

**City of Leawood
Planning Commission Work Session
May 14, 2019
Capital Improvement Program**

Planning Commission Members in Attendance: Peterson, Hunter, Coleman, Belzer, McGurran, Stevens

Staff in Attendance: Dawn Long, Finance Director; Mark Klein, Planning; David Ley, Public Works; Ricky Sanchez, Planning; Jessica Schuller, Planning; Patty Bennett, Legal; Brian Scovill, Public Works; Debbie Brenner, Planning

Chairman Coleman: Chairman Elkins is in Europe for the month. There is only one agenda item this evening. To let the new folks know, work sessions typically occur four times a year on average. Staff calls them when there is an in-depth issue they want to discuss with us. We discuss it at the work session, and then it appears on our agenda at one of our regularly scheduled meetings to take action on. This is an annual thing with the Capital Improvement Program (CIP). It will appear on the agenda probably this month.

Mr. Klein: It's actually scheduled for the May 28th meeting. Originally, we were going to have this come before you at the April 9th work session; however, we had the joint Planning Commission/Governing Body work session.

Chairman Coleman: With that, I understand David Ley will begin, and then it will move over to Dawn to talk about the Capital Improvement Program.

Mr. Ley: I have a brief overview of the CIP since we have some newer members here. Really, Dawn and I will just be here to answer any questions you may have about any projects in here or the process. The CIP is a five-year planning document used by the city to identify capital improvement projects and coordinate the financing and timing of the projects. We update the CIP annually to coincide with the budget, at which time we may re-prioritize the projects. Even though it's a five-year program, next year, we may look at a project in 2021, and it may get pushed back. It's more for planning over the next five years. It is developed in context with the five-year Expenditure and Revenue Forecast that is completed by Finance. For a project to be in the CIP, it should exceed \$100,000 in cost, and the financing options are either pay-as-you-go financing or debt financing. Examples of projects that will be in here are roads and bridges, storm sewers, facility construction, park improvements, and plan acquisition. Staff looks at the guiding documents, which include the Parks Master Plan, the Pedestrian/Bicycle Master Plan, Impact Fee Programs, and any funding we get through Mid-American Regional Council (MARC) for roadway projects. We review those internally with staff, and then the directors work with Scott Lambers and City Council for priorities, schedules, and funding for those projects. We bring that to the Planning Commission to review the CIP and make

recommendations to City Council. The Planning Commission determines if the projects in the CIP are in conformity with the Comprehensive Plan that was handed out today. Once it gets your recommendation for approval, it goes to City Council for their approval. The CIP is set up in tabs. The first two tabs are overview of the Debt Management Policy. That is primarily written by the Finance Department. Beyond that is where other projects are listed. With that, I'll turn it over to Dawn or Patty.

Ms. Bennett: The reason this comes to you is by statute. You determine whether the projects in here are in conformity with the Comprehensive Plan. When you do that, it means every time Dave builds a street or puts in a storm sewer, he doesn't need to come back through the planning process because it equates to approval under Kansas statute. That's why you're here; it's not to ask if we should bond a project or pay as we go. That's more of a City Council determination. Yours is mainly to make sure it's in conformity with the Comprehensive Plan.

Mr. Ley: With that, I don't know if you want to look at the projects and review those.

Chairman Coleman: Let's reach out to the new members.

Comm. McGurren: What has been the typical approach?

Mr. Ley: Typically, people ask questions about some of the projects if they have any. The first page has an update on what has changed since last year's CIP. We added two projects to bury overhead lines. Last year, City Council decided to bury overhead power lines that are adjacent to the arterial programs. Whenever we do a mill and overlay project or a reconstruction project, we are going to bury the power lines.

Comm. McGurren: Does KCP&L share in any of that expense?

Mr. Ley: No, we pay for that cost. They added a park maintenance facility project in 2021. A couple years ago, Parks lost their facility in a flood at 104th and State Line Road. Fire Station No. 1 replacement was pushed from 2019 to 2020, so they are beginning to design that project, and it will come through probably later this year for your review. We increased the Stormwater Improvement Projects from \$3 million to \$3.5 million beginning in 2022. Then, Public Works rearranged the construction of Kenneth Road from 143rd Street south and 151st Street. With the bridge constructed soon, we feel that 151st Street will have more traffic in 2030, so we swapped those two streets around. 151st Street would be constructed in 2028; Kenneth Road is anticipated in 2030.

Comm. McGurren: The new bridge is supposed to open when?

Mr. Scovill: That project was supposed to open a couple years ago. The design has been completed, and it's been approved by the state to move forward with bidding. KC, MO is managing that project, and there's a hang-up with respect to some approval they needed, so they are working it out. They still anticipate advertising it for bid this year. They were supposed to advertise this time last year.

Comm. McGurren: And if they were to go to bid this year, would it take a year and a half?

Mr. Scovill: It would take probably 8-10 months to build.

Comm. McGurren: As someone who comes across Highway 150 from 71 and then gets off and comes through the Industrial Park, it is astounding the number of cars that are trying to turn left off the highway onto Wyandotte to cut across and the number of people coming back the other direction, heading out of Leawood and toward the highway. It is astounding how many cars there are today that weren't there three years ago. I don't know if they're diverted because of 435. I don't know if people are choosing to try that instead of going out to 435 and cutting across, but I'm assuming there's going to be a massive amount of traffic that heads out to 151st Street. I'm a good example of that. I could get off at Holmes, cut up the street, come straight across and go right up 151st because of the bridge. I agree with the logic that says sooner. 2028 seems like a long time from now in comparison to the bridge opening in two years.

Mr. Ley: We did improvements at 151st and Mission over the past year to try to increase capacity through that intersection. Actually, that intersection at 151st and Mission would be improved in 2024 because we'll start Mission Road at 133rd in 2022. We'll go to 143rd, and then in 2024, we'll do Mission Road from 143rd down to Bell.

Comm. McGurren: When I cut across 143rd, I turn on Mission, go out Mission to 151st and cut over to White Horse. Before you did the intersection at 151st and Mission, there were two lanes that continued to the south through that intersection. Now, because there's a turn lane, there is only one. It takes longer to get through the intersection now, and there are a lot more cars backed up when you're going southbound. The opposite is true when you're going east-west because of the way that's configured. That's certainly faster than it was, but it's slowed down going from north to south.

Mr. Ley: That will all be corrected in 2024 when we do the improvements at that intersection.

Comm. McGurren: Perfect. We built our house in 2000 and moved in 2001. I checked with the city at that point about when they would do Mission Road and 151st. We've obviously passed all those dates because of the recession. I completely get that, but it's going to end up being a decade and a half later than it was initially planned.

Comm. Belzer: But you'll enjoy it.

Comm. McGurren: I'm going to be one of those people who wants to stay in Leawood but who wants to move to the kind of house we all talked about a month ago.

Mr. Ley: The other thing we added is traffic signal replacement that begins in 2024. We are actually going to do two signals a year, and we will start at 89th and State Line and

work north. Those will be interconnected with fiber to improve the coordination along State Line Road. Parks Master Plan was reprioritized for the years 2019 through 2024. Arterial Program was reviewed and reprioritized. That is the pay-as-you-go and will be changed hopefully in the next couple weeks. We are looking at adding State Line Road from 435 to south of College this year to do a mill and overlay there, working with KC, MO. We also reprioritized the storm sewer projects, pay-as-you-go projects. We made adjustments for art acquisitions on the art projects.

Chairman Coleman: Does anyone have questions?

Comm. McGurren: From year to year, as you update the five-year plan, is this a typical number of changes?

Mr. Ley: Yes, I think we had about the same number last year.

Ms. Long: The CIP is different than an operating budget. It's a little more fluid. We evaluate this throughout the year. If something comes up that needs to be fixed immediately, it's constantly being moved around. I would say this is about standard, but it does show you that it's a pretty fluid process.

Chairman Coleman: I have a few questions. On Page 28, there are several pictures for the stormwater improvements. Are these the bad pipes?

Mr. Ley: These would be the worst of the worst. On Page 28, we would address the upper picture with a point repair. More than likely, it's already been addressed. If we have issues like that, we're trying to get those addressed immediately. It's really the rusting of the inverts where we're having a lot of problems.

Chairman Coleman: Is it just collapsing?

Mr. Ley: The water goes, and it just creates voids underneath the pipe because there is no bottom, so the water is just falling on the gravel.

Chairman Coleman: Are most of the pipes that were put in like this throughout the city?

Mr. Ley: Prior to the mid '70s, it was all concrete pipe. Then, from '75 to '85, the city allowed metal pipe, so it's the corridor from 119th to 127th, from Nall to Roe where most of the metal pipe is.

Comm. Peterson: I live near 124th and Mission. The metal pipe was used primarily from 119th to 127th and from Mission to Nall. It mentioned in here earlier that some of the damage is done by boring. Is that primarily utility companies? I know there are HOAs in our area that have to bore under the street for various lighting and lines, etc. Are they going through these pipes?

Mr. Ley: Sometimes, they do. We televise our pipes. We try to get to them every 5-8 years for video inspection. If we see something like that, we will track down the utility, and they will have to open that up, pull the pipe out, and repair our storm sewer pipe. A lot of times, we'll have metal pipes behind the back of curb. When someone comes in to plant a tree, they may hit the metal pipe and bend it, causing it to begin to collapse.

Chairman Coleman: When you target these, you're scoping them, looking at them through a camera, and assessing the damage?

Mr. Ley: Yes. Right now, we're working in Leawood South on the metal pipe. There are a lot of capacity issues in Leawood South. They're undersized, so we're increasing the size of the pipes while we're replacing them.

Comm. McGurren: Do I remember that we had a multi-year curb replacement program that has ended?

Mr. Scovill: Yes, that is complete.

Comm. McGurren: And we'll have a multi-year storm sewer replacement project?

Mr. Ley: Correct.

Comm. McGurren: That ends when?

Mr. Ley: It's about 25 years out. It starts at \$3 million every other year.

Comm. McGurren: That will be going on the rest of our tenure.

Mr. Ley: Yes. Is there anything else that's like that, that is multi-year?

Mr. Ley: Residential Street Construction Project is the other one that is on the odd years, and the even years have the storm sewer pipe replacement.

Comm. McGurren: The curbs and sewers happened because something was defective, right?

Mr. Ley: Right.

Comm. McGurren: Normal street repair is just normal maintenance, right?

Mr. Ley: Well, when they built the city, Kroh Brothers initially built it and only put in about 3-4 inches of asphalt. That is why we have had to accelerate some of the streets. They're actually 50-60 years old, so they've lasted quite a while.

Comm. Peterson: Some of the streets seem like they're on a ten-year schedule.

Mr. Ley: On the mill and overlay, we're looking at trying to get them to a ten-year schedule, doing a 1" mill and overlay. We used to do a chip and seal every 8-10 year, which is a thin product. Now, we've switched to a 1" product so we can do the subdivisions more frequently.

Chairman Coleman: You also mentioned traffic signal replacement on Page 45. I know State Line Road does not have a line literally going down State Line Road. Do we work with KC, MO on any of these projects?

Mr. Ley: On a larger project, we typically do. On the traffic signals, once we get north of 89th Street, most of the road is Leawood up to the new Wendy's. Going south from 89th, it is about 50/50 with KC, MO.

Chairman Coleman: I know we had a sign on the east side of State Line Road that was completely in Leawood. I assumed it went up and down, but that makes sense.

Mr. Ley: The other portion is 103rd to about 435. The road makes a huge bend there with the bridges and all that within Leawood, too.

Chairman Coleman: I have one other question. On Page 61, in the Pay-As-You-Go program, do we just swap out the HVAC at a 15-year point, or do we wait until the unit is distressed and then switch it out?

Mr. Ley: No, it gets switched out between 15-18 years.

Chairman Coleman: Even if they're still working fine?

Mr. Ley: Typically, that's the age where we start getting to a lot of repairs, and we're looking at facilities that we need to have be operational all the time. It's just better to replace them.

Comm. McGurren: I looked at every page when we got it, and I looked at it briefly today. I apologize if I'm asking a silly question, but is there a place in here where it goes through what was projected and what was the actual cost?

Ms. Long: No.

Comm. McGurren: Do we ever do a comparison that tells us that we're doing an incredible job projecting what the costs are?

Ms. Long: We do. On the bonded projects, when the project is completed, the finalized costs before bonded are all taken to City Council. We don't very often come in over on projects. We're usually pretty close. I can't remember any projects that have gone way over.

Mr. Ley: Sometimes, it will happen on a roadway project. Mission Road went over because it was actually supposed to be built last year.

Comm. McGurren: Didn't it come in with high bids?

Mr. Ley: It came in with higher bids. The reason for that is there was a lot more storm sewer that had to be replaced. Once we started doing the design, we didn't have easements for the layout of the storm sewer pipes. We were going between two homes that were really close together, so we decided to reroute the storm sewer down the street and stay out of the right-of-way.

Ms. Long: That's one of those reasons this document is changing constantly. We might get a bid back that's not what we thought it was going to be. Then, we have to go in and reevaluate.

Comm. McGurren: It's probably kind of rare that we had money set aside for a project in one year that we should move that favorability to the next year. Does that not happen much?

Ms. Long: Do you mean that there's money left over in the project that just gets rolled?

Comm. McGurren: Correct.

Ms. Long: It does on some of the smaller projects but not the big projects.

Chairman Coleman: Are there other questions?

Comm. Peterson: Right before Page 24, one of the projects mentioned is CAD Systems. What is CAD?

Ms. Long: That's a technology thing.

Chairman Coleman: Isn't that a computer drawing?

Mr. Ley: It's the Police CAD System Upgrade.

Ms. Bennett: I'm sure it's for tracking their cars and crimes. Would it be their crime mapping?

Mr. Ley: Computer-Aided Dispatch is what it is.

Comm. Belzer: It's typically a construction program for drawing.

Comm. Peterson: I was wondering if that had anything to do with some of the cameras on the streetlights.

Mr. Ley: We're putting those up with our projects, so we'll put two point-tilt-zoom cameras at each intersection. That gets that back to the Justice Center.

Comm. Peterson: Related to cameras and off the CIP, our HOA and a couple others I know of would like to install security cameras at the entrances. They would like to be able to somehow automatically transmit authorization for the police to tap into it. Is there some procedure they need to go through?

Ms. Bennett: As far as installation, it would depend on where they're being installed. If they're in the right-of-way, they need to come through Dave and figure if we would allow them in the right-of-way or not. The police do have a system where it wouldn't automatically feed into their system, but you would let them know you have it so that they could contact you if they had something suspicious. They also have a Next Door app that hopes to encompass a lot of that into one place, but you can certainly contact the police and they could walk you through their process.

Comm. McGurren: Aren't they almost soliciting volunteers to provide insight that those cameras exist, either on their own or whatever?

Ms. Bennett: It's always good for law enforcement to know.

Comm. McGurren: Then, if something happens, they'll contact you.

Comm. Peterson: That's the Police Capture Program. They will come out to HOAs if invited to a meeting and explain the program and how it works. What our particular subdivision is looking at is the home devices with technology that is not as good as what is probably being used by the police. It's a very short-distance camera. We had a huge spike in crash-and-grab robberies last year. We started looking into them and discovered that most of the equipment that works the best is usually used by police departments. We don't have the ability to monitor it, and we really don't want it. All we want is, if something happens, police to come in and access it. How do we hook into light poles?

Ms. Bennett: That is a Dave question. The city doesn't allow a lot of private things in the right-of-way for obvious reasons. Some people bore under it, and they'll break the line or the camera. If it's on private property, it would be more like the Capture program the police already does because they can only monitor so many cameras. If they monitored every subdivision, we'd have to hire a lot more dispatchers. I would certainly contact them. They're always very interested in working with HOAs.

Comm. Stevens: I was trying to track through the various changes listed in the summary. Maybe, as things have been changing, there are typos related to that. I can see it's really confusing to match up each page with each change. For example, the first item is No. 82-082, which says, "completed in 2024," but then on the various updates, it refers to 2022. Page 20 has been updated. Page 39 is a project sheet, and it refers to 2022 as the construction date. On Page 47, which is a summary, a lot of those dates don't seem to

quite match. The finish date on Page 47 is the finish date of construction, I believe. Is that right? The bonding date is usually after the fact.

Ms. Long: Sometimes, there will be a difference between the finish date and the bonding date because we don't always bond every year. If there are not enough projects, we may skip a year and not bond anything. This year, we're not bonding any projects; we're just rolling over temporary notes, and we'll bond next year because unless we have a decent-sized bonding, it doesn't pay to do it. We spend less money just rolling the temporary notes over for a year and bonding the following year. That might be some of the differences that you're seeing. You're looking at No. 82.

Comm. Stevens: Yes; for example, Page 39 is the project sheet for that, and at the top, it says the construction date is 2022, and the bond date is 2023. I'm trying to match that with the sheet of the debt service. Then, it changed to 2024.

Mr. Ley: That's just a typo, and the 2024 should be 2022.

Comm. Stevens: Then on No. 82-076, it is saying it will be finished in 2022, but yet it also says 2023.

Ms. Long: Yes, the 82-082 looks like it has the wrong bond date in there. I'll have Kathy look at that.

Comm. Stevens: I was trying to go through every listed change with all these page updates, and I can see it's a lot.

Ms. Long: It's a lot of numbers to chase.

Comm. Stevens: On Page 20, you show it as 2022. I guess they affect a lot of your updated spreadsheets if you're changing.

Mr. Ley: That project is scheduled for 2022. It's just the update that says 2024 that needs to be switched.

Comm. Stevens: The Fire Station project – 80-173 must not be a correct reference. I think it's 80-158. I was just trying to help sort through the various changes.

Ms. Long: Fire Station is 80-158; 80-173 is the maintenance facility. We'll get those corrections made.

Comm. Stevens: I had a couple others marked, but I'm not finding them. Maybe an example is on Page 38. Project 82-078 has construction in 2022, but then on the debt service sheet, the finish date of construction is in the 2023 grouping, but that's probably the bonding grouping. Maybe I was confused on the finish date is really the construction finish date.

Ms. Long: Sometimes, they go over. For instance, construction might start in 2022 but complete in 2023. That would be my guess.

Comm. Peterson: But you don't necessarily do the bonding when the project starts if something is small.

Ms. Long: These are actually grouped in year by when they're going to be bonded, not necessarily when they're completed.

Comm. Stevens: The finish date throws me because it has the bond date.

Comm. McGurren: I have a question on Page 30. The diagram shown there shows four acres in the blue highlighted section where the new maintenance facility will go. How many of those other parcels does Leawood own?

Mr. Ley: South of 143rd Street, the only one we do not own is 14300, which is the corner lot on Kenneth.

Comm. Peterson: On Page 53, under the debt factors, it shows net debt and direct debt over operating revenues. In '19, it goes to 53%; in '20, it goes to 31%, and it keeps going down from there. Yet, the level set of actual issued debt seems to maintain about \$71-\$73 million level each year for the next 10-15 years. It appears we need a significant increase in city revenue to get those numbers down like that. I'm not sure how those figures were calculated.

Ms. Long: I would have to check on that. Kathy Byard puts these numbers together, and you're right.

Comm. Peterson: Within a five-year period, debt as a percentage of operating revenue goes from 53% down to 17%. That is a lot faster than people pay off a mortgage.

Ms. Long: Our debt payments are going down, and our revenues are projected to go up, but that does look a little extreme, so let me check on that.

Chairman Coleman: Any other questions? Can I say something that is not related to this but is related to the Planning Commission?

Ms. Bennett: I think so.

Chairman Coleman: I just want to thank everyone for your time. These work sessions are tough. Everyone has the fourth Tuesday marked off on their calendar, and then when we throw these up, it can be difficult to get a quorum. Thank you for making time to come here. Every April or May, the National Planning Conference occurs. The American Planning Association is the professional organization of planners, commissioners, and such. The last couple years, we have sent two representatives to that conference. Marc

and I went last year in New Orleans. This year, Jessica and Ricky will go. I know Kipp Strauss went the year before. I don't know history prior to that.

Mr. Klein: We had two planners go that time as well.

Chairman Coleman: So, typically, about two or three go. One of the most interesting things is there are over 6,400 attendees at this conference. It ranges from commissioners to professionals to planners to city councilmen. All 50 states are represented. Countries from all over the world send people to this. It is seminars throughout the four-day period. Basically, you get an itinerary of all the available events, and you get to pick what you want to go to. For instance, I went to more suburban-type things. Marc and I were in a couple conference seminars together. I wanted to see if you wanted to give an overview from your standpoint.

Mr. Sanchez: There was a lot of talk about housing. It was held in San Francisco, so a lot had to do with their initial problems they have there.

Ms. Schuller: The theme of the conference was equity in planning. They pulled from a lot of experiences in San Francisco, which is a very dense city with a large homeless population and a lot of very high housing costs. That was a large theme throughout the conference.

Mr. Sanchez: You kind of got to hear from planners' perspective. All over the county, they had planners giving all these different types of talks about the issues they're having and how that correlates nationwide. There were suburban-type cities that attended and gave their own talk about what they're going through and then solutions they had implemented. Some of them were even mistakes they made and how other cities could learn from those as well.

Ms. Schuller: You get to learn about new, emerging technologies in the planning field and new ideas to bring back to your city.

Chairman Coleman: Usually in the fall, Richard brings up anyone who wants to go. He's got a limited budget, but I would encourage all the commissioners. I spent four days there, and I was enthralled in every single session. They start at 9:00 in the morning and go until 5:00. They break for lunch, and you have the evenings to yourself. One of the most interesting things is the field trips. They have a listing of 10-15 field trips you can take for that particular city. I went to New Orleans, and they talked to us about flood control. We went around New Orleans in a bus, and they showed where the floods were and what they were doing to overcome that. I went to this regional planning center hub. I sat next to a commissioner from California, and we chatted on the bus ride about issues in his city versus my city. He asked if we had any water problems. I said it floods every march. Of course, he was asking about the lack of water because he's from California. If the opportunity comes up, I highly encourage everyone to go. It's fascinating stuff. Obviously, everyone has an interest in the planning process, so when it comes up, definitely try to go.

Mr. Klein: The next one is in Houston.

Mr. Scovill: March or April, 2021.

Chairman Coleman: It's Houston in April, 2021; Boston in May; San Diego in 2022 in early May. Thank you all for your time. We'll see you in two weeks.

MEETING ADJOURNED