



Steering Committee Meeting Notes

Tuesday, June 28, 2011

3:00 – 4:30 pm

Oakwood Baptist Church,

7600 Lee's Summit Rd, KCMO 64139

Persons in Attendance:

Allan Markley; Betty Allen; Bob McKay; Bob Robinson; Charlie Angel; Dale Busse; Dan Porrevecchio; Dave Ireland; Deborah Scott; Debra Smith; Ernest Wassmann; Gina Boucher; Jade Liska; Janet McKaig; Jeff Shook; John McClernon; John Powell; Joseph Calzarano; Karen Downey; Kellie Johnston; Lee Ann Kell; Lynda Hoffman; Mark McHenry; Mark Woodring; Mary Kay Dicarlo; Mike Fievet; Mike Hurst; Nick Hawkins; Phil Jones; Randy Dunn; Ruth Turner; Scott Kujath; Steve Abbott; Steve Scott; Terry Leeds; Tim Acree; Tom Scannell

Project Staff:

Gerald Williams

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Area Plan Overview

Gerald welcomed attendees and explained the purpose of the plan, how it will be used, what it will include and components of the planning process. Gerald explained that the process will be approximately 7 months long with 5 steering committee meetings and 3 public meetings. Gerald also reviewed ideas posted on the “MindMixer” web site (www.plankcmo.com) and

encouraged everyone to go to the web site, sign up and post their own ideas and react to other ideas.

Gerald also explained that the Little Blue Valley Area Plan (LBVAP) boundaries have been expanded from the previous plan to include portions of the Little Blue River Valley to the south (1991 plan stopped at 350 hwy on the south – new plan will go to I-470).

Gerald reviewed the products that will be created in addition to the plan itself including a “databook”, resident survey, and analysis reports for transportation and infrastructure.

Previous Plans

Gerald explained that there are 4 plans that currently cover the Little Blue Valley area (Longview, Longview Lake, Knobtown and Little Blue Valley 1991) in addition to a conceptual plan done in conjunction with Lee’s Summit staff for the I-470 corridor. We do not intend to start from scratch and relevant recommendations/goals from those plans will be incorporated into this new plan. One of the plans is recent (Knobtown Plan - 2007) and we do not intend to redo that work (will be less emphasis on this area). All plans will be integrated with and replaced by the LBVAP.

Gerald reviewed the goals of the 1991 Little Blue Valley Area Plan and stated that these goals would probably be carried forward into the new plan:

- *development opportunity for Kansas City...**alternative to suburbs.***
- *development with a **unique character and quality on large lots.***
- *maintain the **low-density character of the area**, while providing for higher **density development at major intersections.***
- ***ample retail** commercial for the ultimate population of the area.*
- *infrastructure and public facilities **as needed by development.***
- ***a range of housing densities** to attract variety of lifestyle types.*

Gerald also reviewed the land use goals from the Knobtown Plan:

- *promote compatible growth*
- *maintain the “rural” character of the area*
- *promote quality development and improve area appearance*

- *promote sustainable development*
- *promote housing choice*
- *promote transportation choice*

The planning process will also include coordination and collaboration with adjacent communities.

LBVAP Data Presentation (see PowerPoint presentation and data book on project web site for more detail)

Demographics - The area has grown at a greater rate than the city as a whole and housing values and incomes are higher than metro area. There has been an increase in vacant housing, unemployment and vacant homes for rent or not on the market since 2000 (result of the recent recession and financial crisis). However the area has remained relatively stable.

The area gained 2,314 persons and 1,235 housing units since 2000.

The population has become older (average age has increase from 36 to 41) and more diverse since 2000 (minorities account for 35% of the population in 2010 compared to 18 % in 2000).

Crime in the area is well below citywide levels and has generally declined since the 1990's.

Topography/Environment – Gerald presented maps which illustrated the topography of the area as well as stream and river corridors and floodplains. The topography of the area is shaped largely by the Little Blue River. Higher ridges are on the east and west portions of the area with the lower valley and floodplain running through the area from south to north. Steep slopes generally separate the valley from the higher ridges. Development has primarily occurred along these ridges which are relatively flat.

The river limits development to a certain extent (flooding, stream buffers), however it also represents a large natural asset for the community and an opportunity for trails and recreational uses.

Land Use – About ½ of the area is undeveloped, while developed portions are predominately single family homes. Not all undeveloped land can be developed (floodplains, stream buffers, slopes, lack of infrastructure, etc...). About ¾ of the area is zoned for agricultural uses. Building activity since 2000 has occurred primarily in the northwest and southeast portion of the area.

Transportation – Significant portions of the major street system have either not been constructed yet or have not been built to major street standards. Improving east-west connectivity across the valley is an important issue. The LBVAP will include recent revisions to the Major Street Plan and will incorporate recent alignment studies completed for 3 of the east-west arterials streets (Velie, Little Blue and Gregory Blvd). There are several road projects planned or underway: Lee’s Summit Rd improvements and 350 hwy @ Noland Rd. The I-470 study recommends future roadway connections that are not on the Major Street Plan and those will be factored into the LBVAP transportation analysis.

The Trails KC Plan recommends 3 trails through the area (Little Blue Trace, Katy Trail (Rock Island Corridor) and 87th Street Trail). Several bike routes are designated on the Major Street Plan as well. The LBVAP will look at how these two systems work together and look for ways to connect neighborhoods to regional trail corridors.

While current transit (bus) service is limited to 3 routes in the area, there are several future commuter transit corridors identified in the Smart Moves Regional Transit Plan through the area. One of these corridors is being studied now by the Mid America Regional Council (Rock Island Corridor) for commuter rail feasibility. The LBVAP team will work closely with the Mid-America Regional Council (MARC) to coordinate recommendations and analysis.

Infrastructure – There are several basins in the LBVAP area which have no sanitary sewer. There are numerous locations where septic systems are suspected (properties which pay no sanitary sewer fee on their water bill). There are several areas where access to public water is limited (some areas where water must be trucked in). Need to identify areas with inadequate infrastructure and develop a phased, strategic plan for how to provide infrastructure for those areas, particularly where potential for near term development is demonstratively high.

Service Delivery – Gerald noted that service delivery was identified as an issue in the FOCUS Neighborhood assessment reports. Police response and code enforcement were examples of services not adequately provided. A map was presented showing the South and East police patrol divisions, both of which are headquartered well outside of the LBV area. It was confirmed that this is still a concern in the LBV area. Gerald stated that this

issue (as well as all other more specific issues from the neighborhood assessment reports) will be explored more during the planning process.

Wrap up and Next Steps

There will be a public “town hall” style meeting in July (date and location to be determined). The next steering committee meeting will be schedule about 4 to 6 weeks out.

Questions and Comments:

- How much undeveloped land is there? Are there sewer connections to the undeveloped land?
Answer: About ½ of the area is undeveloped and some of that area has development constraints, including lack of infrastructure.
- How old is the floodplain map that was presented?
Answer: We think it’s from 1990. It has not been recently updated.
- Are the improvements to I-470 and 50 Highway set in stone?
- What sections of Noland Road will be widened?
Answer: The 350/Noland Road project will include some widening and improvements to Noland near the 350 hwy intersection. No other plans for Noland Rd improvements are known at this time.
- Has all of the land been acquired needed for the continued development of trails in the plan area?
Answer: We are not sure but we will follow up with Jackson County to find out. Negotiations are underway for acquisition of the Rock Island Corridor (Katy Trail).
- Police and Codes service delivery remain issues as previously expressed in the FOCUS assessments.
- Illegal dumping is a concern and issues that needs to be addressed
- There is a lack of Parks in the area. Need to include planning for future parks in the LBVAP.