

JOHNSON COUNTY PLANNING COMMISSION

Johnson County Administration Building
Board of County Commissioners Hearing Room, Third Floor
111 South Cherry Street
Olathe, Kansas

MINUTES OF REGULAR MEETING

February 27, 2018

5:45 p.m.

A. CALL TO ORDER

A meeting of the Planning Commission of Johnson County, Kansas, was convened at 5:47 p.m. on Tuesday, February 27, 2018, and was called to order by Dennis Bollin, Acting Chairman, with the following members present and participating; to-wit: George Lund, Pete Opperman, Randy Hutchins, Jim Neese and Roger Mason. Roxanne Morse, Jason Meier, Mark Huggins, Chris Iliff, Henry Deters, and Teri Atwell were absent. Also present were Jay Leipzig, Karen Miller, Diane Wicklund and Paul Greeley, Johnson County Planning Department. Sherry Cross served as secretary to the Planning Commission.

Acting Chair Bollin: I'll call the monthly meeting of the Johnson County Planning Commission to order.

B. APPROVAL OF AGENDA

Acting Chair Bollin: Any changes to the agenda? [*None.*]

C. CONSIDER MINUTES OF PREVIOUS PLANNING COMMISSION MEETING

Mr. Leipzig: Since you don't have a quorum this evening, do not officially approve the meeting minutes. We'll do that at our next meeting. Tonight will just be general discussion and all items will be non-action.

D. PUBLIC COMMENTS

This is an opportunity for members of the public to address the Planning Commission on an item which does not appear on the agenda. Comments are limited to five (5) minutes.

Commissioner Shaffer: May I make an acknowledgment? We have some scouts over there. You may want to ask them to come up and say hello and ask them why they're here. I have a hunch why they're here.

Logan Morgan, Troop 201: I'm here to complete my Citizenship in the Community Merit Badge.

Chase Mulligan, Troop 201: I'm also here to complete my Citizenship in the Community Merit Badge.

[*Applause.*]

There were no other public comments.

E. UPDATE REGARDING PLANNING COMMISSION SUBCOMMITTEE TO CONSIDER DEVELOPMENT PATTERS AND TRENDS

Acting Chair Bollin: We'll receive a summary of the subcommittee's activity and go from there.

Mr. Leipzig: Yes, Mr. Chair. I wanted to give you an update on the status of the meetings and some of the events of the past couple months. And then, Karen Miller is going to provide a more detailed presentation.

As you are aware, we convened the Planning and Development Subcommittee during our November meeting. We did not meet in December. The first meeting was on January 5th, where we looked at our planning tools, what planning documents are available, including the Rural Comprehensive Plan, the Subdivision Regulations and CARNP. Spent time reviewing those three documents and how they fit together, how they're integrated together, and how they can be used to guide planning. The best way to think about it is that your Comprehensive Plan is kind of the umbrella document; the Subdivision Regulations are the tools that we have to implement the ideas in the Comprehensive Plan. So, that's kind of the best way to think about those things.

Two people from each zoning board comprised the subcommittee, as well as staff from Public Works and Planning. The second meeting was on the 19th. We looked at some of the issues involved with piano key lot developments. We had a presentation from Jason Meier, talking a little bit about piano key lot redevelopment from a private consulting perspective, which is very interesting. We've always had this notion that piano key lots are bad and viewed negatively, but as we discovered in conversations with Mr. Meier and looking at some other development practices, they may not always be bad. There could be ways to work with them and integrate them in future developments. We started to look at that, get an introduction to when piano keys might be appropriate. We also had some additional presentations from staff about development patterns and some of the history of piano key lot development, the historical perspectives in our subdivision regulations.

In addition, County staff has been meeting with other fringe cities. We had an informal meeting with the city of Overland Park to talk about development patterns and trends -- how the County can create complementary development patterns for them. For future annexation areas, that type of thing. So that we're not doing something that hinders future development from the fringe cities. We also met with the cities of De Soto, Spring Hill and Gardner for an informal luncheon, just to share ideas and get some additional input from them. Karen will talk about that in more detail.

On February 23rd, we met with the city of Edgerton and the city of Olathe. They provided additional presentations to the committee. The same topic, looking at development and trends, how there are certain development patterns that are more complementary to what the city is doing as opposed to the county, and how they could integrate those. It was a very interesting discussion that we had on February 23rd. We also had Wastewater talk to the subcommittee about infrastructure connections for sewers versus septic systems and some of the different policies over the years in terms of infrastructure for sewers. So, that's material for future discussions and some of our homework items as we move forward.

We have one missing piece that we want to make sure that we involve, a group that we need to make sure we involve in this process, which is the development community. We had a presentation from Jason Meier who talked with us a little bit about their perspective on development patterns, but we're going to have a more formal meeting with them and an additional luncheon with the development community to talk about, from their perspectives, our subdivision regulations and how we can improve those and make them more compatible.

So, I think we're hitting all the major points that we need to look at in terms of working with staff, looking at the historical perspectives of our guidelines, working with the fringe cities and development proposals from the fringe city to make sure they're complementary to what they have. And then, of course, the development community, looking at things from a private

perspective as the land planners and developers, who are the ones who are actually bringing forth the applications. We want to make sure we have all that information analyzed, or at least be able to summarize what those concerns might be.

The next meeting of the development subcommittee is March 16th. This will be a meeting where we prepare a series of key findings from the subcommittee regarding our previous meetings, kind of looking at those and analyzing what each of those issues are, and then, begin to prioritize what some of those future projects and issues might be. We will have a meeting with the development community sometime here in the next couple of weeks, so we will be able to integrate that in with the future meeting on the 16th. With that, that concludes my summary. I'll turn it over to Karen.

Ms. Miller: Thank you. When we met with the cities, one of our main questions was: Are piano key lots a barrier to redevelopment within your city? When you annex, and when urban-level infrastructure and services like sewer and schools, police, etc., when it's available, do piano key lots pose a problem? And in this context, when I say "piano key," I mean 10-acre-plus residential lots that access directly onto an arterial road. And usually we see a series of those, so, in this particular context, that's what I mean by piano key.

For those of you who are not on the subcommittee, this is an example of a series of piano key lots. This is in the northwest part of the county, but there are plenty of piano keys all over unincorporated Johnson County. We met with the cities and talked with them about development in their fringe areas and what their issues are. Interestingly, one of the issues that kind of floated to the top when we were talking to them was connectivity for future roads, and sewers. They thought that was particularly important for their connector-level roads, such as the half-section, quarter-section, future roads. And when I say "connectivity," mean providing for future road extensions for local roads within the section. Here is an example of multiple plats. Some of the plats have better connectivity than others. Here's highlighting that internal street pattern. You can see that in some areas, the roads don't go all the way to the boundary of the plat, so you get dead-ends within the section line, and in some areas, the road system does a good job of going out to the arterials and half-section line.

So, in addition to connectivity, another thing that a lot of the cities mentioned to us was coordination of their Comprehensive Plan, their future street network plan, and coordinating it with our ideas in our Comprehensive Plan and our CARNP plan. So, this is a potential for some work between County and City staff in the future, to look ahead and make sure that both our plans are supporting each other. And, when we were meeting with the cities, we flat-out asked them about piano key lots. Are piano key lots a barrier to redevelopment in your city? And we were surprised by the answer, which was "not always," and that piano keys in certain context can be a good holding zone, rather than barriers to development.

There is an issue. People are generally concerned about large numbers of 10-acre piano keys, worried about future redevelopment. This might be a little difficult. Think about coming in and assembling maybe two or three of those parcels, coming in with some higher density, and you might have a little bit of trouble with conflicts between your higher-density development and the low-density that's there. But, interestingly, the City of Gardner had a recent case that they mentioned to us, which was a good example of how city staff and developer worked on a project in the city adjacent to the county, adjacent to piano keys in the county, and how the City and the developer worked with the homeowners and the County and kind of redesigned the incoming project, so that it was more appropriate for everybody. So, in the redesign, the developer put their lower-density lots up against the piano keys. They did some buffering, landscaping, setbacks, and that type of thing. So, even though we have some concerns about density and conflicts, there are things you can do to help ease those conflicts.

Interestingly, some of the cities - not all the cities - were of the opinion that 20-acre lots can usually be redeveloped to urban densities, I'm assuming for residential uses. And with that 20-acre redevelopment, they really want to see good design and connectivity within the section. And, in fact, some of the cities were thinking maybe 10 acres would also be okay in some of their areas. So, that was something interesting and unexpected. We talked about connectivity, holding zones.

Another thing is that context is important. As a planner, I had gotten into the idea of thinking of the urban fringe as being more uniform than it is. Some cities mentioned that in some of their fringe areas, it's very important to protect those areas for future sewer development. They don't want to see two-acre lots that they feel would be a hinderance because they would tend to be permanently on septic, which might be a hinderance to their plans for sewers. De Soto mentioned that to the south of their city, they don't expect to sewer that area, so they are a little more flexible with what goes into that area. So, that kind of ties with the idea of maybe the County planners have more work to do, to talk with the City planners and get some coordination on the fringes.

One thing that County staff was particularly interested in was the cities' views of the annexation laws. In 2012, some pretty stringent annexation laws were passed that curtailed involuntary annexations. We were wondering, is this going to affect how the cities do business? Is this going to cause a shortage of developable area? The interesting thing that we found is that almost all of the fringe cities work with voluntary annexations. Only one really worked in the involuntary annexations. So, for the most part, even after the annexation laws were passed, it's kind of business as usual for the cities, which I found to be very interesting. So, those are some interesting things that we found with our discussions with the cities.

The other piece of homework that staff and the subcommittee had was looking at the historical context of the piano keys. We adopted our Comprehensive Arterial Road Network Plan in 1999, and by the year 2002, we had passed regulations and comp plan amendments that prohibited, for the most part, all access onto the arterial road network. We've been living with this for a while, and it's been feeling like maybe this is a little too prohibitive. So, we dug back and looked at documents from 2000, and we looked at their assumptions. Why did they pass this regulation?

The first assumption they made was that piano key lots are a barrier to redevelopment when annexed by the cities. As you've heard through the homework done by us with the cities, we're finding that that's not always the case. Maybe sometimes we can allow some access onto the arterials. Also, Jay mentioned that Jason Meier showed us some examples of assembling piano key lots and redeveloping them once that urban infrastructure - particularly sewers - is available. So, this is a project that Jason worked on. He assembled, it's either a 10 and a 20, or maybe three 10's. So, about 30 acres. Here is his concept for how that could occur. So, clearly piano keys are not always a barrier.

One cool part of this design and the next one - here's the next design - is that he integrated the existing homes into the design, which makes it a lot more feasible for the developer. So, this has some really great connectivity, and again, it's about 30 acres. This was pretty illuminating and pretty exciting to staff when we saw some examples, because for the last 10 or so years, we were operating under the assumption that you really couldn't do much with piano keys.

Another assumption was that piano keys provide a barrier to providing access to the interior of the section. That can be true if you don't do it right, but if you acknowledge this issue and you get organized and create some kind of structure for looking at this and considering this, this doesn't have to be a problem. So, this may be where some of our work is. We still have to talk to the subcommittee and see what their priorities are, but this really could be a good area for our work. And this could be something that we could pretty quickly come up with some good answers to.

The next assumption was that retrofitting sewers was too intrusive and expensive. Again, like connectivity, it doesn't have to be a problem. If you think about it and plan for it and provide for easements for the future sewer lines on your plats when you approve them, in some areas maybe requiring dry gravity sewers would be appropriate. So, this can be a problem, but it doesn't have to be a problem. There are things that we can do. I know Wastewater is working right now to get some of that in place.

Another assumption was that piano keys negatively affect the county capacity and safety of the roads. We have CARNP, and at the time that they created CARNP, they considered the road types, the traffic these various road frontages would create, and if we follow CARNP, that would go a long way towards ensuring that carrying capacity and safety.

The last assumption that I found is that piano keys are land consumptive. They gobble great amounts of land and only yield a few houses. And, if we're interested in pursuing that one, we could adopt cluster development regulations that allow the conservation subdivisions, where you have the same density, but you allow smaller lots clustered around a local road, and it leaves a larger lot available for later. Here is David Peel's example of how piano keys can seal off the interior of the road section.

So, we looked at those assumptions behind adopting the regulations prohibiting piano key lots, and we are of the opinion that we can address the issues. And I feel that we're kind of at a pause with the subcommittee. We've gathered a lot of information, and I feel like we're ready to go forward. Some of these things we still need to talk through with the subcommittee. One idea that we could do pretty quickly going forward is we could plan for connectivity. We could get a more specific, organized approach with the development process for reviewing plats that ensures connectivity and alerts potential applicants. We could do things like develop a template for a typical section road. We could look at the cities' future road network plans. Planned unit developments could be used as a tool to help plan for future roads. And, lastly, we probably really need to look at our Minimum Subdivision Regulations, look at how we set forth the requirements for streets and driveways. Right now, it's all over the place, and it needs to be organized and thought out a little bit better.

Another idea for going forward is to look at ways we could consider piano keys as holding zones and not barriers to redevelopment. We can more concretely identify instances when it's acceptable for a parcel to take access to an arterial, and times when it's not desirable. There are considerations we can look at and delve into - lot size, street frontage, type of street, what type of CARNP it is, the policy area; is it in the urban fringe versus rural traditional? Some people have mentioned distance from city limits, or special areas such as the area south of De Soto. So, there are all sorts of ways we could look at this and get more concrete.

Those first two things - the connectivity and looking at how to allow piano keys - are some faster things that we could do. And then, something that is maybe a little more long-term and will take a little longer is we could start coordinating with the cities and meeting with the cities, comparing our regulations and comp plans. I think that's it.

Mr. Leipzig: Just to follow up on a couple things that Karen mentioned, I think the subcommittee has done a tremendous amount of work in terms of looking at these various issues. Essentially, everything comes down to connectivity and looking at a plat or a development plan with the idea of either future roadway connections, future sewer connections, other infrastructure. We're doing some of that. However, even in a case like, for example, piano key lots, it's certainly feasible to develop piano keys under some instances, as long as you have the utility easements in place and

those types of things. So, you plan for that future connectivity. Then the piano key lot development is not such a hindrance.

So, what we discovered, even looking at some of the rural subdivisions that have an internal network that, from a planning perspective, you want to try and encourage that, try to encourage an enclosed street network, but actually, in some cases, that hinders future development if that area is annexed by a city, for example. Because that cul-de-sac - or whatever the street network - may not line up with their future street network. So, we have to be very aware of that when we review these plans. I think that's one of the most illuminating things, but it's something we could do right away, something that we, if the tools are there, we just have to be able to note those things on the plat. So, it's been a great discussion.

The other thing I was going to mention is that long-term, we're looking at our Rural Comprehensive Plan and making sure it's consistent with the comprehensive plans of the surrounding cities. That's more of a long-range effort, making sure that those plans are consistent with each other, but we have already discovered that there are some areas that are not consistent with each other. So, we need to correct that. If we can hit those two things with a few of these others, and we've got a proposed sewer policy that Wastewater is working on, I think we can hit about 80 percent of the problems that we have been having in some of our other cases.

So, I think it's a great step forward. There are some short-term solutions and long-term solutions, but I think it will have a huge impact on us for future development. It would be more consistent for staff, more consistent for you all, and hopefully for the Board of County Commissioners as well, when we evaluate these land development applications.

Acting Chair Bollin: Does anyone have any questions of staff?

Comm. Neese: I've got a quick question. I was kind of surprised when, in one of the situations where someone wanted to be annexed into the city because the regulations were, I assume, less stringent in the city than they were in the county. And I know Rick asked that question, but I wasn't sure what the reason was. Are there very many reasons like that? I can remember, for example, years ago, the quarry out by Sunflower wanted to go into the city to kind of bypass some of the County regulations. Then, the City passed a stringent group of rules. And then, they wanted to come back into the County, which they ultimately ended up doing. So, I was wondering, are there very many reasons why Olathe, for example - because that was an obvious example of that - what that was? Or are there very many reasons like that?

Mr. Greeley: The example that was mentioned was the Nottingham subdivision at 175th and Lone Elm. The owners of that property thought they could develop in the county. They had county sewers. They didn't need to go into the city. Unfortunately, the devil's in the details, and the County's Urban Density Zoning District did not - the rules under that, the setbacks specifically, did not match up with the City setback rules, and these developers were used to building house footprints and meeting setbacks based on City rules. So, as they went through the planning process unaware of this, actually had it all approved, and I think they had the first phase recorded, they came in for building permits with the standard City-type house footprint on a lot, and it didn't work in the County. They were looking at a huge obstacle. They thought at the time that maybe they would come in and ask for variances. County staff wasn't quite sure how that was going to work on a wholesale, mass basis on a plat. After some hand-wringing, the developers realized they better go into the city so they could do it under the city's model. They didn't have to change the plat layout, they just had to get the zoning changed, the City zoning, so they could follow the City setbacks versus the County. That's what they were talking about. And that's part of the problem, is we have these variations of rules, and some of that has been mentioned. We don't

require sidewalks, or streetlights, or other kinds of things that cities do in their subdivisions. Some of that is not because we couldn't do it, but some of it, for example, street lights, the County doesn't have a franchise agreement technique where many streetlight systems are put in under that type of methodology. The County doesn't have franchise agreement statutes.

So, there are those kinds of nuances to how you do development that Cities have the tools that the County doesn't. Some may think that we shouldn't even have an urban density zoning district in the county if we really want to not have that kind of development and become the 20th city and provide city services. But that's the long and short of it.

Comm. Neese: That was an unusual situation.

Mr. Greeley: Right.

Comm. Neese: Another question I have. It was curious when the city planner from Olathe, who came from St. Louis, made the comment that, "My past life," I think she used the term, "is we didn't care if somebody put in a private street." I have no opinion one way or the other, but what's the rationale that, if somebody has a, I think we just approved in our area, and an option would have been a private street as opposed to the City. And I understand if somebody comes in 10 years later and buys the house and says, "I thought this was in the city." So, that's our philosophy.

Mr. Greeley: I was a little surprised by that, too, that St. Louis was a little behind the game on that, because, I mean, I've been in planning for 30 years, and no jurisdiction that I ever worked in would allow a developer to put in a private street that wasn't built to a public standard. Because the expectation is that someday we would get that street. Her example was, "Well, this city let developers put in private streets and didn't build them to a high enough standard." And as they fell apart and as they became a burden on those home owners, they were coming to the City and going, "We want you to take this over." Well, the street was never built to the proper standard to begin with. That's really up to local government, to be smart enough to realize that these are the tendencies that happen. I think that their policies weren't set up well.

Comm. Neese: There was a piece of property on 131st Street that a couple other guys and I owned at one point in time. We put in a private street, we got it platted. Part of that was that we build it to County specifications. And then, 10 or 15 years later, it became a county road. The comment at the time was, from the county engineer was, "I'm surprised that road was really built." He didn't have to do hardly anything. So, my question is, if somebody has a piece of property, you don't have any control of it, do you? If somebody put in a private street and built it to County specs, you would approve that?

Mr. Greeley: Absolutely. We have it in here now, and we do have people from time to time who request a street be private. The County rule is, it's an ingress/egress on a plat, so the lots along that street are going to be sold to individuals who have some expectation that that street is going to function, whether it's private or public. So, the County and most cities will often say you can put in a private street. They don't care as long as fire trucks can get in. Because they often become gated. That's really what happens, is that it's a gated community and they want to control access. Well, emergency personnel need to get in. But build that private street to a public standard so that in 10 years or 15 years, if homeowners are frustrated about having to take care of it, the County or the City knows we're getting something that was built at least basically in the right manner. Maybe it needs more maintenance than it would have 10 years later. So, that concept. And by a developer coming in and saying, "I want you to approve these lots in the subdivision, and I want to build a private street," the City or the County can say, "We want this street built to a certain specification." That's how you hook them in.

Comm. Opperman: Paul, would you also inspect to make sure that it was being built to standards?

Mr. Greeley: Yes. It would be inspected by the County. Go out there, take a look at it. Look at their construction drawings. Just telling them to do it, we need to look at their construction drawings and inspect it as it's being constructed. Just like a public street.

Comm. Opperman: Yeah, there are inspectors out there to make sure it gets built to the standards.

Comm. Neese: It can't be gravel.

Mr. Greeley: Well, only where gravel might be allowed. We don't have any situations where gravel is allowed in the county, but there may be some communities that allow public gravel streets.

Comm. Neese: One thing I'd like you to put in that last line you had, Edgerton -? I think it would be nice to be noted in here somewhere that the folks from Edgerton said that the south and east, unless I'm paraphrasing this wrong, they really didn't have a problem with larger lots to the south and east because they did not anticipate any sewers out there. I can't remember if that was an exact reason, but they did not --

Ms. Miller: I don't think it was sewers. I think they did not anticipate as much industrial. It's anticipated to be residential. But, yes, you're right.

Comm. Neese: In other words, larger lot size. They weren't concerned that somebody had a 10-acre lot out to the south and east of them as they were to the --

Ms. Miller: Correct.

Comm. Neese: And I think it would be nice to put that in there. That kind of gives flavor to a certain part of the county that has some road issues in there. The other thing is when the - and I've said this before, but I'll say it again - when something comes in front of the zoning board, or we're talking about it here, it would be good to have an idea of what the future development of the roads are going to be. For example, east/west roads out there. Because it's a light presentation that staff gives the zoning boards.

Ms. Miller: Are you talking about, like, the half section and quarter section?

Comm. Neese: Yeah, like 115th Street, you know, or 127th Street, or 111th Street, east and west. This kind of gives the zoning boards a flavor of what the activity is going to really be on those roads.

Mr. Leipzig: Mr. Neese, that's exactly what staff is, when we talk about connectivity, that's kind of what we're proposing, is something like that, similar to that, that would show those road alignments on a quarter section and half section. I think that would go a long way towards providing that future connectivity, no matter what happens in terms of development.

Comm. Mason: You mentioned you met with the cities' staff and the next step would be to meet with the development community. What does that look like?

Mr. Leipzig: In terms of the makeup of the group?

Comm. Mason: Yes.

Mr. Leipzig: We're thinking of a couple land planners; we've contacted an engineering firm. We haven't talked about financial people, lenders. I thought that might be someone else to talk to. Essentially, design professionals, either land planners or city planners or engineers.

Comm. Mason: I would say if you could get a group of engineers, because in my experience, I've noted quite a different philosophy between the different engineering companies. So, I'd like to see plural versus singular.

Mr. Leipzig: Duly noted.

Comm. Opperman: Another good idea would be to research and make sure those engineering companies you're inviting actually do land planning. Not just, you know, public sewer projects, or whatever.

Mr. Leipzig: Yes, to that point, we have looked at some of that. There are a lot of engineering firms and planning firms. We tried to focus on those that are developing in some of the rural areas or in some of the fringe areas as opposed to, you know, it's very different development-type scenarios, making sure we get the right mix of people.

Comm. Opperman: I have a question about this meeting on March 16th. Is that going to be any kind of, like, any last-minute ideas, to kind of summarize the whole committee thing and -?

Mr. Leipzig: I think it will be kind of a summary of what we discovered at the previous meetings, with maybe a list of potential projects or issues that we need to resolve. As I said, some could be resolved fairly quickly, even through our account processes and plan review, making sure that we look at the future roadway map, for example, from the city of Overland Park, or Olathe. Reviewing those items during plan review should be done immediately. And then, also looking at more long-term solutions and long-term ideas such as, you know, ensuring that the comp plan is consistent with the, for example, the City of De Soto's Comprehensive Plan. They're also in the process of doing an update. So, we would have some long-range goals in there that will take some time, not only for our staff to do the work and the analysis that's necessary, but also for the other fringe cities to do the analysis that's necessary to make sure that their plans are consistent with ours. So, it's a collaboration.

Comm. Opperman: Part of the reason I ask that is I've been too busy lately and have not been able to make any of these meetings, unfortunately. But, I'm going to try to make this one. Another question I have is, I assume Karen put this PowerPoint thing together. Are you going to be revising it and expanding it at all? I think it's a great presentation, and I would like to get a link to it when you're done playing around with it.

Ms. Miller: Sure. I actually hadn't thought of it that far. I'm happy to provide a copy of it.

Comm. Opperman: Could you send us all an email with a link to it, or something? But you might as well wait until after this meeting, I think. Because I'm guessing you're going to come back to us and give us another talk like this after that at some point, too, right?

Ms. Miller: Yes, absolutely. And also, in the mail-out for the Planning Commission next month, there will be a copy of this presentation with probably six panes per sheet, kind of a summary.

Comm. Opperman: That would actually be better than a video. Then you don't have to go on a computer to see it.

Ms. Miller: Yes. You will be getting a hard copy. And if you're interested I can make it bigger.

Comm. Opperman: As long as it's readable.

Ms. Miller: I'll get you something, yes.

Comm. Neese: I'd like to comment. You mentioned having a finance person at that. One of the discussions we've had off and on here in the past, about piano key lots being on the cheap. I heard the other day with the ratio, if you wanted to build a house, the ratio that a lender makes

between the cost of land and the house you have to build on it is pretty outstanding. So, if you buy 10 acres for \$150,000, in order to get a loan for a house, the ratio puts that whole project up to \$1 million, maybe plus. So, I think it's really important that someone from a lending institution come in here and gives us a concept of reality, of really what ground is and future development. Because a lot of people are building a million-and-a-half dollar houses on there, and they're not going to, you know, put a small house in the front yard - that type of thing - in the future.

Acting Chair Bollin: All right

F. FUTURE PLANNING COMMISSION DISCUSSION TOPICS

Mr. Leipzig: This is kind of a precursor to exactly what we were talking about, this idea of coming back to you with a list of some future projects or future additions based on the planning subcommittee discussion that we'll have on March 16th. Formalizing that list a little bit, bringing that back to you.

The other thing I wanted to update you on is that as soon as the current projects in the queue that we've actively been working on, as soon as we get a good idea on the development patterns and trend, the next is the update on the telecommunication tower regulations in response to the Kansas New Wireless Deployment Act. Also, revision of our sign regulations in response to the recent Supreme Court case where signage has to be content-neutral. And then, also, working with the Wastewater Department for a revised dry sewer policy, and corresponding regulations. They have a draft of those. We're working with that department to get those, and we'll bring those to you. So, we have some fairly ambitious work in front of us over the next few months. And then, we'll have to prioritize those projects in terms of implementation. Some will be short fixes, easy to correct. Others will take additional time and study.

Acting Chair Bollin: Okay, no action at this time.

G. UPDATES/OTHER BUSINESS

Acting Chair Bollin: That's about the January 23rd meeting.

Mr. Leipzig: I just wanted to get some feedback from the Planning Commission and see what you all thought about Jim Kaup's presentation on January 23rd. As you're aware, Mr. Kaup presented a 2 1/2-hour program on duties of planning commissioners and zoning board members, some ethical scenarios. I thought it was a very good presentation. A lot of material. I think the part I was most impressed with was the manual he passed out. I think it's a great resource for the future moving forward. If you don't have a copy of that, please see me; I'd be happy to give you one. It's a great textbook on land use development around the state of Kansas. I thought that was a very positive thing, but I wanted to hear additional feedback from you all.

Acting Chair Bollin: He brought up several good points that night, yes. Anybody have any comments about that night?

Comm. Mason: I would say we got our money's worth. There was much more content there than I can remember in one session.

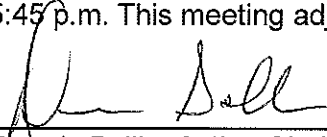
Mr. Leipzig: We will try to do that on an annual basis. I don't know if it will be Jim Kaup every time, but we'll try to have something like that at least once a year. Maybe an annual meeting or something in January, to go through those types of exercises. I thought it was helpful for staff, too, to hear some of the legal context of some of the cases that he brought up.

Acting Chair Bollin: Diane, do you have something to say?

Ms. Wicklund: No. Thank you.


ADJOURNMENT

The next regularly scheduled Planning Commission meeting will be Tuesday, March 27, 2018, at 5:45 p.m. This meeting adjourned at 6:45 p.m.



Dennis Bollin, Acting Chairman

ATTEST:



Secretary to the Board