

JACKSON COUNTY PLAN COMMISSION
SUMMARY OF PUBLIC HEARING

Date: May 15, 2025

Place: Historic Truman Courthouse
Large Conference Room, 2nd Floor
112 W. Lexington, Independence, MO

Attendance: Larry Antey – Chairman

William Farrar
Denise Ryerkerk
Justice Horn
Jack Crawford
Robert Smead

Staff: Randy Diehl
Amy Keister
Amanda Langenheim

Call to Order/Roll Call

Chairman Antey call to order the meeting of the Plan Commission at 8:30 am and asked the roll call be taken. Monaco called in advance that he would not be attending.

Approval of Record

Mr. Antey made a motion to approve the record of March 20, 2025. Mr. Lake approved. Mr. Horn seconded.

Public Hearings

Chairman Antey swore in all persons who would like to give testimony at the public hearings.

Randy Diehl gave the staff report:

RE: RZ-2025-695

Mr. Diehl: Susan Heckard at 3010 South Buckner Tarsney Road. This is on 3.94 acres. The change of zoning from District AG Agricultural to District RE Residential Estates. The purpose is to create a single-family lot. Land use in the area is single-family residences. Property sizes range from about three acres to larger tracts.

The applicant wishes to bring a non-conforming tract into compliance with the Unified Development Code. The tract was created by deed in 1988. Prior to the adoption of the UDC in 1995, a tract of land less than 10 acres could be developed if it was platted. Rezoning and platted will allow this to become a developable lot. Buckner-Tarsney Road, or Route BB, is controlled by the Missouri Department of Transportation.

A new driveway will require a permit for MoDOT. Access can be achieved from the existing driveway to the south, which is owned by a family member.

This is in the Urban Development Tier. It's consistent with the purpose and intent of the County plan. Staff recommends approval of RZ-2025-695.

Mr. Antey: Okay, any questions for Randy?

There were none

Mr. Antey: Is the applicant present today? Please come forward. You'd state your name and address for the record.

Jason Hecker: 3022 South Buckner Tarsney Road, Grain Valley, Missouri.

Mr. Antey: Do you have anything to add to Randy's report?

Mr. Heckert: No

Mr. Antey: Okay, are there any questions for the applicant?

There were none

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

There were none

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

There were none

Mr. Antey: Seeing none, I would entertain a motion to go under advisement.
Motion to take under advisement.

Mr. Lake moved to take under advisement. Mr. Horn seconded.

Discussion under advisement

Mr. Antey: We are under advisement. Any comments from the commission?

Mr. Lake: Well, since I live out in that area, I don't see anything wrong with it. If they are going to put another entrance, they go through MoDOT, right?

Mr. Diehl: They have the option of using the existing driveway to the south there, which is the same family, or they can apply to MoDOT for their own driveway.

Mr. Antey: I would entertain a motion to approve.

Mr. Lake moved to approve. Ms. Ryerkerk seconded.

Mr. Lake	Approve
Mr. Farrar	Approve
Mr. Smead	Approve
Mr. Horn	Approve
Mr. Crawford	Approve
Ms. Ryerkerk	Approve
Chairman Antey	Approve

Motion Carried 7 – 0

Randy Diehl gave the staff report:

RE: RZ-2025-696

Mr. Diehl: James Hudgins, 9803 S. Buckner Tarsney Road. The area is five acres. We're going from District AG Agricultural to District RE Residential Estates. The purpose is to create a single-family lot. Zoning in the area is agricultural and residential land use, single-family residences. Property sizes range from an acre to larger tracts. A few of these tracts are used for agricultural purposes.

The applicant is wishing to create a single-family lot to construct a home. The tract is approximately 585 feet by 373 feet in size. Taking into account for the right-of-way of Buckner Tarsney Road, this leaves the proposed lot at 4.54 acres. The width and the length meet the requirements for District RR. However, it leaves a deficit in the acreage. District RE would be the appropriate district for this request. There are similar zoned lots to the north of Colbern Road and south at Webster Road. And we are reviewing the subdivision plat. We will review the driveway location along with that. So, as you can see (indicating on the map), we're kind of in the top there in the yellow. We've got RE zoning up at Colbern.

We've got a mix of RE and RR. Down to the south, a mix of RE and RR as well. So, this is not out of line with the development, and it fits because of the acreage. Like I said, they've got the width and the depth. It's just that it's too much of a deficit to allow a little bit of fluctuation in that. So that's why we're recommending RE instead of RR.

Mr. Lake: Can you point out exactly where the property is on the map, please? In conjunction with Colbern Road.

Mr. Diehl: (Pointing on map) That's the subject property. There's Colbern. Down here is Webster and Hammond.

Mr. Lake: Okay, so that's just south of Colbern Road, right? Sometimes I ask questions because I know the answer for everybody else to follow along. Okay. Thank you.

Mr. Antey: Are there any questions for Randy?

There were none

Mr. Antey: Is the applicant present?

James Hutchins: 9807 S. Buckner Tarsney Road.

Mr. Antey: Do you have anything to add to Randy report?

Mr. Hudgins: No, I do not.

Mr. Antey: Are there any questions for the applicant?

There were none

Mr. Antey: Seeing none, I would entertain a motion to take this under advisement.

Mr. Horn moved to take under advisement. Mr. Lake seconded.

Discussion under advisement

Mr. Antey: We are under advisement. Any comments from the commission?

Mr. Lake moved to approve. Mr. Horn seconded.

Mr. Lake	Approve
Mr. Farrar	Approve
Mr. Smead	Approve
Mr. Horn	Approve
Mr. Crawford	Approve
Ms. Ryerkerk	Approve
Chairman Antey	Approve

Motion Carried 7 – 0

Randy Diehl gave the staff report:

RE: CU-2025-253

Skyler and Jacqueline Braden, at 9803 S. Purdue Road on 9.59 acres. This is for a Conditional Use Permit to operate a short-term rental. We have bed and breakfast in the development code. The applicant is wishing to use their accessory dwelling as a short-term rental.

The dwelling was permitted in 2021 as a standalone residence. It is served by its own septic system. Within the development code, bed and breakfast inns are allowed as a conditional use permit. However, there is no specific language for short-term rentals.

A traditional bed and breakfast is an owner-occupied or manager-occupied residential structure providing rooms and meals for a more intimate setting.

By definition, the Missouri Department of Health and Senior Services define a bed and breakfast as, a bed and breakfast shall mean an existing building or buildings with no more than three occupiable stories with at least five but no more than ten guest rooms. The building should have interior corridors and be provided with a kitchen. Breakfast will be provided to guests, and the owner must live in or adjacent to the building.

In contrast, short-term rentals typically refer to renting out a furnished living space for a brief period, which can range from a few days to weeks or a few weeks or longer. These properties are listed on a variety of platforms like Airbnb or Vrbo, where homeowners can offer a spare or empty room for homes, condos, or apartments. In Missouri, there are no statewide licensing requirements for short-term rentals. This would fall to individual cities and counties.

The applicant stated that they can accommodate up to six guests with a minimum stay of two nights. Both neighbors on each side of the subject property have provided a letter of support to the applicant.

At this point, we're just trying to come up with a baseline for short-term rentals, not be overly restrictive. I kind of looked at some of the adjacent counties to kind of get a feel for what they're doing. There's a wide variety of regulations for that. We came up with some base underlying conditions for these. This is in the suburban tier.

Staff recommends approval of CU 2025-253 for a period of three years with the following conditions:

1. The property must meet the requirements of the underlying zoning district.
2. Adequate on-site parking must be provided depending on whether on-street parking is permitted.
3. The property must have a valid water and sanitary system. The maximum number of occupancy is generally limited to six unrelated individuals or any number of related individuals.
4. Properties cannot be used for receptions, parties, or weddings.
5. Quiet hours are typically from 10 p.m. to 8 a.m. Sunday through Thursday, 12 a.m. to 8 a.m. on Fridays and Saturdays.

Mr. Antey: Any questions for Randy?

Mr. Horn: My only concern is if there is another situation that comes forward, will this be the policy for those?

Mr. Diehl: Yes, we are going to added into the UDC, specifically for short-term rentals.

Mr. Horn: Okay, I just wanted to make sure if that's what we're doing. We need to commit to this.

Mr. Diehl: Since they differ from traditional bed and breakfasts, we didn't want to put those rules onto these because they do function differently. But we wanted to come up with just a base conditions for the code.

Mr. Antey: And I appreciate your differentiation stated in your report between the two.

Mr. Smead: Randy, just for my education, was there any thought into limiting them on the short-term rentals, the percentage during a year that it could be rented out?

Mr. Diehl: No, I didn't see any language in the other counties that I had looked at. I mean, it's basically just like a rental property. Those extra stipulations would probably carry over to the the owners within their contract agreements.

Mr. Farrar: The two letters that were written, where are they in relation to the unit?

Mr. Diehl: The property owner to the north, whose house is closer, and then the property owner to the south, who is quite a distance away from the unit itself.

Mr. Farrar: And then when I read that the maximum number of occupants could be six people at one time?

Mr. Diehl: Six unrelated people, or any number of related individuals. And that's the one that I thought about after I wrote it and sent it out. Some of the counties limited the number of people. Some of them didn't didn't address that at all.

I talked to our chief building official, and he stated that in regard to the occupancies for these, they are different sizes, so the occupancy limit may be different as well.

Mr. Smead: You mentioned parking. It's been a while since I've been down that road, is there any off-street parking?

Mr. Diehl: It's a half mile off the road. It can't be seen from the road.

Mr. Crawford: What's this building being used for right now?

Mr. Diehl: It was permitted as an accessory dwelling, mother-in-law's quarters. Whatever you want to call it.

Mr. Crawford: It was permitted.

Mr. Diehl: Yes.

Mr. Horn: I have a question because we struggle with this in Blue Springs. and I think even Green Valley does, with folks running Airbnbs and not even registering with their municipalities. Is there going to be a place where these folks must register or self-report this, or how are we going to start monitoring?

Mr. Diehl: I'm not sure. That's why we want to build that into the UDC, that we at least know that they're there. We don't want to overly regulate these because then, you know, it's a rental. It's not any different than any other rental property, which we don't get into those rights, but at least to know where they're at.

Some licensing, some cities and municipalities have the licensing, but this, the conditional use permit would be our way of licensing.

Mr. Horn: I'm not going to dive into it. These are just very controversial.

Mr. Diehl: And I know the cities are different because you've got more clustered housing and stuff like that.

Mr. Antey: And the conditions on there would give us reason if they violate those conditions to keep them from doing such. So, you know, of course, the ones you hear about are always the ones that go awry. You don't hear about all the easy ones, right? So, you know, if it ended up turning into one of these mega party houses and stuff, then that's going to violate the conditions on the conditional use, and it would be reason to revoke that permit.

Any other questions for Randy?

Mr. Crawford: The bed and breakfast you've got here is at least five rooms, guest rooms, but no more than ten.

Mr. Diehl: Well, that's for a bed and breakfast, like a house.

Mr. Antey: That's the State definition for contrast. Because the bed and breakfast is already in the code, and they're working on updating the code to reflect that difference between a bed and breakfast and a short-term rental.

Mr. Crawford: Are they applying for a bed and breakfast?

Mr. Antey: No, they're planning for a short-term rental. That's the only language we currently have in the code.

Mr. Diehl: Some jurisdictions don't even have licensing. just like a typical rental house.

Mr. Horn: This brings up another issue. I really think whatever it may be, there needs to be an update to the UDC, whatever that is.

Mr. Diehl: Yes, That's what we are planning on. Hopefully, bringing that to the next meeting.

Mr. Antey: Is the applicant present? Please come forward. State your names and address for the record.

Skylar Braden & Jacqueline Braden. Our address is 9803 South Purdue Road.

Mr. Antey: Do you have anything to add to Randy's report?

Mr. Braden: We just, first of all, want to say we're really grateful to be here among you all today. And to address the issue I know you were speaking about with parties and stuff.

That's our biggest concern, and we've done extensive research with other friends and business partners that we know who have had short-term Airbnb-style rentals, and they've told us that the biggest deterrent to that is to have a minimum of a two-night stay. That's we plan on doing. I don't know if that's something that you want to consider in writing in the new code eventually or if that's too restrictive, but we've heard from experts that that's one of the greatest deterrents for parties. We just want to create a peaceful retreat for people outside of the city.

And we just are excited about just engaging in the hospitality sector of Jackson County and hopefully we can bring some benefit to the area.

Mr. Antey: Any questions for the applicant?

There were none

Mr. Antey: Is there anyone else present today to speak in favor of this application? Is there anyone present that would like to speak that as opposed to or has questions concerning this application?

There were none

Mr. Antey: I would entertain a motion to go under advisement

Mr. Horn moved to take under advisement. Mr. Lake seconded.

Discussion under advisement

Mr. Antey: We are under advisement. Any comments from the commission?

Mr. Lake: So since I live out there that way, I'd much rather have this out there than that adult trailer park that was proposed several years ago, if you guys remember. So, I'm good with what you're doing. You did a nice thing. So that's where I stand.

Ms. Ryerkker: The letters from the adjacent properties help.

Mr. Horn: Yeah, and my only comment, you know, most people put an Airbnb up and don't come to any county or city government, so I appreciate the quote through the process. Most people are like, it's my property, I'll just put it up.

Mr. Crawford: I like the fact that we treat it with a conditional use permit, because that's not forever. It gives you a chance to try it out. It gives an opportunity.

Mr. Antey: And it lets them establish a track record for coming back in three years and maybe asking for five next time or whatever.

Mr. Smead: Yeah, the two big things to me were the neighbor's letters as well as the three years.

Mr. Antey: I would entertain a motion.

Mr. Lake moved to approve. Mr. Horn seconded.

Mr. Lake	Approve
Mr. Farrar	Approve
Mr. Smead	Approve
Mr. Horn	Approve
Mr. Crawford	Approve
Ms. Ryerkerk	Approve
Chairman Antey	Approve

Motion Carried 7 – 0

Minutes from the March 20, 2025 meeting:

Randy Diehl gave the staff report:

RZ-2025-693

Mr. Diehl gave the staff report:

The Applicant is Kansas LD LLC. The owner of the property is the Diocese of KC St. Joe Real Estate Trust. We're up in the north part of the county, above Salem East and Farview area. It's 117 acres. The request is changing from District AG, Agricultural, to District RU, and we're going to go with a planned designation for this. The purpose is to create 230 single-family residential lots. The zoning in the area is agricultural, residential, land use, single-family residents, and some agricultural tracts. The comprehensive plan was adopted by the County Legislature in 2012. This area is identified as an Urban Service Area in the County Development Plan, Building a Vision Together, and is an appropriate area for urban development growth. Full services are required within the Urban Development Tier.

The City of Independence currently provides water and sanitary sewer services to this area. The City has provided letters stating 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. That is the green line. So that's the sewer interceptor that goes out to the treatment plant. A traffic study was submitted and is under review. Lazy Branch Creek is subject to Chapter 241 of the County Code. 150 foot no-build-zone will be shown on each side of the creek. These areas are within the open space tracks. It should be noted that the requirements for open space fall within the guidelines of planned zoning. Open space is shown in the amount of 56 acres. The minimum requirement for 15% would be 17 acres. Open space allows for the reduction of lot sizes from the minimum of 7,500 square feet. They are asking for some of the lots to be a minimum of 6,500 square feet. Minimum setbacks for District RU is 8 feet. The plan zoning allows for some reduction in those setbacks. I believe in your packet there is a copy of the UDC that shows the table for those. The minimum frontage for District RU is 60 feet. The proposed plan illustrates the number of these lots with a width of 50 feet. Plan zoning allows for reduction in lot size and setbacks but does not address the reduction of lot widths. Lot 143 has a 10-foot drainage easement and a utility easement on the south, 15 feet. That would leave 25 feet. We did get some comments back yesterday from the applicant's representative saying some of those are going to be addressed with some of the

revisions of the plat. Also, single family lot blocks require minimum yard setback increased to 30 feet on any lot or parcel boundary which abuts an Arterial or Collector street along the rear or side property line.

Salem Drive will be designated as a Collector and it will be designed that way as well. The plan is to take it all the way up to Union School Road. So that is going to function as a collector with an 80-foot right-of-way. The rest of the interior streets will be a width of 50-feet. They're required to put sidewalks on both sides of Salem. And on the other streets, sidewalks will be on one side or the other. They did address that with some comments yesterday that we got back about redoing at least six of those lots, widening out those setbacks.

This area is in the Fort Osage School District and the Fort Osage Fire Protection District. The County Engineering Division has reviewed the proposed construction plans. They will work with the City on the design and construction of the improvements, which would include any necessary easements for those systems as well as any detention or retention for stormwater. Any permits required for land disturbance from the Missouri Department of Natural Resources will also need to be secured prior to construction. This project will be developed in at least two phases. So basically that is the lot layup superimposed on an aerial. You can see they've got five tracks, I believe, of the open space, which would be, there's a retention one going here. We've got open space here, open space here, a little one there, and then on that side as well.

Mr. Antey: Okay, in the southeast, that little cutout, is that?

Mr. Diehl: That is a cemetery. It predates the Civil War. The oldest burial there is 1826 or something like that.

Mr. Crawford: this will be done in two phases?

Mr. Diehl: Yes, they may do one construction phase. The applicant or the representative can actually clarify what their construction phasing or how it's going to go. This is comprehensive of all the phases. This is the overall plan, and then maybe they build the first half and then the second half or the third half or whatever like that. So then those final plats will come before you before it's recorded for that particular portion that they've built.

Mr. Antey: And as a planned development, that is a special designation that can offset some of the lot sizes for green space elsewhere. And if the plan substantially changes, then it would have to come back before us to have those changes.

Mr. Diehl: There's a little wiggle room for, you know, once they get out in the field, they may have to move a road a little bit or adjust some lot layouts. At this point in time, they're locked into that limited number of 230. They cannot exceed 230. You can reduce it, but you can't exceed it.

Ms. Rykerkerk: The current plan is to retain the green space around the cemetery?

Mr. Antey: Yes, and around that creek.

Mr. Smead: It looks like they are encroaching into the lots with the stream setback. I just see this little note that says request 150-foot no-build zone modification.

Mr. Antey: That dashed line is your 150 foot setback. You see right there. There's a couple of them, it'd still be a no build. You're not going to put your house all the way back there. Yeah, so the dashed line here I believe is that 150 foot mark.

Mr. Antey: Any other questions for Randy?

The applicant or his representative, if you would please come forward.

Dan Foster with Schlegel, & Associates, 14920 West 107th Street, Lenexa, Kansas. Kansas LLC is part of a subsidiary of that. I'm the civil engineer. He's the applicant's representative. I'm the applicant's representative. I work for Kalara which is also affiliated with the Kansas LLC so that's yeah so Kalara is the developer for this project for the single family residential. As Randy said the proposed plan does include 226 lots on 118 acres that are of sizes and and that's one of the things that they wanted to try to bring to this project was it makes it of different sizes of lots. The lots range from 6,500 square feet all the way up to 21,000 square feet. So, again, the average is probably around 7,900 square feet if you pick out some of the larger ones. As staff stated, our client is requesting that some of the lots have a 50-foot width, And if you actually read the code, he's correct. It doesn't say anything about the width per se that you can go down to 50 foot. But the first line right above the table says that, hey, in a cluster subdivision, I think is what it's called, the lot depth, the lot width, the square footage, et cetera, et cetera, can be adjusted. And that's by requesting that 50 feet. This plan up here, if I can walk over there. So this plan shows kind of that mix. So the kind of green, the lighter green lots here are the 50, and then the kind of more brighter green lots are the 60-foot lots. And so that kind of shows you that we're mixing them through this whole area here, and all of the 60s are along the adjacent neighborhood, Along the green spaces and then up there in that corner as well Randy also mentioned Salem Drive. That alignment is what is possible given the county standards for tangents and reverse curves and also given the site distance along Union School Road. That location is the location that we have to make that connection because we have adequate site distance in each direction. So that road is not going to or cannot really move because there's no way to do it and still meet all of the county criteria.

The property, as Randy mentioned, does have water and sewer access from the City from Independence. And so if you saw that first step that Randy put up, everything south of us is subdivision. And so what we're asking is to extend a subdivision up to Union School Road and the sewers and the water is available there. All streets and stormwater requirements of the County have been met. And we are providing the collector, again, as required by the county staff. The developer has agreed to add a right turn lane on the Union School Road, even though technically in the traffic study and the traffic, the trips from this site wouldn't warrant it. The county has requested it. The County staff has requested it. And our developers agreed to put at Salem Drive a right turn lane there.

The project will be constructed in two phases. At this point, we don't really know where that phase line is. We haven't made that determination, so I don't have an answer for you on that.

The developer feels that this project does provide the housing products that are needed in this area. If you can go to the next slide, Randy, that would be great. In fact, what they're -- the next one after that. So, they offer an extensive warranty program as part of the home sales. And if you go to the next one, again, what they're trying to get to, they also offer hometown heroes discounts because this housing is designed to go for the active retired military, firefighters, teachers, health care providers, local government, employees, first-time homebuyers, empty

nesters. So, we're trying to get a mix and provide housing options for all of the people in those categories and actually offer an incentive program for their home, what they call the Hometown Heroes Program. Back to the plan. Yeah.

So I did want to touch on one question that was about the corridor and maybe it's a clarification that I need to make with Randy. When we met with the staff because of the grade change between this stream and the lot being significant, i.e. 12 to 15 feet of grade change there, we talked about on these lots actually holding that line in since the flood water will never get there, there will never be really any impact on that lot. Technically yes that 150 feet does come into the lot if you were to measure it exactly. It does not affect the home itself but rather than have that be platted on the lot we were asking for that to be pulled back to the lot line and maybe I misunderstood what our conversation is.

So the other thing just to be clear that other access on Union School Road is also at a location that is needed in order to meet site distance in that location. We cannot move it any farther west because there's another hill there that creates an issue. Trying to move it farther to the east would actually put us too close to where Union School Road bends up and gets us down into an area where there's floodplain and where we need to provide detention.

I also wanted to clarify one other thing on this just to be clear. The open space is all of the green, this kind of green color that you see here. And at this track we will have open space around the stream corridor and around the cemetery. But there is a small amount of property right here that would be developable in the future if something came from the east side here. And so we're actually showing that as both open space and a future development potential on that particular side. That's why that's colored a little bit different.

Mr. Crawford: How many acres are there?

Mr. Foster: I'm guessing that the developable area is probably 15, 20 acres.

Mr. Crawford: That's what I was asking. Thank you.

Mr. Foster: So, you know, again, once that develops, we will, you know, obviously be respecting the cemetery and everything. Actually, I think our developers had conversations with the cemetery folks already about, you know, that property and making sure that we are respecting what needs to happen there. So with this, the developer feels that this project provides the houses that are needed for the community service people, the first-time homebuyers, empty nesters, provides a good mix of housing that's not available in the area. If approved, the project would begin later this year, and I'd be happy to answer any other questions that you might have.

Mr. Antey: Is there an anticipated duration of the project from start to finish, build out, or whatever?

Mr. Foster: I'm guessing something like this would probably take three to five years by the time you're in there doing all kinds of stuff. But, you know, again, that depends on market conditions and what ends up happening.

Mr. Crawford: What's the minimum square footage?

Mr. Foster: 1,200 square feet for a small home, like a ranch style. That was kind of my question.

Mr. Monaco: If we're talking about empty nesters, first-time homeowners, what's the mean estimated sale prices? Anywhere between \$275,000 to \$400,000.

Ms. Ryerkerk: And the size range.

Mr. Foster: The size range, you said 1,200 is the minimum? 1,200 goes up to 1,400, maybe some 1,600. Again, that's some of what we don't know at this point because our client is the developer of the lots and the subdivision itself. Then what he does is has a package of homes or lots that he gives to a home builder to build. So, there will be a variety of builders in here or it could be one builder. So really, you know, trying to give you that information is just a best guess at this point.

Mr. Monaco: I was just trying to see if it was affordable for a new homeowner.

Mr. Foster: That's why they try to get under that 300 mark. But in some cases, that's still not affordable, but there's really no way to get down lower just with all the development costs and the house costs and everything.

Mr. Farrar: I don't think I've driven by this location. It appears that one of the exhibits showed what might be extensive development to the south.

Mr. Diehl: The New Salem development to directly to the South.

Mr. Lake: I have a question for Randy. Is that cemetery in a trust or is it privately owned?

Mr. Diehl: There is somebody here that could answer that question in more depth than I could.

Mr. Horn: So you said that this is going to be a mix of houses. Has there been any, and I know you said there's a traffic study, but for example, if there are families, Have you put in this plan where the bus stops are going to be?

Mr. Foster: Not at this point. No, we're not at that stage. More like sidewalks to make sure. Yeah, the sidewalks are shown on the plat, and they meet the criteria of the County. One on both sides of Salem Drive, and one sidewalk on one side of the local streets. And they all connect.

Mr. Lake: Do you have an idea of a general contractor?

Mr. Foster: No.

Mr. Antey: Are there any other questions for the applicant? Thank you.

There were none.

Mr. Antey : Anyone else to speak in favor of this application?

Mike Calvert, 420 North Pleasant Street, Independence, Missouri. I am president of the Civil War Roundtable of Western Missouri. We are owners of the historic Lewis-Gregg Cemetery. The cemetery, as we talked about earlier, our original burial there is Nathaniel Lewis, who is a Revolutionary War soldier. one of the maybe 10 that are buried in Jackson County. That was in 1826, so he was the earliest burial. This may be the second oldest burial site in Jackson County, one in Sibley, by the Fort, may be the oldest. We've been owners of this since 2006. It originally was deeded by Mrs. Lenz, who owned that property, to the Jackson County Historical Society. They decided that ownership of a cemetery was probably not in their purview. They

approached us, and in the end, my board said yes. For one reason, there was an endowment of \$16,000 to maintain it that came in. And mowing a cemetery is not cheap, and we've done that faithfully for the last 19 years. It is not a trust. It is an ownership. We are a 501c3, and that ownership, through a quick claim deed, came directly to us. And we have, as I said, maintained it since then.

Mr. Rykerkerk: What is the size of the cemetery?

Mr. Calvert: 50 by 50. Around 32 burials. We don't know the number of unknowns, obviously, but there are 32 that we can point to and find. We only, not only on the 50 by 50 foot cemetery itself, but there's a 50 foot wide road that goes all the way back to Blue Mills Road. The Greg family traces their roots back to the original founding of Johnson County also, along with the Lewis's.

Mr. Crawford: Do you also maintain access to the cemetery?

Mr. Calvert: We have had, over the last years, we have not maintained the access. We actually, because it has been in the church, we kind of had an agreement with the church that the farmer who rented that and farmed it, we would go ahead and let him use that 50 feet so we wouldn't disrupt his crops. But we also had the agreement that we could access that through that field. So we tried to, we didn't necessarily follow the same track all the way across because we tried to minimize the damage to his crops. But it was okay, the agreement between us.

Mr. Farrar: Is there concern that that agreement won't be followed as we develop it?

Mr. Calvert: I'm here really to just make sure that this commission and people understand the importance of that cemetery and to know that someone is watching it.

Mr. Monaco: We know what you're saying. I mean, I know the history of this. It's significant to me as a past president of Jackson County Historical Society, being a board member still, to preserve this. I do know that statutorily, if there is a landlocked cemetery, ingress and egress shall be provided. So my question, I guess, would be, going back to the applicant, and to understand better, the applicant is buying that big square, right, that whole green area, which does consist of the cemetery. Is that correct?

Mr. Antey: He won't be buying the cemetery. I understand what you're not buying, but it's landlocked. You don't buy 50 by 50 in the little exterior section around it, but everything else you're buying, right? So have you had discussions with the Civil World Roundtable about the ingress and ingress and the maintenance of that area to allow access to the cemetery?

Mr. Diehl: I don't think what they're getting goes into the access. So this little area right here, between there and Salem East is the access.

Mr. Antey: So they're not landlocked.

Mr. Diehl: So it's not landlocked. They still have this little tail that comes into that strip.

Mr. Horn: Yeah. I have a comment, too. It was brought up in some presentation. If someone developed from the east, that that could potentially be developed over. And, you know, I support the historical society.

Mr. Antey: Well, it couldn't be developed over the cemetery. It would be to the east of the cemetery.

Ms. Ryerkerk: I was just going to ask, what are the restrictions as far as any development? Does the county have anything?

Mr. Diehl: I don't think we have anything. It would fall back on State statutes.

Mr. Monaco: Like I said, the law is that there is a cemetery. There has to be ingress and egress. Even if I were to buy it and the Civil War Roundtable didn't own it, I would have to provide anybody in the general public access to go visit the grave, whether the relatives were not. That's the law. That happened to the cemetery in Raytown. That's probably what a lot of this is about today. It's the integrity of assuring that that cemetery is not compromised And that's why you answered my question about the ingress and egress

Mr. Calvert: Yes, and I did, there was a question earlier about if my group talked to the developer. Early on was Remax, I think, put the big billboard up, and I connected with them immediately, talked to them, gave them all the information that they required, so they knew what was there. And then, I don't remember his name, I did have a person from the developer call me, And we discussed the cemetery, and we discussed access. We discussed a lot of things. I said, well, until I see what you're doing, I can't answer your question. I said we, I did reiterate that we are by law and by ownership have access to the cemetery. Now, later on, having said that, without seeing the plat or anything else that might go on, we may be amenable to possibly changing that 50-foot tract so that maybe it follows more with a street line. The 50 feet is we want it, we need it to get there, but it could be changed as long as we always protect the cemetery. And I do not know of any kind of setbacks. I know of the cemetery over on 39th Street. There's a cemetery right in the middle of the subdivision there at the corner of 39th Street and Lee Summit Road that goes to the east. If you drive back in there, there are lots but the cemetery.

Mr. Diehl: There's a couple in Blue Springs like that too. The subdivision goes around, but the cemetery now has street access within that subdivision.

Mr. Calvert: That part about access you know of course we're watching and we get the notices all those kind of things it's something that I feel that not being hard-nosed about it but advocating we as long as we have access as long as some person is safe it is extremely important.

Mr. Horn: I just want to say that's my important issue right now I want to ensure that the cemetery you will have access to it because that will ensure that it's up kept. So that's, you know, I appreciate you talking about that, especially with the having significance in the county. I don't want this to be, you know, developed around and become inaccessible and forgotten.

Mr. Calvert: We have been asked in the past, why haven't we developed a road back there? Well, one is that we're a 501c3 and we, you know, need not be said anymore after that. Money is an issue, but we've also been extremely lucky over the last 19 years, that vandalism is kept to a minimum. Our biggest vandalism has been really just destroying a fence a couple times. Last time they took the panel out of the gate and walked under it, they could have cut the chain and opened the gate, but, you know, who knows. So we've been extremely lucky. It's a cemetery that isn't seen very much, and sometimes it's good luck. But we do have people call me all the

time, can I get access to it, can I see it? I think my relatives are buried there. Or I just want to see this Revolutionary War soldier.

Mr. Lake: With your knowledge, is there any historical events that happened on this piece of property being Civil War or being Native American with the Osage Indians in that area? Because being in construction again, I work on a lot of sites that they do find artifacts. There needs to be a stoppage while it's being investigated.

Mr. Calvert: It is that piece that you see basically to the west of the creek and along Blue Mills Road a little bit further to the east, that section is not in this consideration. That is the northern end of the Union line at the Battle of Little Blue, October 21st, 1864. Anyway, that is an important piece of the action of that day because it goes from there over, which you don't see in here too, is the loss of Moore Home, which is about a quarter of a mile away, which is the center of the action that afternoon.

Mr. Lake: The reason I bring it up is because several years ago I was part of a team that, at the Battle of the Lone Jack, before they put that subdivision in there, on the Battle of the Lone Jack, we went out there and surveyed metal detectors, that type of thing, so that's why I asked.

Mr. Calvert: I would suspect you'd find the same thing.

Mr. Antey: And we appreciate your information on this. I do have one question of clarification. When we were talking about the potential for developing on the east side of this property, is that within the boundaries that we're talking about today, or is that to the east of those boundaries?

Mr. Diehl: So let's just say that the applicant finishes this and buys this tract.

Mr. Antey: That's a separate tract. That is what I'm talking about,

Mr. Diehl: This is the piece that's for sale is outside of the boundaries of what we are talking about today.

Mr. Antey: That's what I'm trying to clarify. Potentially if somebody developed this, it would have to come to us.

Mr. Diehl: That is correct. Any development to the East what's being considered today would be a separate actions

Mr. Antey: Is there anybody possibly present today that would like to speak, that is opposed to or has questions concerning this application?

Gene Place. I live at 19208 East Colony Court. It's a cul-de-sac that hooks on the backside. We're concerned, my neighbor and I, that the creek that runs behind us, Lazy Branch. I'm right here and Ryan is right there. The sewer is right here. Well, that creek right there, when I moved in 22 years ago, was two foot wide, a foot deep. Now it's 10 foot deep, 15 foot wide. When they built all the new home up on Salem, on the hill, all that runoff comes behind us. Well, all that water collects right behind our house in this low-lying area where the sewer is. And this creek here meets up right behind our house. So there is a flooding issue. It's about three feet. We're about three feet above the grade to come in our backyard. It breaks loose and goes across that sewer district, which is good for now. We've built bridges across the creek. Well, that's where we can. Because we actually own across the creek, too. And we've been maintaining all this back to this creek here for 20 years. So what we're saying is, is this water going to runoff come

down to this creek? Are they going to direct us back behind us over here? Because we can't handle any more water.

Mr. Antey: What's the use of the land right now? Is it row crops? I will tell you that with the addition of sod and turf grass, Not only will it slow the runoff, but it will also reduce it because it will hold more of the stormwater back.

Mr. Place: When it comes, it comes hard.

Mr. Antey: The studies have been done that it does do that. Yeah, you're going to get runoff of the hard surfaces. However, it's not going to be nearly as bad as row crops.

Mr. Place: I disagree. Yes. It's going to run into the streets, and that comes right down the storm drain. That's the problem we have there.

Mr. Diehl: According to the submitted conceptual plans for engineering, all the storm water that's collected here is going to run up into a detention pond here. The lower end is not going to go down the storm drain. It's actually going to be channeled away. The stormwater's not gonna come down toward him. It will go upstream. It's going to go north. And there's going to be a retention basin. There will be three or four retention basins.

Mr. Place: I've probably put 20 truckloads of rock behind my house, cause everybody up from Colony, or Lazy Branch up here, they got the deep cut in there.

Mr. Diehl: The stormwater will be channeled off away from that area.

Mr. Place: I'm good.

Rebecca Dye, 19202 East Colony Court. So I'm a few houses down from Gene. I'm missing half my yard. My fence is gone because of that creek. I've had representatives. I've had the Executive out standing in my backyard going, This isn't a person thing. I can't manage this. That storm drain y'all talk about is about to fall out. There's nothing around it anymore. It's gone. I can show you pictures and videos of my land over the last 20 years. Gone. They worked upstream when I bought this house. And I'm like, there is no way. I read the statute. I can't do work in my backyard because of the change in the stream, upstream and downstream. But yet the County did work upstream. I lost all my land. It's 20 feet from a porch, 20 feet from my foundation. I had the County out there. Yeah, this is our problem. Then they sent out bids for \$150,000 just to fix my land. Bids came back at \$350,000. And the County lawyer told us, better get a lawyer. Knowing full well, after two years I've been trying, no lawyer will take my case. What am I supposed to do? My house is unsellable. And now you're going to put this up? You're going to put all this concrete and you're going to do nothing about that creek? What about all of us? I'm going to lose my house and nobody cares. I've talked to everybody. I've talked to environmentalists. I've talked to County. I've talked to the City. Nobody cares. And I need somebody to care about us. If you thought we were all here because of the cemetery, I appreciate history. I have a history degree. I appreciate housing. I work for Habitat for Humanity. I understand the housing needs. I also understand that my house is worth nothing, and I pay taxes. I'm losing my house, and you're going to allow this to happen. I understand we need housing, but this is going to be a problem, especially if you're going to put this in and do nothing to mitigate the problems that have been there for 20 years and have been completely ignored by zoning.

Jean Garcia, 18908 East 22nd Terrace. I back up to the proposed subdivision. I will say several things. Of course, we're all very unhappy that we're going to be having neighbors, possibly. There's also quite a few considerations that have been going through my head. One is Salem Drive right now is a busy street. We have problems speeding right now anyway. It's going to become busier because nobody's going to go to Union School Road. I don't know what they're worried about there because the access is going to be out of Salem Drive. Union School goes that way that way it doesn't go the other way so we're going to be experiencing everything up Salem Drive. The field itself two years ago was re-terraced. All the drains have been redone and everything. It drains great. It has no problem over there right now. Okay? Over there. That has nothing to do with these people. Don't get me wrong on that. These people still have a problem. But also, we've got eagles that we think started to nest up in there, but I haven't been able to walk out to get pictures. But we've got a set of eagles. I've got a peregrine falcon in my backyard. I've got coyotes, foxes. I've got everything that everybody could want, but also we don't have people that are gonna come and the green space is a creek ravine and it is where the animals are right now but it's a creek ravine and it is not it's not developable for them anyway. When I look at this and I said okay if I have to have a housing development behind me, what is that a trailer park? I mean come on that my lot is backed up to there and you can see that it's like wider almost almost double the size of that and I don't have a big house. I'm just saying I don't think we need it where it is I think that we need to keep some of that rural and that we need to take care of people.

Dennis Moore. I live at 35101 East Neil Chiles Road in Buckner, Missouri. But I own the property immediately north on the north side of Union School Road of this proposed addition. I've got two kind of major concerns, and not to beat a dead horse, but I want to reiterate the concern about the additional runoff.

Mr. Antey: Okay, that's already been addressed. And as I said earlier, we have heard that.

Mr. Moore: And I can give specific examples if you'd like to hear them, or I can stop there, whatever you'd like to hear on what's been done. You know, they had to, on north where Union School Road turns north, they've had to, the County had to replace the, basically the culvert that goes under the road in the past. The sewer district has also had to repair the manhole risers that are on my property that run adjacent to the creek because of the additional runoff. This has all been since the New Salem addition has happened. There's also significant erosion on my property adjacent to North Union School Road that has just gradually increased and increased. And all of this, in my opinion, is from the increased, you know, on high rainfall events, the increased water flow that has created, you know, in Lazy Branch Creek since this latest, you know, past development there. So I think there are specific examples we can look to that kind of show what has happened regarding that. The other question is, I know they said they were going to put a right-turn lane on Union School Road to Salem Drive. The other entrance down there, is there a plan to put a right-turn lane there would be my question. Also, are they going to put sidewalks on Union School Road adjacent between where this housing addition is? That road is, if you've not traveled, it is very hilly. There's little to no shoulders in a lot of places.

Mr. Antey: I believe what the County's requirement is the sidewalks will be on the roads that they are building. Union School Road would not be a road that they are building, and the backyards would back up to that.

Mr. Moore: So the increased traffic on Union School Road, I think you'll find it's going to be a danger, and there's going to be an increase in accidents based on the traffic that goes down Union School Road now. So those are my major concerns, I think, right now, and I would just want to go on the record saying I'm against the proposed development.

Mr. Crawford: Would you be kind enough to walk over here and point out where your property is on that picture? And also where that new culvert was put in. Also where the new culvert was put in by the county.

Mr. Moore: The culvert is right here. Well, that's there, but there's also... There's another one up there. Well, where Union School Road turns north. It's right here. Yeah, so the creek's here, but it crosses back onto my property right there. So the new culvert is basically right at the edge of the stream, and that's the one that was replaced there a few years ago. The property that I own is basically from this line all the way to that line. That's just a separate lot that I own all of that property.

Richard Thompson. I live at 610 Neil Chiles Road, but I own the property at 18106 and 18108 East Union School Road. Two years ago, we banded together as citizens out there to stop the quarry that was proposed being built behind. The white area right here that you see is owned by the rock quarry as a future access from that quarry. Would the developer be required to tell the folks, hey, there may be a new rock quarry on the backside of your property? It seems to me that's an environmental concern and a concern for any homeowner that would be, and the Planning Commission itself.

Mr. Diehl: That property is inside the city limits of sugar Creek is it not?

Mr. Thompson: Well, there's a disagreement. The former City manager told me it was, and the neighbor lives next door says no.

Mr. Diehl: This map is based off the tax maps that that's right out area is actually a city limit area. So I think that area that they were looking for the quarry at was all inside sugar Creek.

Mr. Moore: That was my understanding So, you know, that in some ways takes it out of the purview of this group. But I know we fought hard to not have a rock quarry in the back of our yard. All the semi, you know, how many hundred semi-dump trucks that were going to run up and down that road. So if that comes about, you're going to have semi-dump trucks running past this addition.

Jim Jones and I live at 18300 East Union School Road that's just west of there. I presume that the roads are supposed to be 28 feet wide, curb to curb in the county and the city, is that right?

Mr. Diehl: Are you talking about Union School or the interior?

Mr. Jones: No, I'm talking about all the rest of your new roads that you put in.

Mr. Diehl: There's a minimum right-of-way, but I can't remember what the curb to curb width is. They have to be built to standards that we have.

Mr. Jones: Okay, I live on the widest part of Union School Road. It's 20 feet wide. And the narrowest part goes clear down to about 18 feet wide. And you meet two trucks along there, you've got two mirrors that are going to either hit or they're going to have to run off over the white line. I was meeting the school bus one day, and the school bus was stopped, and I was

stopped behind there. And that school bus motioned me to go on after they picked up the child or dropped the child off. I don't remember. And I said, I just shook my head no. And so that school bus had to crawl over the double yellow lines because there was no, the white line was missing because there was no road there. And so I just, you know, if my road is, my wide spot is 20 feet, we're the rest of them. And we have to slow down for the school buses and pull over because the road isn't widened. The road should be wider than that. But anyway, I was going to say that the excess traffic along there, I suppose whoever's going to develop is taking traffic checks on that road, see how many cars go down that road. And I've never seen any strips on the road to test that, so I guess that hasn't been done. And homework hasn't been done on that.

Mr. Diehl: There is a traffic study. It's under review with the County Engineering Department. Dated December 2024.

Mr. Jones: There were no strips.

Mr. Jones: Along the creek down there, I've seen water over the road three or four feet. And after you get all these houses in there, it's probably going to get up to five feet. And then I had my wife and four kids were coming out of the driveway one day, and it's a hilltopping road. Kids are going to do the hilltopping deal, and there's been several people being killed on that road. And that one guy was the insurance company said after he slid 225 feet and slammed into my wife and totaled out our van, and he was going about 85 miles an hour. And nobody, there's, you're going to have probably 500 more cars in that area, and when you've got 500 more cars coming down Union School Road for everybody going to work, you're going to have a real, a lot of traffic, And those people, a lot of those people are going to be late for work. And they're going to be speeding. And then we also have a lot of four-wheelers and side-by-sides going down that road, too. And I pulled out. I got a dually pickup. I pulled out. I got a big flashing light on top of my pickup. I pulled out one day to go east. And I had the guy coming over the road, there was nobody there, and I pulled out. He gave me one second or one and a half seconds to do something about getting out of the road. He was sideways with his pickup trucks sliding down the road. And I pulled out, and we just missed each other. And so the Union School road isn't made for traffic. It's an old cow path. back in the old days, and that's the way it was. As far as cemeteries go, you realize how old this cemetery is that they're talking about. You realize how many people are buried right up around that fence. There are gobs of people buried around that fence because that's how people back in those days did things. They weren't allowed to put them in the cemetery. They put the burials around that fence. And if you go to start excavating and stuff, you might find it like this Franklin Cemetery over on 24 Highway. They, years ago, they buried that cemetery. It never was recovered or anything. And they put the water line in over there by Ferguson Springs Road, and that's where the cemetery is, where the cedar trees are. and they never they put the water line in they dug up human bones but the water line in through the human bones back in and that's the way they treat it and they it was reported and historical society says well we can't do nothing about it. So we're getting in in a different territory we don't live like they used to back in the old days so that's pretty much what I I've got.

Gary Wheeler 18 510 is Union School Road. I live like everybody on Union School Road along the stretch on the north side. I'm down about three to the west about three lots and all the lots over there on the north side are about 1 to 25 to 100 acres. I know most of my neighbors and heard some of them just speak we've lived out there many years half our lives or more for most of us we didn't move out there to live in the city or with a subdivision across the road from us. We like the agricultural area so it's going to impact our aesthetics to put it kind of mildly. I mean

we like the agriculture. I like seeing, I walk down that right by that about every day and I love in the winter and spring and fall seeing hundreds if not thousands of geese bedded down in that field, you know, during their migrations. The traffic safety has been mentioned, just to add. Those rolling hills, you only have, like Mr. Jones just said, in that accident his wife had, even if somebody's going to speed limit, you only have about 100 feet of vision to see somebody coming over a hill before you can see that they're there. It is really risky just to pull out of your driveway onto that road, even if people are going the speed limit, because I've seen it happen a few seconds after it happened, for accidents, cars left the road to avoid accidents. So just that margin is really scary. I had a question. Has the land already been purchased? Is the purchase finalized?

Mr. Antey: I don't know the answer to that, but we'll address that. The applicant may be recalled to respond to questions. I'm trying to get everybody to get their say in. So I'm not going to recall the applicant every time a question.

Mr. Wheeler: Okay, but that will be dealt with in this hearing?

Mr. Antey: I'm not 100% sure whether it has any bearing on who owns it at this point.

Mr. Wheeler: If the developer owns it. Then the question about if this is approved will also be addressed if they're going to inform the buyers of these lots about the mining area across the road from them. That will also be addressed?

Mr. Antey: We can ask the question, yes.

Mr. Wheeler: I'd like to hear that answered also. The last thing I have then is the current housing area already impacts us along that road, the Salem, New Salem area. And the last two things. One, the runoff, I guess it was addressed on the south side and maybe partly on the north side. But there is runoff, I mean, the watershed is going to impact me on my place. In one ravine, when there's heavy rains, I already have runoff that gets 8 to 10 feet high in this ravine. If there is more runoff on the watershed going to the west, and it'll drain toward the north, everything goes toward the Missouri River about a mile from the north of here, that will be an impact also. But back to the residential area, apparently some youths from the Salem East area already are having, have had for years an impact along this A lot more houses, I just assume the impact is going to be bigger. Example, this area, this is a huge pasture to the west. A farmer just this past week, I think about one or two days ago, moved about 100 head of cattle off of that because right there at that property line, repeatedly for a long time, a few years, I don't know, maybe forever, but the vandals cut through that fence and have left his 100 head of cattle out, and they've been right on that development area. Fortunately, we called him and the cattle were able to get back in before he lost hundreds of thousands of dollars worth of livestock. The point is, the vandalism, the four-wheelers, he just moved about 100 head off and out of the county. Because he lives up north of the river. So he moved them to another location, apparently out of the county. So I like the agricultural use. Thank you.

Gary Dixon, I live at 2208 North Ponca Drive, and I promise to be brief. I understand the idea of the agriculture and all this, and you're talking about Union School Road and more traffic. It's not good there. But what I think we really need to reiterate is the fact that we're going to have 500 more cars in a subdivision. Because they're not, you know, Salem Drive is going to go all the way from Union School all the way through the subdivision. People are going to, the closest exit is out Salem Drive and through and into the subdivision and right there at the Little General

where it hits 24 Highway. We already have issues with the amount of cars and the amount of people and this and that. You add 230 houses, 500 cars. It's just going to get worse. We're going to kill some kids. We're going to have problems. We're going to have construction. The construction equipment is going to go up there. We're going to have problems with the city roads, maintenance and upkeep and that type of thing just to keep it going. And I don't believe this is our best option.

Gary Mannering, 18308 East Union School Road. I live between Mr. Jones and Mr. Wheeler. And the road is a roller coaster. I have two houses east of me. On the bottom of the hill, there's a lady that babysits. And every afternoon, a school bus drops the kids off at her house. And sometimes every week, every other week, I hear people slamming on their brakes. I hear the brakes lock up because it's a blind spot where they let the kids off at the school bus. And sometimes there's a couple times that cars went over into the fence to avoid the school bus. And we've had teenagers killed years ago. We lived there 42 years thinking we were in the country. But every morning and every afternoon, it's rush hour. And they fly. They fly on it. It's terrible. These 230 houses, if they have a job it's two miles straight east to 291 and make even need to go to I 70 or 210 they're going to be going Union School Road to work to get access to the highways. It's horrendous, it's horrific now.

Denna Baker and I live at 18909 East 22nd Territory. I live in Salem East. My house is right here. I live on the street right here. Salem Drive is, like they said, I don't want to repeat what anybody said before me, that's the only way you're out. Union School Road is not an option at all right up here. It's not an option for anybody to go in and out. So it would be Salem Drive. My nephew went through the windshield, the hill jumping thing. It's real. That if you guys, I know you consider him to listen to us talk about it, but if you went there and you could see for yourself what my neighborhood is like. I can't even dream up a worse place to put a subdivision and put more housing. It's that bad. It's a terrible life. And you have to see it. I can't even express. You have to see it and see what's going on there. Go down 24 Hwy, turn to the Little General, go to Salem Drive, drive to the very end of Salem Drive, and look. You can imagine the water runoff. You can imagine, like, this would be a horrible place to extend the area. You'll see what's going on there. There is no street lights. It's county, and the fact that it's county, there's no street lights. There's nothing. It's a terrible place. The in or out, this is the way in. Union School is kind of an option really in and out. I mean, it's a little country road, little tiny country road and ditch on the other side. That's it. The wildlife there, amazing. Wildlife is incredible. The head of cattle and stuff they're talking about over here, cows and stuff like that over there is great. This area is down over here with the water runoff. We've got, I see the water running down my street. You know, it's just the whole thing is just bad. The cemetery I get is bad. And I don't want to go on and repeat myself or repeat whatever people said. I absolutely am against it, completely.

Mike Farron. I live at 18900 East 22nd Terr North. A lot of this has already been discussed, but Salem Drive is going to become an interstate. You talked about sidewalks on both sides of the road. On Salem, yes, and the rest of the subdivision just on one side. So a lot of these people are going to lose the front of their yard then.

Mr. Antey: Well, that's part of the plan. But that has been proposed, then to put sidewalks on each side, correct? It's going to be required to have them on Salem. It's going to be required.

Mr. Farron That's going to affect a lot of people as well. There already have been a lot of accidents on Salem. kids getting hit on their bicycles. I mean that's definitely a concern. There's

a lot of school buses. The water runoff, I know it has been addressed, but I don't believe you realize the severity of it. Union School Road, I've seen it underwater. I've been there since 2003. It has been underwater. Are they going to put pump stations in or are we pumping water to put water uphill? Are we putting pump stations in in order to do that and into the sewers?

Mr. Diehl: Are you talking storm sewers now?

Mr. Farron : Both.

Mr. Diehl: Well, the storm sewers won't have pumping stations, and I don't believe it will all be just curb outlets and go channeling to a detention pond.

Mr. Farron: Because right now you're going to have laterals uphill? Or I guess you're just going to go deeper with the laterals?

Mr. Diehl: That's all going through the engineering department to make sure that those plans are addressing those types of things.

Mr. Farron: And as far as the road study, I mean, I don't know. Obviously, you haven't drove down Union School Road. It's washed out. It's the worst place you could put a development. I'm just against it. And I appreciate the time. I mean, there's only a quarter of people that are against this. I wish you could have had it the next hearing maybe when people are off work and be able to express their concerns because there's a lot more people that this affect than what's here today.

James Smith, 19502 East Colony Lane. Okay. I live right up where the cemetery is. If you come straight down from the cemetery, we own, me and my neighbor own houses right up on top of that hill. So if you're saying the property hasn't been sold yet, I'm assuming, why didn't it stop at the creek and leave the rest of that as agriculture instead of making it behind our house residential for future stuff? Does he have the right, if this gets approved, to put a bridge right over that creek and then start putting houses everywhere around that cemetery and behind our house and everything?

Mr. Antey: Plan development, he cannot do anything without coming before the commission and going through the whole process again.

Mr. Diehl: If that layout changes, they're going to be here.

Mr. Smith: That layout should go to the creek. Because if you wait on something to come from the east, that would have to come straight off Blue Mills Road in the open. Right. And if that comes in. And that's where that historic battle was.

Mr. Diehl: And if that develops, they'll be here.

Mr. Smith: I'm just concerned because me, myself, and a few others on that road, the only reason we built our houses on that road was because we wanted that field behind us. We didn't want to see somebody sitting on their deck in their underwear smoking a cigarette. We wanted to look outside and see the turkeys and the deer come up from a bird feeder and all that stuff. But if it comes to that, I'm afraid a lot of people just sell their house and just get out. And especially if they put low-end housing in there somewhere, that ain't going to happen. I mean, that's just ridiculous. Our \$400,000 or \$500,000 houses will go down. So that was my only concern about that property line going all the way out there because it just seems like it would

be too easy for him to come out and take Colony Lane and make a paved road right there and boom.

Mr. Antey: Well, that couldn't happen unless they came back.

Mr. Crawford: Before you sit down. Your opinion, what's the median price of houses in that subdivision you live in right now?

Mr. Smith: I think the one across the street from me just sold for, it was a brand new build. It was \$350 or \$375, I think it was. All right, and so, well, you say, I would probably get rid of my house right now for \$400 easy. So if something goes in like that and drops our level down, kind of like they're doing behind Little General up there, Everybody's houses just goes to dumpy.

Mr. Smead: How about your lot sizes and the area around there to the south?

Mr. Smith: I have a larger size lot.

Mr. Smead: What, like a half acre?

Mr. Smith: My house is right here. It's a brand new building. I built this in 2018, and the reason I built it was because of the field. I got tired of seeing people behind me. The width is 75.

Jean Garcia, 18900 East 22nd Terrace North. Just want to add in that they're talking about the area around the creek, where the green area is supposed to be. A lot of kids go out there and hang out. It's going to be a lot worse with more kids. There's going to be trouble there's going to be more trouble. I don't know what anybody's thought about in the future that if this goes through of course the city's going to want to incorporate it and we're going to go through all that big fight again. We've been fighting to stay country, Jackson County for a long time.

Dennis Moore. I live at 35101 East Neil Chiles Road in Buckner, Missouri. I have a property that's immediately to the north in the subdivision. One thing I forgot to mention, and I don't know if this comes into play, but there is a current study, I don't know, from the Mid-America Regional Council for the extension of Little Blue Parkway that shows that parkway going through that proposed subdivision. Okay. I think that should be taken into consideration.

Gary Wheeler, 18510, Union School Road. He just said what I think needs to be brought to your attention, that Little Blue Parkway.

Rebecca Dye, 19272 East Colony Court. I invite you all to my property.

Mike Farron. I live at 18900 East 22nd Terr North. It wasn't brought to the attention that I'm aware of, of the proposed landfill that they are trying to put. It's going to be in Sugar Creek, but it's just right across the road from Union School Road. So I don't know if the new residents are aware that they're trying to push that. T

Mr. Antey: Would the Applicant's representative please come forward? Okay. You heard some of the questions.

Mr. Horn: I have questions for the applicant. First, you know, has your plan accounted for any of the flooding that folks have talked about?

Mr. Foster: Yes, I have.

Mr. Horn: Because that's my biggest concern. If the County, you know, from what I heard failed them, putting a development is going to exacerbate the issue. So what is this development going to do? If it's brought forward, you know, if it's pumping the water up rather than down, then that's my biggest concern. Because you have to develop regarding the current conditions there.

Mr. Foster: We have a number of basins. We're required by County Code to meet certain stormwater requirements. And I will tell you that the requirements that we have to meet today are far more stringent than the requirements when the subdivision to the southwest were in. And unfortunately, that's part of the issue. Requirement number one is that we have to meet the stream setback. From the stream edge to the setback we have a hundred feet on each side so we have no house closer than that. That allows for the drainage corridor to not be filled developed. Unfortunately, I can't do anything about it upstream where a house was built closer than 100 feet. That ordinance was afterwards. The county enacted Ordinance to help prevent that kind of situation from happening in the future. Second thing is we have to meet stormwater detention requirements, meaning that we have to collect all of the additional runoff that this site will develop, put it into the detention basin, and slowly release that out so that we don't end up basically having the additional runoff, just hit the stream and run down to be somebody else's problem. We have a basin here, here, here, and here. We have four basins, and we're looking at another one right here, primarily just to capture the rear yards of these lots. All of these will drain, all of these streets will drain away from the subdivisions itself. All go to the basins and wait, not anywhere near that. The other thing that these basins do is it also helps with the flooding condition at Union School Road.

Mr. Horn: And my second question, too, because it was brought up to a public comment regarding, you know, it sounds like that main road has a drop-off regarding school buses. Again, my biggest concern is if you're going to put close to a minimum 100 more families, that's going to be probably 50 more children there. So my concern is how is your plan going to account for more bus stops, more children, more families there? And that is my biggest concern as well.

Mr. Foster: We don't control the bus stops. That's the school district. And so we really don't have any say in where they make the stops.

Mr. Horn: But should you develop taking into account children's safety?

Mr. Foster: We do in our subdivision because we provide, as required by the County, again, we provide sidewalks on both sides of Salem and sidewalks on all of the interior street that children should be able to use and walk to wherever that stop is. We can't control where the bus stops, and whether it's on Salem Drive. We don't control where it stops on Union School Road. We don't control any of that. So that is totally up to the school district. So if there is an issue there, the school district should be made aware of it so they can make an adjustment as necessary.

Mr. Monaco: Let me just ask a real simple question. We're all concerned, I mean not all, but large of them have been concerned about safety on the north road and Union School Road. Has the report from the Highway Commission, who's ever doing the road study? Has there been a resolution, any results that we can be aware of?

Mr. Foster: Yes. I was just looking at that because I had a copy of it. What we found in the existing condition was that in the AM and the PM, there are approximately 30 cars up and down that road. That's in the AM and PM. I don't know if it was a physical person there or whether

they had one of counters, but that is the report that it says that. I have to believe that that's based on a professional traffic engineer. From that standpoint, if you recall in the presentation, I said we've located these entrances. I heard a lot of questions about site distance. These are located on the high point so that when drivers come out, they can see a minimum of 325 feet in each direction. That's the requirement per AASHTO, which is the standard traffic manual for determining site distance. That also means that people are coming up and down Salem Drive so that they can see, as they're approaching these intersections, people turning onto Union School Road. These two entrances should not pose a problem as far as site distance goes. I can't speak to other driveways or anything like that. I can definitely see where there are some driveways that would potentially have a sight distance problem.

Mr. Horn: I thought so you're speaking from the traffic study I thought you said that was still under review?

Mr. Foster: The County is reviewing it. We submitted it to them once and then they came back with comments and then we resubmitted it back to them. It is still under review of that but it has been completely fully prepared

Mr. Horn: I'd like to see the traffic study you know when I served on the Blue Springs Planning Commission I didn't vote on anything until I saw the traffic study. We can't just plop things not knowing how it's going to impact people. My biggest concern is it sounds like there's a lot more, you know, issues in our answers today and that's my biggest deal. I don't nothing against you I don't like people tell me what the traffic studies is. I read our entire packet and I'd like to read it myself. I am very very concerned about this you know my parents went to Fort Osage, this is where I grew up. We've held agenda items for single family and this is a very big project.

Mr. Lake: Who did the traffic study? Is it a third party?

Mr. Foster: We hired our traffic consultant.

Mr. Lake: I have trouble with you hiring your own.

Mr. Foster: Your city your city engineer and your traffic folks are also reviewing and confirming the review of your traffic study.

Mr. Lake: I would like to see an independent third parties.

Mr. Horn: Does the City or the County usually do their own?

Mr. Diehl: We don't do our own. The developer or the applicant would provide that to us for review.

Mr. Lake: I have a problem with.

Mr. Foster: That it's usually how it done. Because somebody has to pay them. If you're not paying them and if we're paying them then and you don't like it. Because you're saying because I paid for it you don't believe it. That's essentially what I hear he is saying.

Mr. Lake: I'm questioning it.

Mr. Foster: You got to understand that that's prepared by a professional engineer putting their seal on.

Mr. Lake: But you're paying.

Mr. Monaco: That's the case all the time.

Mr. Antey: It's a third party no matter who pays for it.

Mr. Lake: I sit on the Fire Board, and I hear the same thing on my Fire Board. We pay for people for studies, and I question those people because we are the customer. You are the customer. If the County or any municipality needs to work out something to get a real third party there, I think that's where we need to go.

Mr. Antey: There was a question proposed to you about whether the sale has already gone through. That is neither here nor there as far as that, but if you want to answer that, you're more than welcome to.

Mr. Foster: It's got a contract for purchase. It's under contract, okay.

Mr. Lake: So is the contract with the individual party or is it with the corporation?

Mr. Antey: The Diocese and the developer.

Mr. Lake: Is the Diocese based in Arkansas?

Mr. Antey: The Kansas City - St. Joseph Diocese.

Mr. Lake: But I look through the documents, and I see stuff out of Arkansas, Oklahoma, you know.

Mr. Horn: I also wanted to see that, too. I didn't get a chance to read that. We usually get to read that in the entire package.

Mr. Foster: It's a recorded contract. The person who signed the application is out of the Arkansas office, but they also have offices here. They have offices in Oklahoma.

Mr. Lake: So why don't they put down the local offices on this instead of?

Mr. Foster: Because the person who is overseeing all the development is out of Arkansas. We can give you the local office information that's not a problem.

Mr. Horn: We're appointed to be on this Commission to move things forward. A lot of us you know care first about the residents and a lot of us are residents who either live in unincorporated and the east. We're not here to defend the County, so if there seems like there's a little irritation from us, it's because we really want to make sure we're understanding if we're moving things forward it's in the best interest of our residents and our neighbors. If there's any anger coming from this side of the table it's because you know the County has not been the best to the residents and we want to make sure that that's not

Mr. Crawford: traffic study was 30 cars a day average existing right now. Is that correct?

Mr. Foster: Yes.

Mr. Crawford: Is there any estimate when you open these two roads what it would increase to?

Mr. Foster: There is and I'd have to look at it to see what it is. And what we also did is we accounted for traffic coming from the existing subdivision, up Salem Drive. And keep in mind,

Salem Drive through the subdivision to the south, is a collector road. So the whole purpose of a collector road is to take all of the local residential street traffic, put it on that road, and send it to an arterial. Existing site plus was 110 is what I see on it.

Mr. Crawford: You're going to go from 30 to 110 a day. Okay.

Mr. Foster: That's AM-PM peak. That is not the total across the whole day.

Mr. Smead: So it's like a per hour?

Mr. Foster: Yes, during rush hour in the morning and rush hour.

Mr. Crawford: It'd be like from 4 to 6 in the afternoon and then possibly from 7 to 9 in the morning.

Mr. Foster: One hour between 7 and 9 a.m. and one hour between 4 and 6. That's just one leg of it. That's the highest leg at the intersection. So there's other, but they're lower numbers.

Mr. Crawford: And also my second question I have for you. I'd like to go back to the runoff issue. Right now, a good portion of the property does drain to the south. Is that correct? On the eastern side?

Mr. Foster: It all goes north. North and east. Everything goes from the outside to that creek and goes north. There's nothing that's going south.

Mr. Crawford: So, it has zero effect on the subdivision to the south. Is that a true statement?

Mr. Foster: I would say that that would be a true statement because, again, everything is getting into the creek or being detained. We're not sending any water to them at all.

Mr. Crawford: It's running towards the river. It's not running to the south, then it turns back to the north.

Mr. Foster: It runs up towards Union School Road. I mean, I can tell you the elevations of the county. Here's the contours. It's all going away going this way.

Mr. Crawford: Everything that happens here has zero effect on this?

Mr. Foster: Yes. All of these storm pipes are going to these basins. This creek is coming around the corner like that.

Mr. Crawford: It has zero effect. All your designs here, does it slow down the water that comes off from this property that goes under the property adjacent to the north?

Mr. Foster: It doesn't slow down the water coming off from the off-site, it slows down our water off from our subdivision. It collects water in these basins, off from these storm pipes, and then into the creek that then flows down that direction.

Mr. Crawford: All right. I understand.

Mr. Antey: Are there any other questions that the applicant has not done?

Mr. Farrar: As part of any of the studies, I've noticed that they were here very much in disagreement with 30 cars today at certain times today. But as part of the studies, did your

people who gathered information talk to adjoining property owners, like the people that are here today, and would that be in the report?

Mr. Foster: No, they do not have any conversation because that's not a normal scope to go out and speak to people. They go out on a school day and either have a person in place, marking off, you know, When cars are going what direction they're going all of that stuff. It's not a normal practice to go out and talk to people. Because honestly I'm what I'll tell you is that perception of what traffic is versus reality sometimes doesn't line up. I may think that my my street has high traffic and it has ten cars Well, that's in my mind, it may be high traffic, but in the traffic study world, that's a pretty low volume of traffic. That's what the street is designed for. They will they do not go out and talk to anyone.

Mr. Antey: Okay, are there any other questions for the applicant

Jean Garcia, 18900, 22nd Terrace North. Two questions. One, was the study done for Salem Drive?

Mr. Foster: Yes.

Ms. Garcia: Are there numbers on that?

Mr. Foster: Yes, there is.

Ms. Garcia: The second question is the drainage ponds. How do those work?

Mr. Antey: The drainage ponds, we just went over that. They are strategically placed to where they are capturing the runoff from the development. It's not capturing the runoff from outside the development. It's just capturing the runoff. It is designed and engineered to retain the water and release it slowly. The water will come into those detention ponds and then release slowly out of them over the course of, you know, after a storm event of, you know, several days or what have you. So that has been engineered to do that. And what he was showing on the big plans was the contour lines because the topographical contour lines on the plan shows the elevation of the land. And it goes to the north and a little bit to the east. And in that area, stuff is flowing to the river.

Ms. Garcia: I was just wondering how they drain and if somebody upkeep the pond areas.

Mr. Foster: Yes, there's regular maintenance on them. Depending on if the County requires them to be stormwater, BMP features, which I know that's a technical term, Basically, lack of a better term, a natural area to not only provide stormwater quantity control, but stormwater quality, then they would potentially have native grasses in them. But for those that are not already had, they would have normal lawn turf and would be mowed on a regular basin. It all depends on ultimately what that function is in that basin, whether it's just quantity or quantity and quality.

I would entertain a motion to take this under advisement.

Mr. Lake: So moved.

Mr. Crawford: Second.

Mr. Antey: It's been moved and seconded. All those in favor of going under advisement?

All: Aye

All those opposed?

There were none

Mr. Antey: We are under advisement. Under advisement means that the conversation now happens from this side of the table back. We've heard all the public testimony, and we can discuss this before we vote on something.

Mr. Rykerkerk: Was there a staff recommendation?

Mr. Antey: There was not.

Mr. Horn: I guess I'll go first. I personally think we should vote this down. I think that my biggest concern is, you know, I'll be honest, you know, I was blindsided by a lot of the comments that came forward from the community. And it fits. I know Randy usually makes sure we're well prepared. I don't know if this is on an applicant or who it is. But this project is not where it needs to be. And I'm concerned with moving this forward and reducing people's quality of life. I'm moved from even holding this. I think it needs to be voted down and resubmitted with the critiques that folks have obviously made clear, so much so that they had to come to this meeting and make that clear to us. I think the applicant needs to either resubmit this with amendments so that hopefully the community gets behind this or whatever that may be. but I am a no vote on this. I hope others will join, but, you know, I just, I'm, and it's tough. You know, I have two economics degrees, and I know that we need more housing. That is 100% the issue right now. I initially came to this meeting thinking I wanted to vote for this because I know we need housing in this County. But I've completely changed on that. So that's all I have to say.

Mr. Farra: I'm very much in favor of the revenue that would be received in this area because of the development and new homes. However, I am just so concerned about what is commonly referred to as riparian rights. If someone converts water, it changes the course of the water, corrects the speed, the volume that's not fair to the downstream. I have not been convinced today in this limited time that these basins are going to take care of them.

Mr. Lake I drive I go to these things. I feel that's our responsibility. I mean, you've all been out there, but they're absolutely right about the creek, the damage it does, the road conditions. You're absolutely right. You know, I went out there to look at it. I try to go, every time we have these boards, I try to go by everywhere. I live on a farm, you know, grove, so I feel for it. All right. Secondly, I have concerns about the cemetery being a Civil War reenactor, a historian of keeping integrity Native American sites and Civil War sites and stuff like that. If we had additional houses around a cemetery, they do get vandalized. Sounds like this one hasn't been vandalized too much. As this board knows, traditionally I support the citizens of the community.

Mr. Stead: I have a lot of empathy. Like my personal house, there were cows across the street when I moved in. Now there's a house, so I have some empathy for that. My concerns are mostly around the density of this. Not that it's a housing subdivision. It's just the density here. It is ag now, ag around it, and we're going to one of the most dense things that we can do. So my concern is around the density as opposed to that it's existing or not.

Mr. Crawford: I listen to everybody here, try to. A lot of people had concerns here with the runoff. The ones who really had the serious problems with the runoff, unfortunately, they're upstream. And this subdivision had nothing to do with it. The second thing I had a major concern was the road to the north. Union School Road. I'm just not sure the County has the infrastructure to handle any additional traffic on it. And that's probably my sole thing right there, my sole concern on this whole project.

Mr. Monaco: I empathize with people saying they want to keep agricultural land sacred across the street. That's what we did in America throughout the country, keep going west, right? And where we were once agricultural and we're in the wilderness, now we're in downtown Kansas City. No disrespect to you all, that argument doesn't even resonate to me. Because that's going to happen. Somebody's going to develop this land at some point. I agree with everybody, however. I am not convinced that I have enough information today to know about the safety component of Union School Road. That, and I agree, I'm sorry about your property. I have representing clients who have the same problem with the Ccity and the County, and no one ever wants to help. Okay? So I get what you're saying. As an attorney, I get it. We need more information. I would suggest that we not vote today. We continue this to get another study or more information. If we can't do that, then I guess it's probably going to get turned down regardless of how I vote.

Ms. Ryerkerk: I have similar concerns on the traffic issue and we're what, condrupling, potentially the traffic that's hitting that road that's already been described as dangerous, and the density issues.

Mr. Antey: I live in a place where I've got a farmer's field behind me. Love that. Look over the Lone Summit Ranch and stuff like that. When I moved in there, I was told, oh, yeah, there's no plans to develop that, which was not true. But the thing is, if you love the view, you've got to buy the view because somebody else has a plan with that land. You know, and that's the thing. And everybody wants to move out in the country. All these houses here could have been part of a battlefield as well or whatever. This is in the urban development tier of the County. The, you know, basically it's just adding another section of Salem. How many houses do we have in Salem right now?

Mr. Diehl: There's just a little under 2,000.

Mr. Antey: You've got 2,000 in there already. So, you know, I've heard stories, you know, from you guys. Some people think that all the traffic is going to come south through the existing subdivision and their children are in danger of car versus bicycle. Then I hear on the other end that it's all going up north to the horrible road up there, and I haven't been up there in a while and driven that particular road, I have been through the Salem subdivision, but the road sounds terrible. I would, you know, pass or fail or whatever happens today. Squeaky wheel gets the the grease. And if you've got problems with your road flooding, washing out, whatever, be relentless with the County and call them. I mean, you know, the more noise you can make, the more they're likely to hear it.

Mr. Monaco: Let me ask a question. Can we just pass on this today to give more information?

Mr. Antey: When a motion comes to and put before us, so whoever makes the motion, they can move to approve. They can move to deny. They can move to table it. They can move to

whatever they want to do. If we truly want to see more information, I would say we table it to a date certain and request more information.

Mr. Monaco: That's my motion. I move that we continue this matter to get more information, especially with respect to the traffic study.

Mr. Antey: Continue to a date certain of when's the next meeting, Randy?

Mr. Diehl: May 15.

Mr. Antey: It's been moved to continue pending more information until a date certain of May 15th, The third Thursday in May.

Do I have a second on this motion on the floor?

Mr. Smead: I'll second.

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

Mr. Horn: My only concern is if we have another meeting, the time should be moved to be more equitable to people who are in the neighborhood so that they can show up.

Mr. Monaco: I don't think there'll be any more public testimony. I mean, we're under advisement.

Mr. Horn: If we're going to hold this another agenda, I think we do. Or this decision needs to be made today.

Mr. Lake: I would agree. Because in the past we've done this, and you was on the board, when we moved it to a school for the public to talk to them to make it more convenient at the evening. Years ago, with the quarry, the board went to an evening meeting at a school so the public could be heard. I personally I'm not in favor of continuing it I think the applicant should have had ducks in a row better coming to this meeting.

Mr. Horn: It's their job and they're getting paid for their time here people get off of work and are here for free and if we're gonna make them do that again, I think we should move our time.

Mr. Crawford: Do you know exactly what we're looking for?

Mr. Monaco: I like to read the report. I can't even formulate questions without a report.

Mr. Lake: And I have a problem with the report because it's screwed as far as I'm concerned. They paid for it.

Mr. Monaco: That's going to be the case every time.

Mr. Lake: No, it's not every time.

Mr. Monaco: I don't know who's going to pay for it, though.

Mr. Diehl: The County is not going to pay for it. It's not our development.

Mr. Antey: They paid for the engineering study. They paid for everything. When an on-site septic system goes in, the homeowner or whoever owns that pays for the study on that.

Mr. Lake: Isn't it not true that a lot of times we have traffic studies and we get those results either from the State, right? The state turns them into us, like projects on 50 Highway?

Mr. Diehl: The applicant, the developer, would pay for a traffic study. Traffic study,

Mr. Antey: Transystems, or somebody like that.

Mr. Diehl: They hire someone, they stamp it and give it to their clients.

Mr. Antey: It's just like an engineer. They hire their engineer, but their engineer is putting their seal on it. Their professional seal. You know, it doesn't matter who Transystem, and I'm using Transystem because I know that they're a, you know, it's just one of the ones I know that does traffic studies, but they don't care who's paying them, whether it's the County or the, somebody's got to pay them, you know, and they're going to do the, that's why it's an independent traffic study. If the developer said, oh, yeah, I sent some of my guys out there to do a traffic study, And, you know, it was just the developers. And, yeah, that would be a little bit sketchy in my opinion. But when they're hiring a company to do a traffic study, that's what that company hangs their hat on.

Mr. Lake: I guess the alternative is if these good citizens would hire their own independent study. They would compare apples to apples.

Mr. Horn: My concern is that we're going to move this forward and we want more information. I think if we're going to have more information from the applicant, more information should also be available to come forward from the community. And that includes public testimony.

Mr. Antey: We have had public testimony. All the testimony today will be in the record. Typically when we do hold over, when we continue a hearing, we can open it up to more public testimony and the caveat is still refrain from repeating points made by others. So everything that's said today, the point has already been made. It's in the record. So we would be opening up the public hearing for anybody to testify in for new information.

Amanda Langenheim: This body can continue the hearing regarding this applicant. The applicant can also request that the hearing be continued, and the applicant is entitled to one continuance. So there's kind of two avenues for continuing the hearing. But in terms of opening it up again to the body, I think we would have to comply with the open hearing requirements, which would require people to have an opportunity to put forth their positions and their thoughts on the applicant. I think it still is within your control and authority to control the comments and try and reduce the time component. I don't know if you want to go into a three minute component on, or a three minute maximum time component on whoever comes and talks that day. I do believe that it would still be subject to open hearing, so people would have the ability to talk and I think it would be within your ability to control that to a certain extent to a limit repetitions that happened today.

Mr. Foster: We would be open to a continuous so you guys have an opportunity to see the traffic study that we submitted already.

Mr. Antey: Open to or are you requesting a continuance?

Mr. Monaco: I would withdraw my motion to continuous. Someone could withdraw or second.

Mr. Smead: I'll withdraw

Mr. Horn: Does that supersede any action we take?

Mr. Farrar: Yes, that's what she just said. He's entitled to one extension. He's done that.
Crawford: Before this is withdrawn, as far as this continuance.

Mr. Antey: It's not withdrawn. It's continued. Withdrawing is a different...

Mr. Crawford: We're still on our discussion. There has been a study done, and we've got people on this board that would like to see the study, and I understand that. But always in the past, historically in the past, I've never seen a traffic study, but I've always relied on staff to review the traffic study, and they're the ones that make the recommendation on the whole project, and that's one of the things they consider. I assume Mr. Jenkins has looked at this.

Mr. Diehl: Is that correct? He's not here today. Or he may have been here today to help with that. He is the one reviewing that. You're correct. I can see if he's got the latest version of that in an electronic format and we will award it to all you all.

Mr. Crawford: Has he given a recommendation on that?

Mr. Diehl: It's still under review with engineering.

Crawford: And if he did not like what he saw, it would pretty much negate everything. Let's say we approved this today, and he said, you know what, Union School Road is just not there.

Mr. Antey: This board is a recommendation board to the County Legislature. They still vote on it, so they will open it up to new public testimony as well. If it's voted up or down today, it will still proceed to the County Legislature. If it is continued, then it won't go to the County Legislature until we offer them a recommendation of either approve or disapprove. So, Amanda, so the continuance that the applicant's representative has requested now, is that an automatic or is that something that we also have to vote on?

Ms. Langenheim: That's automatic. They're entitled to one request for continuance. We do have to set the daytime in place.

Mr. Diehl: It's May 15th.

Mr. Horn: Does it automatically go to the next meeting or can we set the time in place? Or is it just the immediate next meeting?

Mr. Antey: If it's continued to a date certain, then the notification that has already been posted and sent out still stands. If we have to notify of a new time and place, then we'll have to go through all the notification procedures once again.

Mr. Horn: I didn't want to extend this because it's going to waste tax dollars, it's going to waste some time. So I didn't want to extend this. Even if it's a traffic study. Because, you know, I'm clearly for development, but it needs to be the right development. And I'm just, I don't know why we're delaying this. I wish we would have had the vote on the hold and would have seen how that gone. But I guess we'll continue this.

Mr. Antey: We'll continue it to the regular meeting on May 15th at 8:30.

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 aerals 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 scenario.

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 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. Ryerkker? 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.

Meeting Adjourned: 11:00 a.m.