

**City of Leawood
Planning Commission Work Session
Capital Improvement Program 2016-2020
February 10, 2015**

In attendance:

Commissioners: Mike Levitan, Ken Roberson, Kelly Jackson, Marc Elkins, Kip Strauss, Wayne Walden and William Ramsey.

Staff Members: Mark Klein, Richard Coleman, Ursula Brandt, Patty Bennett, Dawn Long and Joe Johnson

Mr. Klein: We'll be discussing the 2016-2020 CIP. We have Dawn Long from the Finance Department and Joe Johnson with Public Works to answer questions. The report includes new projects and others that have been greatly changed. The CIP lists the timing and funding mechanisms.

Mr. Coleman: Maybe we could talk a little about the curb repair program and why we're doing it.

Mr. Johnson: The front couple pages talk about some of the projects, including changes and costs. Some will change, but this shows the projects within the 5-year program and when they are funded for improvements. The first phase of 143rd Street from Windsor to Nall was originally planned for 2010 but will occur this year with construction beginning in April. The next phase of 143rd Street, extending to Kenneth, will be in 2019.

Comm. Ramsey: Do you mention signals?

Mr. Johnson: We are putting LED street lights, a 10-ft. asphalt trail on the north side, 5-ft. sidewalk on the south side and signals at 143rd and Mission. We will put in piping for a future signal at 143rd and Roe. The street will have bike lanes as well.

Comm. Strauss: As far as the Bicycle Master Plan, is there anything else besides the corridor where there is implementation of the Bicycle Master Plan?

Mr. Johnson: We've done 127th Street. This will add 143rd, and we'll do the same thing on Mission Road from 135th Street south with on-street bike lanes. We're doing Lee Boulevard from 103rd Street north to Somerset, and Lee Boulevard will be widened to accommodate on-street bike lanes. We evaluate this with the Parks Department and look at the Arterial Street Overlay program. We look at how much it is to mill and overlay and then add the amount for adding bike lanes. This process goes through the Governing Body. The street widening improvements have been funded. Mission Road and 143rd Street will have on-street bike lanes, but 135th will not. We talked about Roe, but the curbs won't be pushed out too much to rebuild the storm sewers. If the street is wide enough, it may be restriped to allow for 11-ft. inside lanes and 13-ft. side lanes and make a designated bike lane that way.

Comm. Strauss: That will happen over time and will never be in the C.I.P., then?

Mr. Johnson: It will just be part of one of our street projects, whether it is new construction or overlay.

Comm. Levitan: Will Lee be widened?

Mr. Johnson: Lee will be widened to accommodate 4-ft. bike lanes in both directions from 103rd to close to Somerset.

Comm. Levitan: Is that this year or next year?

Mr. Johnson: It will be 2019-2020 with 103rd to 95th in 2019 and 95th to Somerset in 2020.

Comm. Jackson: Where does Mission, south of 135th, come in?

Mr. Johnson: That will change. Mission Road will be from 135th to 143rd and then 143rd to 151st. The report shows dollar amounts but not timing. In the meeting next Monday, Mission Road from 135th to 143rd will be proposed between 2021 and 2023. Some of the funding will be modified. Currently, the C.I.P. from 2016 - 2020 has the \$5 million curb program, residential reconstruction program and the \$5 million storm sewer replacement program. The storm sewer and street programs will alternate years in order to allow the larger road projects out south to get moved up on the timeline. Mission Road is a concern for many of the councilmembers, so we are attempting to accelerate some of the projects to take care of it.

Comm. Strauss: What would be your guess about when 151st will occur?

Mr. Johnson: It will be 2030. If you've been at 143rd and Kenneth, you'll see a lot of people coming in off M-150, and there is a lot of traffic going to M-150 in the afternoon. This year, design will begin for a new bridge over the Blue River. Kansas City, Missouri, Jackson County and Overland Park have all come to an agreement, and they've hired a consulting firm to do the design. It will eventually be four lanes, but at this time, it will be two lanes. That may alleviate the volume of traffic on 143rd, and there could be an increase on 151st Street. Dave has been evaluating temporary signals at 151st and Mission. In the PM, many people want to turn right. The other option being considered is a right turn lane eastbound to clear up the through lanes.

The newest item in the C.I.P. would be on page 54. Last year, the city hired a consultant to look at all the parks and come up with some new ideas and maintenance. A lot of this has to do with maintaining the existing park systems and bringing them into ADA compliance. The thought is to quickly address deficiencies and ADA issues for accessibility over the next 2-3 years and start looking at new improvements. Fire Station No. 1 will be reconstructed, and the site will be master planned.

Mr. Coleman: The cell tower expires in 2018.

Mr. Johnson: There is a question of working with the carrier to put up a monopine or to take down the tower.

Comm. Jackson: Is anything being done with the extension to Ironwoods?

Ms. Bennett: The park on the east side of Ironwoods is another one that has been pushed back.

Mr. Johnson: The thought is to spend the next couple years addressing what currently exists and then to look at programming the new park land and extending the road. There is funding to redo the drive entrance and parking. It is an unfunded project currently.

The Curb Repair program is in its third year out of four. It may not total \$5 million, but the curbs from the late '80s to 1999 will be evaluated. They used limestone, and much of the limestone was soft, so the winters' freeze-thaw cycles have a tendency to disintegrate the curbs. The biggest complaint when these curbs are repaired is that the streets are not being overlaid.

Comm. Jackson: Is there worry that the state is going to take some of the funding that goes to the cities?

Mr. Johnson: Everybody is holding their breath on the stretch of highway and if the state takes it. There is concern from the county on the CARS program.

Comm. Ramsey: The state has already eliminated most of the transfers with the exception of gas tax and the federal pass-through.

Comm. Strauss: Is there somewhere that identifies how much is generated from the 135th Street TDD, and are those funds being used?

Ms. Bennett: There is also an impact fee, so the TDD is all project-specific. The impact fee may be what you're thinking of along the entire corridor, and that started back in the early '90s.

Mr. Johnson: Between the 135th Street impact fee and the South Leawood impact fee, I want to say it's \$300,000-\$400,000.

Comm. Strauss: As more development occurs along the corridor, shouldn't that generate more money?

Mr. Coleman: The formula is impacted because development closer to 135th Street doesn't pay. Those that are farther away pay more. There aren't commercial projects within the geographic area that would generate the revenue.

Mr. Johnson: South Leawood Transportation is from 137th south, and there is not much land there.

Mr. Klein: There is a 135th Street impact fee, though, that is based off square footage and is charged at the time of building permit. As development picks up, that revenue will begin to generate.

Comm. Strauss: Does the impact fee have to go against the project that the building is adjacent to, or does it just go into the general fund and get used against any project?

Ms. Bennett: It can be used for any project in the corridor.

Ms. Long: It is in a separate fund and not in the general fund.

Comm. Strauss: Later in the year, won't we be talking about Phase 2 implementation of the 135th Street Corridor plan?

Mr. Coleman: Yes, and something in there could be addressed, depending on the city's desire to do it.

Comm. Strauss: I'm just surprised that, with the development that currently exists, that the fund only has \$300,000.

Mr. Klein: The transportation is broken up a couple different ways: 135th Street impact fee, South Leawood transportation impact fee and a street feet of \$311 per linear foot. Also, some of the improvements are constructed with the development.

Comm. Strauss: There may be something in the 135th Street plan that's not just adding a lane; it is adding something else to the corridor.

Mr. Coleman: The RFP that will go out alludes to that.

Mr. Johnson: From last year to this year, there are not many changes. The biggest change is the funding for the different park projects and maintenance projects.

Comm. Strauss: When it comes through Planning Commission and City Council, the public has an opportunity to speak about it. Do you get feedback throughout the year from people about Mission Road?

Mr. Coleman: Yes, and that was what Joe was alluding to with the City Council, and they may flip projects to address the concerns.

Mr. Johnson: That is the area about which we get the most calls. It is more about pedestrian access than drivers. We are limited in extending the sidewalks because of right-of-way/easement issues. If Mission Road gets addressed soon, a temporary sidewalk would be considered.

Comm. Strauss: I could see a need for sidewalks before 2030 along 151st Street.

Mr. Johnson: We have had calls about getting sidewalks there, too. The biggest push so far is Mission Road, specifically north of 143rd Street. With 143rd, we will definitely have pedestrian access. Sidewalks will extend to approximately 400 feet. From 138th, the sidewalks extend south to 143rd Street, and a great trail system goes to Roe, where there are sidewalks on both sides.

Comm. Strauss: That is a big issue because of the school.

Mr. Johnson: Yes, it will take care of the schools.

Comm. Strauss: The other thing that I thought was interesting is that 143rd was supposed to be rebuilt in 2010 and is getting rebuilt now in 2015, but if I'm reading this right, the estimate increased a couple million dollars because of the delay.

Mr. Johnson: The biggest change from 2013 to 2014 was the pipeline along the north side, which is causing \$1 million of unanticipated relocation.

Comm. Jackson: Does the cheaper gas affect that much?

Mr. Johnson: I don't think it affects the asphalt price, and 143rd Street is concrete. It may have a low impact when considering construction equipment, but it shouldn't be a huge impact. The price of asphalt should come down about 10%. Last year, between commercial construction and apartments, prices were tight. This year, we should get some good numbers.

Comm. Walden: This is the 11th C.I.P. that I've seen, and it is impressive. The narrative with the C.I.P. is great.

Mr. Johnson: Dawn and Kathy do a very good job. Whatever changes are made with this, I would assume there will be replacement pages. The next Planning Commission meeting, this goes for approval. Otherwise, there will not be much to discuss at the meeting. The changes that could occur would be good ones, including spreading projects out to help accelerate road projects.

Mr. Coleman: The Council will make those changes, and then it will come to you for recommendation back to them. Then they'll vote on it later.

Comm. Strauss: Where is the Roe Avenue Tunnel?

Mr. Coleman: It is a pedestrian tunnel underneath Roe for the trail. It ends at the property line of the Office Park and the apartments. We have to build a bridge that goes back over the creek and up the hill to connect it to Tomahawk and across Tomahawk to the major trail system. That is a long term capital project.

Mr. Johnson: Once you see the parks maintenance projects complete, we will look at connectivity with the parks system and capital projects with the parks.

Comm. Jackson: It seems the city is putting in more effort to tie things together now.

Mr. Johnson: The Parks Master Plan and Self-Propelled Leawood help do that.

Mr. Coleman: If you think something else should be done, let us know.

Comm. Levitan: Is there more information on the light at Mission Farms?

Mr. Johnson: They have a contractor, and it should go up pretty quickly. They are working on the signal at 137th and Nall. We've heard some complaints about people making u-turns. The signal will help.

Comm. Ramsey: There is a lot of cross traffic there, too.

Mr. Coleman: When Church of the Resurrection finishes their addition, there will be a lot more traffic.

Mr. Johnson: Are they adding more parking?

Mr. Coleman: Yes, it is a substantial number.

Comm. Strauss: Does Ironhorse make money?

Mr. Johnson: We pay off the debt this year, and I think the management company makes money. I don't know that it makes money for the city.

Mr. Coleman: Golf courses are somewhat fickle. Some make good money; some don't.

Comm. Strauss: I noticed there are projects to improve the golf course. I guess that's just part of normal maintenance.

Comm. Ramsey: When I served on the Budget Committee about five years ago, it was having problems because they had to tear out the greens. They changed management companies, and the new management company has really done a much better job. I don't know what the impetus was, but there is more attention to these projects to keep them going and up-to-date.

Mr. Coleman: The city is looking to build an expansion to the clubhouse, too.

Comm. Strauss: Is that in the five-year plan?

Mr. Coleman: It is on the list but is not funded yet.

Mr. Johnson: It is designed. When they decide to begin, we'll go out to bid for it.

Mr. Coleman: The idea is that would be a money maker.

Comm. Strauss: What is the future park at 96th and Lee?

Mr. Coleman: That is where the Police Station was.

Mr. Johnson: We're looking at keeping City Hall there, putting the Fire Station on the south side, demolish Fire Station One and then use the north side for some sort of park improvement or something.

Comm. Levitan: Is there a study on that?

Mr. Johnson: Not yet. We decided to master plan that to do it right.

Comm. Roberson: An interesting idea for that would be to dedicate it to the Fire and Police Departments somehow.

Mr. Johnson: I think the Park Advisory Board will try to come up with ideas for that use.

Comm. Ramsey: Joe, how is funding doing with CARS and the county stormwater?

Mr. Johnson: SMAC is still good at \$13-\$14 million a year for stormwater projects. This year, they added 15 projects, and 7-8 will be funded with 3 more ready to submit. It is sustaining itself. CARS is between \$11 and \$12 million, and it doesn't grow. The county won't raise the mill levy to help fund it.

Comm. Ramsey: Some things never change.

Mr. Johnson: It's been that way for the 18 years I've been doing this. We have less total funding now than 18 years ago.

Comm. Ramsey: Has the Council discussed doing a stormwater utility at all?

Mr. Johnson: It is discussed once in a while, but then it gets squashed. We think it would be a good idea to do. There are several who feel it's better to issue debt for it. It would be nice to have a dedicated funding source. We have \$35 million to replace our steel pipe, and once that is done, the SMAC projects will be winding down. The 1/8 cent sales tax could be increased a bit in the future. Instead of dealing with the south side of town and overlays, we're getting to the point where overlays will be necessary in both areas of town, so additional funds will be necessary to increase the overlay program.

Comm. Jackson: How old are the steel pipes that are being replaced?

Mr. Johnson: It lasted 25-35 years. In several locations, the steel pipe was rusted where it went to the box. Roe is programmed to be redone in 2016 with curbs and storm sewer. We started with 110,000 feet and have about 106,000 feet left. A lot will be addressed with SMAC projects. It is all corrugated pipe coming out of the ground that will be replaced with concrete. Some areas, we will just line the pipe because it is too difficult to remove the pipe. Technology for lining the pipe is much better now, especially the large-diameter pipes.

Comm. Levitan: Is there an update on the Tomahawk Sewage Treatment Plant?

Mr. Johnson: They've hired Black and Veatch to do their original study. My guess is they're going through all the flow analysis and a FEMA analysis to see how much land they can claim and what they need to do with the creek. Eventually, they'll come talk with us if they move forward. My guess is that could be 2-3

years from now. They went from selling it to us to using it in wet weather flows. The biggest driver in that is KC, MO. They have a \$3 billion overflow with the decree with the EPA.

Comm. Ramsey: It was the EPA consent order where they had to fix their wet weather flows because they had combined stormwater and sanitary sewer. The last place you want to be is Brush Creek in a heavy storm. The greatest story of miscommunication is when the Kansas City Parks Department put the canoes on Brush Creek and didn't talk to Public Works or the Water Department.

Mr. Johnson: All that flow gets bypassed and has some minor treatment, but then it goes to Kansas City, Missouri. They're looking at their agreement with Kansas City, Missouri, and realizing it's cheaper for them to spend \$220 million to treat it themselves instead of paying Kansas City, Missouri.

Comm. Ramsey: I saw that they are going to be up to over \$100 a month in sewer charges. They used to cause me fits in Olathe because I would have to put a chart up at budget time with sewer rates from around the area. We were continuing to improve, so the rates had to increase. There was Kansas City, Missouri at \$10 a month.

Mr. Johnson: They're paying for it now. That's all I had unless there are any more questions.

Comm. Roberson: Off the subject, Camelot doesn't seem to have a whole lot of movement.

Mr. Coleman: They're working. They're doing it in little phases at a time.

Mr. Johnson: A lot of the work has been along Town Center Drive.

Comm. Roberson: I saw some of the stores are finally vacating.

Mr. Coleman: They have a lot to do before they do the side of the buildings.

Mr. Johnson: Their plan was to be done next year. At least that's what they told us. My guess is it will pick up in summertime.

Mr. Ley: The public improvements are improved for the road and the median, so they'll start next month.

MEETING ADJOURNED