Highway because there's a Quick Trip, then get the coffee, donuts right there. You drive out that north side, those are curvy, hilly, windy roads. There's only, you know, to get to Kentucky Road or 291. And there's no Quick Trips, there's nothing out there. So most of the traffic in this new neighborhood is going to go 24 Highway.

Ms. McCurdy: Yes, and that is what we're showing. But we did show that there would be some people that find this to be a convenient cut-through to friends' houses, to neighbors, to things up here, to the north. So we took and said, assuming that there are people up here, people this existing that will come up here to the north. So we took the zero number that are currently turning left here because the road doesn't exist, and added traffic. When this is connected we're going to assume people are going to go north that are existing that are not new trips regardless of this is built there will be trips coming up here to the north and then going east and west.

Mr. Farrar: Is there a great school somewhere that I saw that I drove out there close to your development?

Mr. Lake: The grade school was over towards Kentucky Road. It was quite some distance away.

Mr. Farar: But to get to that school, since you have 208 new homes, how would they get to that school?

Ms. McCurdy: Yeah, so if it is here to the northeast or to the northwest, this would be a route. We did assume that there would be people coming to the north here and from the school or the from the existing subdivision. We did assume that the Salem Drive here would be the primary drive off of Union School Road into the site. Which is why when we were working with the County we looked at this as a place. Where we have our turn lane and our additional improvements and that this would be you know more of a secondary access you know, into the site.

Mr. Farrar: And those two access points to the Union School Road would be some sort of signalization?

Ms. McCurdy: When we look at doing a stop sign, when we do a signal, because no one likes sitting in a signal when there's not enough traffic. When you sit at a signal and you're like "why do they have this here there's like no one coming from the other direction ever". We have to make sure our signals are warranted and that is one of the things I did look at in the traffic impact study was what amount of traffic do we have to have here to warrant that signal.

We just weren't close the amount of traffic you need is a high number throughout the day. That's where we run into that level of service. We can put a traffic signal there and it's level of service for everyone all day, except for the person who says there are ways when no one is coming. \$500,000 to \$700,000 for a traffic signal, times two, and then to replace them every 20 years and then to upgrade all the wiring that's needed. It just ends up being such an expensive thing. What we are suggesting here looks at the warrants we need, the stop sign warrant, so we'll just do a stop sign. We couldn't look at doing a left and right if necessary. We would have the ability to do that so you'll be able to come up take a left or take a right. There are suggestions for improvement for kind of increasing site distance.

Mr. Farrar: So you're suggesting it might be a little side distance difficulty with someone going north to make a right or a left onto the Union School Road?

Ms. McCurdy: Oh no, we meet the side distance requirements and we actually exceed them based on the speed limit out there, based on what's out there existing. But when we put in our subdivision, it would actually increase the site. Because we're going to increase the roadway width here to add that turn lane, so people will be able to see even farther. So we exceed them now. Plus exceed them, I don't know. –

Ms. Jensen: We improved them. –

Ms. Langenheim: Just to make sure I understand the graph correctly, so the project taking into account mitigating traffic measures will that result in a level of service D? Is that accurate?

Ms. McCurdy: Yes. We are shooting for level of service D. And that would just be overall this traffic signal will be operating at a level of service C with the optimization that we're going to ask for from MoDOT to do the improvements. Which means that overall the average time that someone would wait at that signal during the PM rush hour is 35 seconds or less.

Ms. Langenheim: So that's what I was clarifying, level of service C or D.

Ms. McCurdy: Yeah, so that's what we're all sort of seeing. Left turn, southbound left turn, make sure I don't mind more here. Southbound left turn would be a level of service D during the PM rush hour. And what goes into that, sometimes it seems a little counterintuitive, but if we have a smaller volume of traffic, we're going to -- I don't know that we have another term for it. We call it like they end up getting punished because it's way more important to get the 500 through trips through than the two people turning left. And it's just, you know, so we aren't operating at a level of service path. We aren't asking them to wait 180 seconds or anything. but during the PM rush, this smaller portion of people traveling westbound to southbound would be looking at up to a 55-second delay on that movement with the optimization.

Mr. Lake: I do have a question. Yeah. So you've got 10 years of experience.

Ms. McCurdy: I have 20 years of experience.

Mr. Lake: I've also sat on a fire board for over 20 years. Okay. I've dealt with this in my area. I'm currently on the fire board. So where's the nearest fire station to this? And if there's an emergency, I know the road's out there. I hope more of these board members went and drove, but I pretty know the answer to the question. So if there's an emergency in that development, that fire truck's ambulance is going to go right down Salem Drive. Correct?

Ms. McCurdy: I would hope they would get there the quickest time.

Mr. Lake: Where is the nearest fire station?

Mr. Diehl: 1600 North Lazy Branch. 18th Street and Lazy Branch. Fort Osage has got a manned fire station right there. The question about the school? It's right there. Here's the development. There's the elementary school. And there's one on Blue Mills Road.

Mr. Lake: So where the fire station is located, so if there's an emergency in there, In your opinion, they'll have to take Salem Drive. That's the quickest route.

Ms. McCurdy: Oh, sir, I am not qualified to speak to a fire...

Mr. Lake: But you're doing a traffic survey. You're giving us traffic surveys. From my experience, to get to an emergency, a house fire or emergency EMT, they're going to be zooming down Salem Drive.

Ms. McCurdy: Sir, once again, I can only answer things within my expertise, and fire route planning is well outside it. I don't feel comfortable answering that.

Mr. Lake: That's fine. I'm just presenting my expertise in that to the board here.

Mr. Antey: It's still going to be the same if they have to go up to the corner house up on the north. Anyhow, they're still going to go down Salem. So they're already going down Salem.

Ms. McCurdy: I assume that you guys have very good traffic routes for your fire department because there are houses existing to the north.

Ms. Jensen: the fire department will be involved as the construction plan reviews. As is normal.

Mr. Lake: Well, a lot of times, you know, they come, you know, the applicant goes to the fire board and we ask them to, you know, to give their opinion to help us base our opinion.

Ms. Jensen: That is not a part of the city, it's the county's planning process.

Mr. Lake: But that's part of my questions on this board. I'm sorry if you've never run into a board member that asks questions.

Ms. Jensen: No, I have all the time.

Mr. Lake: So I like hearing from the police and the fire department as part of the ultimate plan what their opinions are.

Ms. Jensen: Randy can address who he involves.

Mr. Diehl: The city, it's a municipal city. Well, it's Fort Osage Fire. They will be involved with the city review because of the water lines and location of fire hydrants. But planning, I can't speak for that either. I know more than likely that we'll have input into the construction design.

Mr. Horn: So just how much more of this presentation do we have? I know that there are folks who have...

Ms. Jensen: We've got a couple of some. I want to address all your issues that were raised, so we're on stormwater next. I can't guarantee how many questions come from here. Well, I would like you to at least hear these.

Mr. Horn: My concern is y'all are likely paid to be here. We're paid to be here, and the residents are likely missing work. So I just get worried that this is very prolonged.

Mr. Antey: Well, they had a lot of questions about stormwater and about traffic, so I think by continuing this and having them do this, we need to waylay some of those concerns by hearing their stormwater plan, et cetera.

Ms. Jensen: So, Brian McGinnis is going to come up next and talk about the stormwater drainage plan. We have two slides in regards to that. What I'll tell you is there's an existing

stormwater issue to the south of us, but our water does not flow to the south. Our water flows to the north.

Brian McGinnis: First of all, this is preliminary design. I've done no research on the stream. I've just done what we've needed to do for our subdivision. I only go into a final analysis of the stream at a point where it's a final development. There's no point in going into a final development stormwater plan if it doesn't continue.

So, preliminarily, we are detaining, per your guys' code, per regulations, what we need to be doing. That's what the base means. And we're reducing the flows coming from our site as required through code. That's really all there is stormwater that we can do. And that's just drainage areas. It's a very topography area, topographic area. And everything's generally closed from the south to the north.

Mr. Lake: So have you been out to the property?

Mr. McGinnis: I have.

Mr. Lake: So that field out there has, I've driven all over that field before hay come up. It has field storm drainage in it right now. Did you see the storm drains in the field where it's all the field right now. It's terraced, there's an elevation level. It's quite a drop from the east side of the property that flows from the east side the side of the property that flows to the east to the creek there's quite a to drop, but there's always, the farmers already put in a storm drainage system in there, which will be coming out. So most of that water that I've seen, that watershed, is going to flow to the east, and it will hit a southerly, hit that lazy creek and flow to the south. You're correct. It will flow to the south.

Mr. Antey: No, to the north. It flows up.

Mr. Lake: To the north, excuse me, to the north. Yeah. To the north. I get that. But the way the terrain sets, the east side of that, the bulk of this project is going to flow downhill towards these people's residents.

MR. Antey: No. No. No, if you look at the topographic lines.

Mr. Lake: I was out there on the property. I looked at it. I walked it. The way the terrain flows, it flows to Lazy Creek, right?

Ms. Jensen: That doesn't take into account the grading that's going on. What we have to show, which is normal on, is that you don't increase any of the stormwater outside of your boundaries. That is what the plans will do. And that's what our slides show, that things are flowing to the north, not the south.

Mr. Lake: Lazy Creek flows to the north, but the terrain of the property on the east side drains to the east into Lazy Creek, which flows to the north.

Mr. Antey: To the north, correct.

Mr. Horn: I have a quick question. So on these green parts, the arrows are shooting right to this river. So you're saying this river travels up? Yes, well, it travels to the north. It travels to the north. It goes down because water flows downhill. But it goes to the north to the Missouri River.

Mr. Horn: So water is going up?

Mr. Antey: No, it's north. Up as if you're holding it like this. Water is flowing down. Downhill ends up going to the north.

Ms. Jensen: It's going away from the neighborhood.

Mr. Crawford: Bottom line question for me, is there any water on this proposed subdivision that we put to the south? Any water at all?

Mr. McGinnis: But we'll come this way, very little. We'll be terraced and captured and driven out to this basin and routed up to the storm.

Mr. Crawford: Yes or no answer. I'm sorry, but is there any water that goes to the south off that subdivision?

Yes. There is.

Mr. Crawford: All right, now where is that at?

Mr. McGinnis: This little sliver right here. All right, and that does, that'll go into this.

Mr. Crawford: Where's it going to go? In your best estimation, where's it going to go?

Mr. McGinnis: Capture what we have off of these backyards in this area and route it down to this basin. So it's going to reduce the flow that's coming on the basin.

Mr. Crawford: And so what you're telling me is water's going to flow to the south for a short period of time, but then it'll start to flow back to the northeast before it hits the creek. Is that correct?

Ms. Jensen: They're not going on other people's property. They're on our property.

Mr. Crawford: So, it's going to stay on the subdivision property?

Mr. Antey: Yes. They're going to capture it before it...

Mr. Crawford: Is that what you said? Is 100% of the water going to stay on the subdivision?

Mr. McGinnis: Yes. The 100 years... The one on 100 years? The 100 years former, and that will be captured and rounded. On 100 years? Yes. That's what the standards are. Yeah.

Mr. Crawford: What I'm really concerned about is the water is on the south side of your subdivision. I'll stick with 100 years on this as far as the rainfall. But none of it is going to end up in a creek before it. It's not going to go off the subdivision, the proposed subdivision property before it is in a creek?

Ms. Jensen: Not the way it's been privately.

Mr. Antey: So right now you've got the creek that comes here, comes around, and this is still not on the property in question. And then it continues all the way, meanders all the way up into the northeast corner. And I understand that there are already issues right along here and some of the backyards are disappearing.

Mr. Crawford: Well, right now, you're telling me that none of this water right in here is going to end up in there. That's what I'm really getting at. I'm just trying to make sure that none of this water comes out this hillside. It's all going to be diverted over the potential plot, and then it's going to go up to the northeast. That was my question.

Mr. Lake: You got all this watershed of all these neighborhoods that's not shown on this map flowing into the creek. And then the Salem Drive, I'm looking at the Salem Drive, right down here, so this creek actually comes, winds up over here at the Salem Drive. And up here is where the County did work before. And somewhere along here they diverted the this water and is going to flow into this along with all the watershed from the existing homes. That's going to add water to these residents down here that are losing their backyards.

Ms. Jensen: No, it's not.

Mr. Lake: Yeah, because this property, there's a ridge line kind of right up there like that. So all this, my point is, there's a ridge line. This all flows to the west, and then all this right here is flowing down this way.

Ms. Jensen: We are required, as you know, to make sure our plans don't allow the discharge of stormwater other people's property. That's what the plans have to do.

Mr. Lake: I get that, you're not discharging on the property. When that creek overflows it goes everywhere. Water goes where it goes.

Ms. Jensen: We can't be held to some standards of somebody out there bullbozing property.

Mr. Lake: I'm not holding you to the standard.

Mr. Jensen: You seem to be talking about what they've done, that we cannot be punished for somebody breaking the law.

Mr. Lake: I understand. You've got water retention pond. The water goes where it goes. So when you add more water to that creek, it's going to rise.

Ms. Jensen: All of our retention ponds require that we hold it back to a certain point in time before it gets released to the north. It's all industry standards.

Mr. McGinnis: Release less water than what is existing.

Mr. Antey: And the other thing about adding subdivision, and I know this because it was an industry that I was heavily involved in, when you add turf grass, it not only reduces the runoff, but it slows the runoff down. In row crops, you've got a lot of runoff. Even with the driveways and rooftops, the amount of absorption. Think of it as pouring onto a sponge. Pretty soon that sponge is going to get full, but it's all going to seep out the bottom of the sponge and slower, and the sponge is going to take time to dry out. So the turf grass will hold the water and reduce the amount of runoff as well as the speed of the runoff.

Okay, if you would continue. He's not part of the board, so. Well, it's kind of tough to tell because I know we've got people standing everywhere. So, let's talk about one of the issues that was raised.

Ms. Jensen: Brian O'Bannon is going to talk about the actual homes that are being built, which is good news for the county because obviously your taxes are going to increase along there. But there is no effect on the cemetery access. I know that that was raised earlier before. And then before I haven't talked, there are currently issues that we can deal with on the County as we move forward on construction plans with regards to the traffic.

What I'm hearing is people are complaining that there's parking on both sides of the road. The county has the ability to prohibit parking on both sides of the road adjacent to our subdivision. They have the ability to slow the speed limit down adjacent to our road. And our covenants can prohibit traffic from our parking of cars in front of homes along that side of the road.

Brian O'Bannon: So this is kind of a depiction of some of the homes the builder will be building on here. These are attainable homes. We're going to start in the square footage around 1200 to 2400 square feet. They will price around \$280 as a starting price to about \$380. The builder has a series called the Hometown Heroes Program. So basically what that is, is we give discounts and different rates for people that work for fire, police, rescue, veterans, teachers, government workers. They get discounts on homes. We're doing it in a

lot of the other communities around here. It's been really good because you get people from police and fire and all that working and you're living your subdivision. So this is kind of the depiction. The builder has a multitude of these. These are just some that you have built and they wanted to kind of show on here with regards to what's coming. It will be a mix of houses, basements and slabs. We changed that with our new stuff.

Mr. Crawford: Are there any subdivisions that this developer has done in the Kansas City area?

Mr. O'Bannon: Several, yes. You can go to Gardner, Kansas, next to the school. We've got 200-something going there. We've got Edgerton. We've got Spring Hill. Blue Springs has got the same subdivision.

Mr. Horn: Where in Blue Springs?

Mr. O'Bannon: Cambridge Park. The Northland. We've got another one in Independence we're going to be doing. So, yeah, we've... And the previous builder has been here since about 08. Lenar is the new company.

Mr. Crawford: You listed six to eight subdivisions. Is that correct?

Y Mr. O'Bannon: We've actually done more than that. But, yes, that's what's currently kind of going. We've got about four or five more that are in the actual infrastructure stage. No houses quite yet.

Mr. Crawford: Any issues with them?

Mr. O'Bannon: Nope. You're more than welcome to reach out to any of the cities that we work with, and you can talk to their city managers. We've had no issues, and they all welcome us. We love when we come to put houses there.

Ms. Jensen: I'm just going to summarize quickly. So the staff is recommending approval. They've recommended approval on the basis that we conform with the County's Land Use plan for this area. Staff recommends this be an urban tier area. We conform to the zoning that exists around us. We're rezoning to the same zoning category to the property to the south of us. We've gone through the traffic study, the stormwater study. All have been accepted by the County, and provided that we provide the final details in the construction plans, and we believe that we are going to be an improvement to this area.

So we would respectfully request that you approve the rezoning along with the preliminary plan.

Mr. Antey: Is there anyone else that is present today that would like to speak in favor of this application?

Mr. Antey: Is there anyone present that would like to speak that has new information or questions concerning this application?

Richard Thompson, 18106 East Union School Road. With deference to Amy's work, and she's been out to sight, she's missed that there's a new development right behind Little General of apartments that's going to exit on Salem East Drive. And there's no way to factor into your material right now how many of those apartments there are or what the deference is going to be to it, except to clog it up more. That's all I got.

Susan Semadeni, 19208 East Lazy Branch. I mostly have concerns about the traffic signal, and I know we just talked about that ad nauseum, but I'm not sure that just retiming the signal to optimize it is going to help when you essentially have one lane coming and splitting three ways. If three cars are trying to turn left, nobody's going anywhere until those cars have turned. I'm just not sure that that's going to help that much right there. That's all I got.

Mr. Antey: I will say that with MoDOT, it doesn't hurt for everybody in this room, not just one person, to call them and complain. Squeaky wheel gets the grease if some road conditions or whatever. And I'll tell people to do this to call the County, which they really love when I tell them that. When you've got issues, sitting there and griping about them to your neighbors does nothing. And if it's just one person letting the county know or one person letting MoDOT know that you guys need to look at this traffic signal, you need to all do it. So, who's next? Can you please come forward?

Susie Ratterree, 2105 North Grove Drive. There's not a person in here that doesn't go by my house. And every one of them knows that all the water from uphill lands in our house. I have spots in my front yard that we have to repair every year because it pools and grass doesn't go there. I've lost property at the back. I mean, I don't understand how it won't go down, but, you know, you're the professionals on that. And like the other gentleman said, we've got that new subdivision. Then where they're bulldozing, that's at the end of my street. How many more people are going to be coming through there? So I think there needs to be a little more thought and people coming out and looking, and maybe talking to the people that live there, because I've been there 28 years. I could probably tell more than some of them. Some of these people have been here longer than that, and they walk by my house every day. So I think we just need to get more information.

Laura Ferguson. 1905 North Grove Drive. Grove and Salem are my next closest intersection, or Grove and Ponca. The water does run south. I am south of her. I am, my backyard is to the creek. We have lost property and land. The creek does run south. It's a big concern because everything valleys from Ponca and Grove, Salem and Grove. It valleys

down, and I have the storm drain in my driveway and the sewer and the gas. Everything converges in my driveway. It's a huge concern having all this water I'm already dealing with, and now we're going to have more coming from the north. I understand, but water is water. It's going to trickle. It's going to penetrate, whatever. I'm just voicing my concern. I wasn't here last time. Secondly, fire. Fire department. I'm worried about the water concern as far as, like, the pressure from the City of Independence Water. My regulator in my house has failed four times. I had to have a new regulator put in in February. The pressure was at 160 PSI coming into my house. So I just spent \$4,000 on new appliances because the water pressure goes up, goes down, goes up, goes down. Because there's no, they're pushing so much water into our area because they want to make sure that we're protected for the fire department and for all these homes. But I think we need to have some sort of regulation per se, at least my opinion. I don't know how my neighbors feel. To where if there's an issue even in this division, if it, you know, make sure they have a connection.

Lonnie Crowder, 19402 East Colony Lane. I've lived over there for 23 years. There is a lot of watershed that comes down through there. west of that creek, maybe 200 feet. I used to live on Lazy Branch. The creek was behind me. I lost probably 10 feet of my backyard, and that was probably 24 years ago. Secondly, I straight up, I hate this whole idea. I don't want it back there. I'm directly behind the cemetery. So that's where I am at, And we're going to lose a lot of wildlife also. And we also have bald eagles nesting in those trees.

Jim Jones, 18300 Union School Road, Independence. There's about 7 to 10 places on Union School Road where there's greater than a 10% grade. And there's probably several, there is several places that's got a limit of 200 feet or less of sight. And so that would increase the traffic and increase the volume coming through there and increase the chances of a school bus getting hit. And those people that will go out on Union School Road are the people that are going up north to the Liberty, North Kansas City, and those places there. Those people are going that way, and they're going to be going targeting going down that road. and I pull out all the time and I have to use a flashing light on top of my truck to make it out of there. And some people almost rear-end me because they top the hill so quick. And those hills are just really, they're like seven hills or whatever it is there. But there's seven to ten of those greater than 10% grading, and a school bus can't stop a heavy truck.

Jean Garcia, 18908 East 22nd Terrace North. That'll be right behind. There's a lot of things that I'm concerned with, but are you guys, being county, going to do anything to Union School Road, put shoulders on instead of 10-foot ditches on each side?

Dennis Moore. 19300 Union School Road on the property immediately north of the development. In deference to the traffic study, you know, I heard a lot of comments from

Amy about the convenience of wait times for the people that are going to be living in this, and much less about the safety of the line of sight on the roads and that thing. So I'm currently involved in the production of cattle and hay in that area. I drive my agricultural equipment along the road. There's been a lot of close calls to people on the road. So irregardless of what happens, I'm on the record not for this, but I would implore the County to put some more traffic, either a complete stop sign on Union School Road or a traffic light. The comment that, well, that would cost \$500,000, what's a life worth on that? That seems kind of ridiculous to me. But irregardless of what happens, I think the traffic concerns on Union School should be a major consideration.

Kenneth Yost, 2000 North Salem Drive. I live directly on the path that would be the main line of traffic going back to this neighborhood. It seems like on the study that she did, she's predominantly the traffic would be coming south. the stop signs would be up on Union School Road because they don't see as much traffic going that way. They mentioned putting no parking signs on the road. I mean, I'm not really sure what the development in our existing neighborhood would be to accommodate the new neighborhood. Because we don't have street lights, and we don't have any of that stuff that's up there that they may put in that new neighborhood. Also, would it be going from County and annex to independence?

Mr. Antey: No, it stays in county.

Mr. Yost: That's why we're here at County. And then with the gentleman that did the stormwater, it was a preliminary. I understand what their concept is, but that is the highest elevation in the neighborhood, and it does valley down. So with the excavation of land, I understand the purpose would be to make it all go north. but what about on the west side of the property when they excavate it where does that water go because they're just showing where the water would go in the neighborhood but there is farmland on the other side where a gentleman has cattle what happens to that part of the drainage system

Gary Heeler, 18510 East Union School Road. On April 4th, which was a Friday, I personally measured the number of cars that went by on Union School Road from 7:00 to 8:30 in the morning, 55 cars in that 90 minutes. Maybe I missed it, but I didn't hear anything about Union School Road in this traffic report. And that's what several of us are concerned about. It's a rural country road, and it already has quite a bit of traffic along it. And I won't repeat some of the geography of the road. Let's see. I have about one more thing, I think. Just the through traffic along there. Oh, the other thing is, if I was in this proposed housing development area, and especially if I lived toward the north half or so of that, I would probably be tempted, rather than going through all those neighborhood roads, to just go out to Union School Road. And so I think as bad as it might be going south, Union School Road

is going to be a lot more impacted. And unless I missed it, I didn't hear anything about Union School.

Mr. Antey: It was in there.

Mr. Heeler: And with the two egresses and adding a turn lane on the one to the west to accommodate, and the one going east would not be affected as much. Okay, I heard that part, but I didn't hear anything about numbers of new traffic. Is that in there? I just think there may be more people that go north in order to be, avoid the slow egress with all the problems that were mentioned going south. If I lived in that, especially in the north half of that, I would probably go out Union School Road, and there could be more impact there than we are aware of.

Dana Baker. I live at 18909 East 22nd Terrace North. I have like three different statements that I'd like to make. One is where they're currently bulldozing right now.

Mr. Antey: That doesn't really concern this piece of property. The basin is destroyed right now. So it's not working. So you can't count on that basin at the end of my street.

Ms. Baker: Also, why are we putting slab homes up against, like, some of our houses are 400,000 right now. I put mine up, so I put 400 - 450. Why are we getting slab homes, all these slab homes in there?

The last meeting that we had, I did attend it. You made a very good statement. You said that if you want the view, you've got to buy the view. Love that. That's so true. But I want to reiterate, which you guys already know, Each one of you have a decision to make today, whatever it is, that affects a whole community and our livelihood and our kids and our grandkids. And putting in this subdivision, the people putting in this subdivision, it is going to change our lives and the way that we live and our commute and the water situation. It's going to change it and affect us in several different ways. Thank you for your statement and thank you for listening.

Mike Farron 18900 East 22nd Terr. One thing I didn't hear about the traffic study, would school buses, would they be using Salem Drive union, Union School Road? I'm assuming it's a Fort Osage School District they'll be going to Blue Hills. The school's already overcrowded, so you're going to have an additional you know one 200 - 300 more kids. I wonder if that's been taken into consideration.

Jeanie Schmidt 18720 Grove Circle. I've got a couple of things. One of them is based on the statement she made of, well, if you want the Salem cleared or whatever, I couldn't hear everything she said, just tell them not to park there. Where are they going to park? I mean, everybody has kids, teenagers. Not everybody's cars can fit in the driveway. What do you

want them to do, park in the yard? So that's going to take our property value down even more. And now the other thing I can't remember. But, yeah, that was one thing I wanted to mention.

Patty Hopkins, 2104 North Ponca Drive. I would like to know why none of this was printed in the newspaper ahead of time. They used to put these notices in the Examiner and the Star with the little diagram that says this is what's coming.

David Schmidt, 18720 Grove Circle. I have a question. Does the County have the resources to handle the increased Sheriff patrol, which is woefully inadequate as it is now, and for the increased snow removal, which I personally was stuck in my neighborhood for almost a week last summer, I mean last winter. How is all this extra traffic being stuck without proper Sheriff patrol? Do you have the resources for that?

Anita Bisby. I live at 18910 East 22nd Terrace North. Well, Salem Drive has several streets that go off of it. And a lot of people use Ponca to go to get to Kentucky Road to get to 291 Highway. Well, I come home at night that route because I work off of 291 Highway. Have you sat at that line? There's times I've sat there through four lights before you get to turn. I know that that is part of the traffic. But the thing is, is your traffic survey could be flawed because we may not have been going out onto 24 Highway. We would go out another way to get to 291 Highway. That's still going to affect the neighborhood. And you should see the traffic on Ponca. Have you seen how many kids play out in the street on Ponca? There are actually basketball goals that are hanging over into the street. You know, it's a worry. The kids in our neighborhood could be, if you're not aware of it, you could hit one of them. And I think there's been kids hit that have been on either a four-wheeler or a motorbike or a bicycle. It happens

Mr. Antey: Okay. Is there anyone else that would like to speak with new information?

Seeing none, I would entertain a motion to go under advisement.

Mr. Lake: So moved.

It's been moved. Do I have a second?

Mr. Crawford: Second.

Mr. Antey: It's been moved and seconded.

All those in favor of going under advisement? Aye.

Those opposed? We are now under advisement.

I'm just going to start and we'll work down the table with comments.

Mr. Horn: You know, my biggest concern is, you know, I appreciate the applicant coming back and, you know, answering a lot of our concerns. And I know that our discussion is on this plot of land, but my biggest issue is it feels like we're dropping a stone in a pond, and we cannot not realize it's going to impact a lot of other issues.

And my concern is when people talk about, okay, how are you going to deal with extra traffic or how are you going to deal with the stoplights, a lot of that, there's no interest today. Or if the County is going to maintain basic infrastructure or Public Works is going to plow up there or the Sheriff is going to have extended resources up there.

Or, you know, my parents both went to Fort Osage. You know, that is no offense of a more poor school district. So can they take 100 additional kids? So, you know, it was stated, you know, down on the south, you know, a plot of land was approved in 1966, which was 59 years ago, and another plot was approved in 1988, which was 36 years ago. And I'm concerned that if we prove this, that we'll look back here in 10 or 20 years, And we'll see that this was a very bad decision that's going to impact folks.

So I'm against this. And I know it's going to impact. I'm going to be around to see this. I'm not saying you all won't be. But, you know, I'm 26. So I will be around to see if this is negatively impacting this community. I feel like it likely will be. So I'm just against this, and I still am. And I think it's going to hurt a lot of people. and just as being an activist outside this, I think people in their community know what's best with their community. And although I've been out there three times, they're saying they don't want this and it's hurting them. And I've been in people's backyards and seen backyards tip off 10 feet. And it's, even their testimony doesn't mean anything. You have to see it in real life and see how scary it is. And their fence line is just down. It doesn't exist. So I'm just against this. I just implore everyone to be against this too.

Ms. Ryerkerk? I echo the appreciation for coming back very thoroughly, going through the questions that were raised before. Obviously, there's a lot of passion here, a lot of concerns. The main concerns I'm hearing is traffic and water and what it will do to the character of the neighborhood. One of my questions is, is there any level of development that would be appropriate and be accepted here if it was something different than this plan? Is there a point in which it is no longer a viable development of the property economically for any changes that would have to be made to make it acceptable?

Mr. Lake: So I've been out there several times. I've been in people's backyards. I've been in the construction business over 40 years. I'm actually an electrician. One of the backyards I looked at I saw exposed wiring from from a previous service to a house. I mean it's just I don't know how many of you got it but there's wire sticking up been cut off I didn't have a

meter to test them. I looked down in the ditch there's utilities you know. Cable all that. There was a PVC pipe. So the water from the back up of the creek in that section. Look at the map, there's a horseshoe right there and if the water flows all flows to the to the south of that creek it backs up into these people's yards and and from the south. The utilities have already been moved on several of these people's properties, that's how bad it's been.

It from the back it's it's it's the backup of the water just because of that horseshoe in there uh that's what what I see. They're having to move their chain link fences. You know, some of them got pets. They, you know, they just built something there for that. So I'm still, the water, I'm not satisfied with the water survey. The traffic survey, I've had questions, had questions at the first meeting.

Like I said, the main way in and out is through Salem Drive, and I've driven it, It's parked on both sides. And being with the fire district for over 20 years, we look at things like this. I wish that there was something from the Fort Osage Fire District, what their opinion was on something like this.

And I didn't mention the County. That's a good one, too. But most things happen with fire districts. There's a fire or there's an emergency. I stand with citizens. I'm opposed to this development.

Mr. Crawford: This is a tough time. I appreciate everybody being here. The runoff does go to the north in my mind has been proven. The subdivision that exists there were design issues. That's not these people's fault that want to do this development. They're downstream. I wish they would have come before the board with larger size lots more of a transgression or not a transgression but to transcend into more country style living instead of from urban to rural. But it fits the County codes or the County design and development and so what they've asked for is perfectly legal. Just as much as Salem, the Salem subdivision was just as legal as that. I counted at least 900 lots, not being conservative, I think there's probably over a thousand lots in the subdivision right now. these people come to ask for another 200. It's not that big of a deal in my mind.

I wish an engineer back then would have said about storm water, that creek needs to be diverted. People do, they do move creek beds. I've seen it done. I've seen it done on the I've seen it done on the Little Blue and the Blue. it done on the Blue where they've realigned them. There is an erosion issue. This, I think, is probably more of a County issue than it is a developer's issue because where the problem is, the main problem with erosion is, it's not on this subdivision's property. It's to the south. It's on Salem's subdivisions. That's their design problem. I can't penalize these other people for that. There's so many lots in there right down to the south. It meets the requirements.

Mr. Smead: So last time I was worried about density and the developer has responded. Kind of like, it wasn't meeting the minimums on square footage. Now they meet the minimums. I acknowledge that I'm kind of like Jack in that I wish that it had been closer to the estate size but it does meet the minimums so I'm taking that account.

I also try and think globally as a nation, as a locality, affordable housing is important and we need more houses. We've got to build them. So I'm leaning towards that. I understand and appreciate there's a lot of passion and emotion. I understand that. But with what I've heard, I try to be fact-based. I think this is something that I can support.

Mr. Farrar: Unfortunately, I've been able to be out on several of the premises. I've also been on the subject track that has made the application. I've spoken to some of the landowners. I have seen instances of the property to the south where I've seen the erosion and the rebar and the creek damage. I would be terribly upset. I appreciate the people that have come here today to tell what it is that they have against the project. I'm also impressed with the presentation by the professionals that came to me, particularly Amy.

However, I was very disturbed when I was leaving the property that is a subject matter to the north at what is willing to propose ingress and egress to the Union School Road. I had to inch by inch by inch attempt to leave the subject track to get on the Union School Road. I was a little bit concerned about the fact that there may have been school buses. Cars with the increased traffic is going to get even worse. I don't think I heard anything about the developers, the applicants, that they would widen or improve Union School Road. The site distance was just very poor. I spent three decades with Modot, and Modot was very concerned at all times about site distance. If there was a tree that blocked somebody's view, they would cut it down.

So I just cannot today go in favor of the application. I totally oppose.

Mr. Horn: And I have one more comment. And this is just from former comments that were said, and I'm not going to start an argument. But it was said that we shouldn't punish the applicants because of a County issue when we're on a County Plan Commission. And if we know that the County is not doing a proper job, why the hell did we advance a project knowing the County doesn't have its shit together and that's why we're appointed as residents. I love the County. I've lived all over the County from Grain Valley to Kansas City to Blue Springs. You know we're residents for reasons so that's one thing I wanted to say. And then on the other side as someone who's lived in government housing, Hawker Heights, you know, two blocks from here. I really want to stress this is not affordable housing. So I don't want us to, that's not what this is. So I just really also want to stress and correct that.

That's all I wanted to say. I don't want to make an argument. I just wanted to really make those two points very clear.

Mr. Antey: And as far as my comments, I feel for the existing conditions that you guys have with runoff, with erosion in your backyards. However, those are existing conditions, and it's not whoever develops that. It's not their job to fix those conditions. It is required, not just as a standard or anything, that they don't make those worse. And that's why the previous developments, you know, I'm sure when New Salem went in, the original Salem didn't want that. And, you know, I mean, it progresses. We've got better standards in the County that our developers have to build to. And engineers, whether it be hydrology and storm runoff, I mean, that's what their expertise is.

I've got my opinions on it, and I can look at, I mean, there's certain roads you can look at, and it looks like cars will roll uphill just because of the way things look. However, when you're an engineer, you're dealing with facts. When you're a traffic engineer, you're also dealing with facts and somewhat on some probabilities. I heard that, oh, nobody's going to go to the north. Who's going to go to the north? And then somebody else came and said, oh, well, they are going to go to the north because that's going to be the way to get out to Kentucky Road and stuff like that. So everybody's got a little bit different opinion.

But I feel for everybody being passionate, and you should be passionate about where you live. I mean, that's what makes communities great is people being passionate. I will say, regardless of this goes, you know, in or out or whatever, you guys need to keep on the County, keep on MoDOT to do improvements that are viable. The County can't do everything at once. But let me tell you, if they hear some noise and a lot of noise from a certain thing, they start, you know, that comes before them. You know, if they never hear about it, they're not going to do anything about it. They're going to think, oh, everything's fine out there. So with the better standards and, you know, we rely on the engineers. They're putting their professional stamp on things. It is their reputation on the line. It is, you know, they're registered engineers with the State of Missouri. And regardless of who's paying them, they have to look at facts.

A structural engineer can't go to an architect and say, oh, yeah, we'll make these beams thinner and stuff because we know you're up against money. You know, the failure is going to be on the structural engineer. So when it comes time to put these, the County has requirements of these studies to be done independently. And, you know, we've got requirements that the runoff does not run off onto somebody else's property. And that is what it has to be built to.

So I would entertain a motion.

Mr. Lake: I want to address your comment. I don't want to start an argument. I want to address it, but I've been in construction for a long time. And my comment are just simple. There were engineers that built the Hyatt Regency and it fell in 1980. So I work in construction. I question engineers. I question people that don't come out and look at it. So that's my comment. Engineers. I get it, but the Hyatt Regency was built by engineers and it fell in 1980.

Mr. Antey: That's right, and they made a change that they shouldn't have made. Yeah, so you're right. Are mistakes made? Absolutely. If we lived in a perfect world, well, they wouldn't need us or anybody else.

Mr. Horn: I have one question. It was brought about density. What was the original plot increased? I think it's 60 now. What was the original number?

Mr. Antey: It went from 50 to 60.

Mr. Diehl: Not all of them, but some of them were at 50 foot wide, and they increased those to 60 foot wide, because that's the minimum, and that's where the difference in the number of lots.

Mr. Antey: So I would call for a vote on this, call for a motion. So moved. To make your motion.

Mr. Lake: I make a motion to approve RZ-2025-693.

Mr. Antey: So Moved

Mr. Antey: Do I have a second?

Mr. Horn: Second.

Mr. Antey: May we have a roll call vote, please.

Mr. Smead: Approved.

Mr. Horn: Disapprove.

Mr. Farrar: Disapprove.

Mr. Lake: Disapprove.

Ms. Ryerkerk: Disapprove.

Mr. Crawford: Approved.

Chairman Antey: Approved.

Motion fails.

Mr. Antey: It will go to the County Legislature Land Use.

Mr. Antey: Now we've got a preliminary plat of Union Ridge. Randy, if you will go ahead and do that.

Mr. Diehl: Basically, we touched most of the criteria within all the testimony. So there was a revision from the first submittal to the second one.

They changed the setbacks along the collector road, widened the lots, changed the number of that. Those were the biggest details at this point. Other than that, the layout is in compliance with the UDC.

Mr. Antey: Any questions on this preliminary plan? There will be a final plat that will come before us as well.

Mr. Diehl: So typically on something this size, they may phase it. So we may get the final plat of the first phase. Usually what they do is they generate enough money to continue the next phase from lot sales of the first phase. Some of the infrastructure, most of the infrastructure may or may not go in at the total time.

Mr. Crawford: Does the county have a recommendation?

Mr. Diehl: To approve.

Mr. Horn: Wait, what are we voting on?

The. Antey: The preliminary plat for Union Ridge.

Mr. Diehl: This is the plat. Because this is a major plat, it's more than four lots. It's considered a major plat.

Mr. Antey: Are there any questions you've got for Randy?

Mr. Lake: I'd like to see a different plat. It's been it's been addressed by some of the board members here to a bigger, more rural area. It's been expressed by some of the citizens, you know, to bring that housing more up to the standards of what they're living in. There's a lot of basements in the other neighborhoods.

Mr. Antey: They're having basements in that.

Mr. Lake: My point is I'm opposed to okaying this plat. I'd like to see addressed again a different plat.

Mr. Antey: I would entertain a motion. Do I have a motion to approve?

Mr. Smead: So I make a motion to approve the plat.

Mr. Antey: Do I have a second?

Mr. Crawford: Second.

Mr. Antey: It's been moved and seconded. I'm going to ask for a roll call vote on this one.

Mr. Horn? Denied.

Mr. Smead? Approved.

Mr. Farrar? Approved.

Mr. Lake? Denied.

Ms. Ryerkerk? Approved.

Mr. Crawford? Approved.

Mr. Antey? Approved.