

TENTATIVE AGENDA
RAYTOWN BOARD OF ALDERMEN
MARCH 17, 2015
REGULAR SESSION NO. 47
RAYTOWN CITY HALL
10000 EAST 59TH STREET
RAYTOWN, MISSOURI 64133

OPENING SESSION
7:00 P.M.

Invocation
Pledge of Allegiance
Roll Call

Public Comments

Communication from the Mayor

Communication from the City Administrator

Committee Reports

LEGISLATIVE SESSION

1. CONSENT AGENDA

All matters listed under the Consent Agenda are considered to be routine by the Board of Aldermen and will be enacted by one motion without separate discussion or debate. The Mayor or a member of the Board of Aldermen may request that any item be removed from the consent agenda. If there is no objection by the remaining members of the board, such item will be removed from the consent agenda and considered separately. If there is an objection, the item may only be removed by a motion and vote of the board.

Approval of the Regular March 3, 2015 Board of Aldermen meeting minutes.

R-2752-15: A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF STEVE RICARD TO THE HUMAN RELATIONS COMMISSION. Point of Contact: Teresa Henry, City Clerk.

R-2753-15: A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF ANTHONY MOORE TO THE HUMAN RELATIONS COMMISSION. Point of Contact: Teresa Henry, City Clerk.

R-2754-15: A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF REX BLOCK TO THE HUMAN RELATIONS COMMISSION. Point of Contact: Teresa Henry, City Clerk.

REGULAR AGENDA

2. **R-2749-15: A RESOLUTION** APPROVING A NEWSLETTER ADVERTISEMENT POLICY FOR THE CITY OF RAYTOWN, MISSOURI. Point of Contact: Brenda Gustafson, Public Information Officer.
3. **R-2755-15: A RESOLUTION** AUTHORIZING AND APPROVING THE PURCHASE OF PARTS AND SUPPLIES FOR POLICE VEHICLES FROM ED ROEHR SAFETY PRODUCTS OFF THE MISSOURI DEPARTMENT OF TRANSPORTATION PURCHASING CONTRACT IN AN AMOUNT NOT TO EXCEED \$21,810.00 FOR FISCAL YEAR 2014-2015. Point of Contact: Jim Lynch, Police Chief.

4. **R-2756-15: A RESOLUTION** AUTHORIZING AND APPROVING THE PURCHASE OF SAFETY EQUIPMENT FROM GARON MARKETING IN AN AMOUNT NOT TO EXCEED \$18,163.00. FOR FISCAL YEAR 2014-0215. Point of Contact: Jim Lynch, Police Chief.

5. **R-2757-15: A RESOLUTION** ACKNOWLEDGING AND SUPPORTING THE WORK OF THE CITY OF RAYTOWN COMMUNITIES FOR ALL AGES TASK FORCE AND ADOPTING AS THE CITY'S POLICY THE CONCEPTS, STRATEGIES AND PROGRAMS OF COMMUNITIES FOR ALL AGES. Point of Contact: John Benson, Development and Public Affairs Director.

6. Public Hearing: A public hearing to consider a Conditional Use Permit for property located at 9400 and 9600 E. 53rd Place.

6a. **SECOND Reading: Bill No. 6378-15, Section XIII. AN ORDINANCE** GRANTING A CONDITIONAL USE PERMIT SUBJECT TO CERTAIN CONDITIONS TO OPERATE A VEHICLE RENTAL BUSINESS ON PROPERTY LOCATED AT 9400 AND 9600 E. 53RD PLACE IN RAYTOWN, MISSOURI. Point of Contact: John Benson, Development & Public Affairs Director.

7. Public Hearing: A public hearing to consider a Text Amendment to the Architectural Design Standards specified in the Crescent Creek Design Manual.

7a. **SECOND Reading: Bill No. 6379-15, Section XIII. AN ORDINANCE** GRANTING AN AMENDMENT TO THE ARCHITECTURAL DESIGN STANDARDS SPECIFIED IN THE CRESCENT CREEK DESIGN MANUAL ADOPTED BY ORDINANCE NUMBER 4952-04 ON MARCH 16, 2004. Point of Contact: John Benson, Development & Public Affairs Director.

ADJOURNMENT

**DRAFT
MINUTES
RAYTOWN BOARD OF ALDERMEN
MARCH 3, 2015
REGULAR SESSION NO. 46
RAYTOWN CITY HALL
10000 EAST 59TH STREET
RAYTOWN, MISSOURI 64133**

**OPENING SESSION
7:00 P.M.**

Mayor David Bower called the March 3, 2015 Board of Aldermen meeting to order at 7:00 p.m. Sue Klotz provided the invocation and led the pledge of allegiance.

Roll Call

The roll was called and the attendance was as follows:

Present: Alderman Janet Emerson, Alderman Charlotte Melson, Alderman Joe Creamer, Alderman Pat Ertz, Alderman Jason Greene, Alderman Josh Greene, Alderman Bill Van Buskirk, Alderman Jim Aziere, Alderman Steve Mock
Absent: Alderman Michael Lightfoot

Public Comments

None.

Communication from the Mayor

Mayor David Bower reported the State of the City Address was February 25, 2015. The Mayor thanked City staff and volunteers for their hard work and dedication during his years as Mayor of Raytown.

Communication from the City Administrator

Mahesh Sharma, City Administrator, announced that Item 3 on the agenda would be removed and point of contact for Resolution 2751-15 was John Benson, Development & Public Affairs Director.

Mr. Sharma announced the City's annual audit was taking place and auditors would be at City Hall for the next 3-4 weeks.

Mr. Sharma also thanked the Public Works Department for an excellent job clearing the streets after the last winter storm and reported the City had re-advertised the Public Works Director position. New applications have started coming into the Human Resources Department and are being reviewed.

Mr. Sharma also announced the Board of Aldermen would be voting on policies and procedures for organizations to advertise in the City newsletters.

Committee Reports

Alderman Emerson thanked the Public Works Department for doing a good job removing the snow after the last storm.

Alderman Ertz announced the Police Pension Committee was scheduled to meet March 5, 2015 at 8:00 a.m.

Alderman Mock reported the 5th Annual Egg-Extravaganza was scheduled for April 4, 2015 at 10:00 a.m.

STUDY SESSION

Neighborhood Revitalization Program
John Benson, Development and Public Affairs Director

LEGISLATIVE SESSION

1. **CONSENT AGENDA**

All matters listed under the Consent Agenda are considered to be routine by the Board of Aldermen and will be enacted by one motion without separate discussion or debate. The Mayor or a member of the Board of Aldermen may request that any item be removed from the consent agenda. If there is no objection by the remaining members of the board, such item will be removed from the consent agenda and considered separately. If there is an objection, the item may only be removed by a motion and vote of the board.

Approval of the Regular February 17, 2015 Board of Aldermen meeting minutes.

R-2748-15: A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF JEROME BARNES TO THE UNIVERSITY OF MISSOURI EXTENSION COUNCIL. Point of Contact: Teresa Henry, City Clerk.

Alderman Mock, seconded by Alderman Creamer, made a motion to approve the consent agenda. The motion was approved by a vote of 9-0-1.

Ayes: Aldermen Mock, Creamer, Ertz, Jason Greene, Van Buskirk, Emerson, Josh Greene, Melson, Aziere
Absent: Alderman Lightfoot

REGULAR AGENDA

2. **R-2749-15: A RESOLUTION APPROVING A NEWSLETTER ADVERTISEMENT POLICY FOR THE CITY OF RAYTOWN, MISSOURI.** Point of Contact: Brenda Gustafson, Public Information Officer.

The resolution was read by title only by Teresa Henry, City Clerk.

Brenda Gustafson, Public Information Officer, provided the Staff Report and remained available for discussion.

Discussion included the funds currently in the Raytown Community Betterment Fund, if existing money in the fund will be used for newsletter expenses, what type of organizations will be given priority for advertising in the newsletter, who is the designee for the RCBF, whether or not non-profits could advertise in the newsletter.

Alderman Ertz, seconded by Alderman Melson made a motion to approve.

Discussion continued regarding what the restrictions were for religious organizations; could religious organizations advertise service times, who made the determination regarding restrictions for religious organizations, clarifying that the resolution is a guideline for policy and can always be amended, whether or not including religious organizations' service times violates federal law, the need to possibly table the resolution in order to research federal and state laws allowing religious organizations to advertise service times in municipal publications.

Alderman Creamer, seconded by Alderman Van Buskirk made a motion to table to date certain of March 17, 2015. The motion was approved by a vote of 5-4-1.

Ayes: Aldermen Creamer, Van Buskirk, Mock, Jason Greene, Emerson
Nays: Aldermen Aziere, Ertz, Josh Greene, Melson
Absent: Alderman Lightfoot

3. **R-2751-15: A RESOLUTION AUTHORIZING AND APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH THE INSTITUTE FOR BUILDING TECHNOLOGY AND SAFETY FOR FISCAL YEAR 2014-2015.** Point of Contact: John Benson, Development & Public Affairs Director.

The resolution was read by title only by Teresa Henry, City Clerk.

John Benson, Development & Public Affairs Director and Kurt Skoog, Institute for Building Technology and Safety representative, provided the Staff Report and remained available for discussion.

Discussion included explanation of fees and of specific duties performed by contractors; Mid-America Regional Council's involvement and if the City would need to purchase any recommended software fees.

Alderman Ertz, seconded by Alderman Creamer made a motion to adopt. The motion was approved by a vote of 9-0-1.

Ayes: Aldermen Ertz, Creamer, Jason Greene, Van Buskirk, Josh Greene, Aziere, Mock, Melson, Emerson
Absent: Alderman Lightfoot

4. Public Hearing: A public hearing to consider a Conditional Use Permit for property located at 9400 and 9600 E. 53rd Place.

4a. **FIRST Reading: Bill No. 6378-15, Section XIII. AN ORDINANCE GRANTING A CONDITIONAL USE PERMIT SUBJECT TO CERTAIN CONDITIONS TO OPERATE A VEHICLE RENTAL BUSINESS ON PROPERTY LOCATED AT 9400 AND 9600 E. 53RD PLACE IN RAYTOWN, MISSOURI.** Point of Contact: John Benson, Development & Public Affairs Director.

Alderman Van Buskirk recused himself from the dais.

The bill was read by title only by Teresa Henry, City Clerk.

Mayor Bower opened the public hearing and called for any ex parte' discussion(s); none was noted.

John Benson, Development & Public Affairs Director, provided the Staff Report and remained available for discussion.

Mayor Bower opened the floor for public comment.

Emanuel Barger, Applicant, addressed the Board regarding types of vehicles that will be rented at the facility, number of parking spots available for customers and rental vehicles, how the proposed business would utilize surrounding businesses and how the business would try to employ Raytown residents.

Without further comments; Mayor Bower closed the floor for public comment.

Discussion included customer parking, responsibility of weed and brush control near the business, possible traffic congestion near Super Splash Water Park and possible use of basement space in the building.

Alderman Josh Greene, seconded by Alderman Aziere made a motion to continue to a date certain of March 17, 2015. The motion was approved by a vote of 8-0-2.

Ayes: Aldermen Josh Greene, Aziere, Creamer, Jason Greene, Emerson, Melson, Ertz, Mock
Nays: None
Absent: Alderman Lightfoot, Alderman Van Buskirk

5. Public Hearing: A public hearing to consider a Text Amendment to the Architectural Design Standards specified in the Crescent Creek Design Manual.

5a. **FIRST Reading: Bill No. 6379-15, Section XIII. AN ORDINANCE GRANTING AN AMENDMENT TO THE ARCHITECTURAL DESIGN STANDARDS SPECIFIED IN THE CRESCENT CREEK DESIGN MANUAL ADOPTED BY ORDINANCE NUMBER 4952-04 ON MARCH 16, 2004.** Point of Contact: John Benson, Development & Public Affairs Director.

The bill was read by title only by Teresa Henry, City Clerk.

Mayor Bower opened the public hearing and called for any ex parte' discussion(s); none was noted.

John Benson, Development & Public Affairs Director, provided the Staff Report and remained available for discussion.

Mayor Bower opened the floor for public comment;

The applicants addressed the Board regarding history of the development, re-establishment of HOA meetings, services to the residents that have been re-established since they purchased the development, parking issues and congestion in the streets, money needs to be spent to revitalize the development, the style of homes that will be built in the undeveloped areas of the neighborhood and current real estate market trends in Raytown.

Without further comments; Mayor Bower closed the floor for public comment.

Discussion included whether or not newer homes will be the same style as existing homes, if the alleys would be constructed in the new homes, clarification as to whether 2/3 of land is undeveloped or 2/3 of the homes are vacant, if a different builder will be selected to build the new homes, estimated cost of new homes built in the development, if a clubhouse and pool would be built, if the new owner would address the rental homes that have large number of tenants living in them and how thankful board members are for the new owners communicating with homeowners in the development.

Alderman Ertz, seconded by Alderman Mock made a motion to continue to a date certain of March 17, 2015. The motion was approved by a vote of 9-0-1.

Ayes: Aldermen Ertz, Mock, Van Buskirk, Melson, Emerson, Jason Greene, Aziere, Josh Greene, Creamer
Nays: None
Absent: Alderman Lightfoot

ADJOURNMENT

Alderman Emerson, seconded by Alderman Melson made a motion to adjourn. The motion was approved by a majority of those present.

The meeting adjourned at 8:50 p.m.

Teresa M. Henry, MRCC
City Clerk

CITY OF RAYTOWN
Request for Board Action

Date: March 12, 2015

Resolution No.: R-2752-15

To: Mayor and Board of Aldermen

From: Teresa Henry, City Clerk

Department Head Approval: _____

City Administrator Approval: _____



Action Requested: Appointment of Steve Ricard to the Human Relations Commission.

Recommendation: Approve the appointment.

Analysis: The Human Relations Commission was re-established and reorganized pursuant to Ordinance 5332-09, which provides for the appointment of 13, plus one voting student member from each high school and adding an additional non-voting student advisory member from each high school. The members are appointed by the Mayor with the approval of the Board of Aldermen.

The term of the members is for three years and the terms are supposed to be staggered to provide consistent and experienced leadership.

Mayor Bower recommends that Steve Ricard be appointed to fulfill vacancy, which term will expire October 1, 2015.

Alternatives: Appoint someone else.

Fiscal Impact: none

Budgetary Impact: none

A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF STEVE RICARD TO THE HUMAN RELATIONS COMMISSION

WHEREAS, the City of Raytown established a Human Relations Commission pursuant to Ordinance 4911-03 adopted September 2, 2003; and

WHEREAS, the Human Relations Commission was re-established pursuant to Ordinance 5332-09 adopted December 1, 2009 which provides for the appointment of 13 regular members, plus 1 voting student member from each high school and 1 non-voting student advisory member from each high school appointed by the Mayor with the approval of the Board of Aldermen; and

WHEREAS, the Mayor has recommended the appointment of Steve Ricard to fill a vacant unexpired three year term, ending October 1, 2015, or until a successor is duly appointed; and

WHEREAS, the Board of Aldermen find it is in the best interest of the City to approve such appointment;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

THAT Steve Ricard, 12000 E. 78th Street, Raytown, Missouri; is hereby appointed as a member of the Human Relations Commission to fill a vacant unexpired three year term ending October 1, 2015 or until a successor is duly appointed;

FURTHER THAT this resolution shall be in full force and effect from and after the date of its passage and approval and any resolutions in conflict herewith are hereby superseded.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Approved as to Form:

Teresa M. Henry, City Clerk

Joe Willerth, City Attorney



City of Raytown

Boards and Commissions Application

Thank you for your interest in serving on one of the City of Raytown Boards and Commissions. Volunteers like you are essential to ensuring that your city government is responsive to the needs of the community.

Please help us place you in the most appropriate Board/Commission by completing this questionnaire.

Date: February 18, 2014

Name: Ricard Steven E
Last First Middle

Address: 12000 East 78th Street Raytown MO 64138
Street City Zip Code

Contact Information:

816-435-3575 816-682-3743 alphagold06@aol.com
Phone: Day Evening Cell Fax E-Mail Address

I want to serve on the Human Relations Board/Commission

Because: I have worked with the NAACP since 1996 where I helped to plan and develop programs that promote

diversity in our community. Working on Raytown Human Relations Commission we give me a chance to reach farther in the community to promote diversity. Raytown has a very diverse community and I would like to help prevent discrimination and promote diversity within our community.

My strength(s) on this Board/Commission will be:

I have planned numerous events with the NAACP and the NAACP youth council that help to educate or community,

and youth and to help promote a diverse society.

Education: Hickman Mills Kansas City, Missouri 5/1985
High School City/State Date

Longview Community College AA - Computer Science 5/1996
Webster University BA - Legal Studies 5/1999
Trade/College/University Degree Date

Post Graduate: _____
College/University Degree Date

CITY OF RAYTOWN
Request for Board Action

Date: March 12, 2015

Resolution No.: R-2753-15

To: Mayor and Board of Aldermen

From: Teresa Henry, City Clerk

Department Head Approval: _____

City Administrator Approval: _____



Action Requested: Appointment of Anthony Moore to the Human Relations Commission.

Recommendation: Approve the appointment.

Analysis: The Human Relations Commission was re-established and reorganized pursuant to Ordinance 5332-09, which provides for the appointment of 13, plus one voting student member from each high school and adding an additional non-voting student advisory member from each high school. The members are appointed by the Mayor with the approval of the Board of Aldermen.

The term of the members is for three years and the terms are supposed to be staggered to provide consistent and experienced leadership.

Mayor Bower recommends that Anthony Moore be appointed to fulfill a vacancy, which term will expire October 1, 2015.

Alternatives: Appoint someone else.

Fiscal Impact: none

Budgetary Impact: none

A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF ANTHONY MOORE TO THE HUMAN RELATIONS COMMISSION

WHEREAS, the City of Raytown established a Human Relations Commission pursuant to Ordinance 4911-03 adopted September 2, 2003; and

WHEREAS, the Human Relations Commission was re-established pursuant to Ordinance 5332-09 adopted December 1, 2009 which provides for the appointment of 13 regular members, plus 1 voting student member from each high school and 1 non-voting student advisory member from each high school appointed by the Mayor with the approval of the Board of Aldermen; and

WHEREAS, the Mayor has recommended the appointment of Anthony Moore to fill a vacant unexpired three year term, ending October 1, 2015, or until a successor is duly appointed; and

WHEREAS, the Board of Aldermen find it is in the best interest of the City to approve such appointment;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

THAT Anthony Moore, 6608 Raytown Road, Raytown, Missouri; is hereby appointed as a member of the Human Relations Commission to fill a vacant unexpired three year term ending October 1, 2015 or until a successor is duly appointed;

FURTHER THAT this resolution shall be in full force and effect from and after the date of its passage and approval and any resolutions in conflict herewith are hereby superseded.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Approved as to Form:

Teresa M. Henry, City Clerk

Joe Willerth, City Attorney

RECEIVED

CITY OF RAYTOWN

City of Raytown
Boards and Commissions Application

Thank you for your interest in serving on one of the City of Raytown Boards and Commissions. Volunteers like you are essential to ensuring that your city government is responsive to the needs of the community.

Please help us place you in the most appropriate Board/Commission by completing this questionnaire.

Date: 02/11/2014

Name: Moore, Anthony Lee
Last First Middle

Address: 6608 Raytown Rd. Raytown MO 64133
Street City State Zip Code

Contact Information:

816-268-7000 816-935-2321 816-268-7029 anthony.moore@raytownschools.org
Phone: Day Cell Fax E-Mail Address

I want to serve on the Human Relations Board/Commission

Because: I have served on the Olathe Human Relations Commission and I want to serve in Raytown and help my community.

My strength(s) on this Board/Commission will be:

Leadership skills, effective communication skills, a strong background in diversity, cultural competency and conduct training in all areas of diversity and cross-cultural communications, served as professor in cultural diversity and cross cultural communications.

Education: University City University City, MO 1978
High School City/State Date

Mid America Nazarene University B.A. & A.A. 1985
Trade/College/University Degree Date

Post Graduate: University of Kansas M.S. 1991

University of Wyoming Ed. D 2005
College/University Degree Date

Employment (Maximum 10 years):

Current: <u>Raytown Quality Schools</u>	<u>6608 Raytown Rd., Raytown, MO</u>	<u>Assistant Superintendent</u>	
	Employer Address	Position	
Past: <u>Kansas City Public Schools</u>	<u>1211 McGee, KCMO</u>	<u>Assistant Supt.</u>	<u>2009-2012</u>
	Employer Address	Position	Dates
Past: <u>Mid America Nazarene University</u>	<u>2020 E. College Way, Olathe, KS</u>	<u>Professor/Assistant to the</u>	
	<u>President for Diversity & Cultural Competency</u>		<u>2002-2009</u>
	Employer Address	Position	Dates

**Community Involvement:
Organization Leadership Position(s) Membership Date(s)**

1. Olathe Human Relations Commission: 2004-2009
2. Olathe Sister Cities Committee: 2004-2009
3. Olathe Diversity Committee: 2004-2009
4. TLC for Kids Board of Directors: 2004-2009
5. Johnson County NAACP: 2000-Present
6. Nottingham Downs Homes Association Executive Board, 2011-Present
7. Leadership Overland Park 2007: Overland Park, KS. Chamber of Commerce: 2006-2007

Do you have business or property interests that might place you in a conflict of interest situation should you be appointed to this Board/Commission? If so, please explain.

No

Do you anticipate that there will be times when you will not be able to attend the Board/Commission meeting? If yes, how often do you anticipate this would occur?

No

Mail to: Mayor's Office, 10000 East 59th Street, Raytown, MO 64133; or FAX: 816-737-6097.

CITY OF RAYTOWN
Request for Board Action

Date: March 12, 2015

Resolution No.: R-2754-15

To: Mayor and Board of Aldermen

From: Teresa Henry, City Clerk

Department Head Approval: _____

City Administrator Approval: _____



Action Requested: Appointment of Rex Block to the Human Relations Commission.

Recommendation: Approve the appointment.

Analysis: The Human Relations Commission was re-established and reorganized pursuant to Ordinance 5332-09, which provides for the appointment of 13, plus one voting student member from each high school and adding an additional non-voting student advisory member from each high school. The members are appointed by the Mayor with the approval of the Board of Aldermen.

The term of the members is for three years and the terms are supposed to be staggered to provide consistent and experienced leadership.

Mayor Bower recommends that Rex Block be appointed to fulfill a vacancy, which term will expire October 1, 2015.

Alternatives: Appoint someone else.

Fiscal Impact: none

Budgetary Impact: none

A RESOLUTION AUTHORIZING AND APPROVING THE APPOINTMENT OF REX BLOCK TO THE HUMAN RELATIONS COMMISSION

WHEREAS, the City of Raytown established a Human Relations Commission pursuant to Ordinance 4911-03 adopted September 2, 2003; and

WHEREAS, the Human Relations Commission was re-established pursuant to Ordinance 5332-09 adopted December 1, 2009 which provides for the appointment of 13 regular members, plus 1 voting student member from each high school and 1 non-voting student advisory member from each high school appointed by the Mayor with the approval of the Board of Aldermen; and

WHEREAS, the Mayor has recommended the appointment of Rex Block to fill a vacant unexpired three year term, ending October 1, 2015, or until a successor is duly appointed; and

WHEREAS, the Board of Aldermen find it is in the best interest of the City to approve such appointment;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

THAT Rex Block, 8612 Oxford, Raytown, Missouri; is hereby appointed as a member of the Human Relations Commission to fill a vacant unexpired three year term ending October 1, 2015 or until a successor is duly appointed;

FURTHER THAT this resolution shall be in full force and effect from and after the date of its passage and approval and any resolutions in conflict herewith are hereby superseded.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Approved as to Form:

Teresa M. Henry, City Clerk

Joe Willerth, City Attorney



City of Raytown

Boards and Commissions Application

Thank you for your interest in serving on one of the City of Raytown Boards and Commissions. Volunteers like you are essential to ensuring that your city government is responsive to the needs of the community.

Please help us place you in the most appropriate Board/Commission by completing this questionnaire.

Date: September 11, 2014

Name: Block Rex Lee
Last First Middle
Address: 8612 Oxford Raytown MO 64138
Street City Zip Code

Contact Information:

816-304-537 t.rex.block@gmail.com
Phone: Day Evening Cell Fax E-Mail Address

I want to serve on the Human Relations Commission Board/Commission

Because: I am a member of the Bahá'í Faith. We believe in the unity of mankind, racial and sexual equality and justice for all mankind.

My strength(s) on this Board/Commission will be:

I am the current president of the Raytown Community Interfaith Alliance. I volunteer weekly at REAP and Shepherd Center. I have a strong desire to serve mankind and my city.

Education: Natrona County HS Casper WY 1965
High School City/State Date

Casper College Associate of Arts 1975
Trade/College/University Degree Date

Post Graduate: College/University Degree Date

Employment (Maximum 10 years):

Current: Retired in 2012
Employer Address Position

Past: Travel & Transport Travel Agent 2007-2012
Employer Address Position Dates

Past: BCD Travel Travel Agent 1995-2007
Employer Address Position Dates

Community Involvement:

Organization	Leadership Position(s)	Membership Date(s)
1. <u>Bahá'í Faith</u>	<u>Raytown Bahá'í Group treasurer</u>	<u>since 2007</u>
2. <u>Raytown Com. Interfaith Alliance</u>	<u>President</u>	<u>member since 2000</u>
3. <u>MLK planning committee</u>	<u>none</u>	<u>since 2009</u>
4. <u>REAP Volunteer</u>	<u>none</u>	<u>weekly since 2012</u>
5. <u>Sheperd Center Volunteer</u>	<u>none</u>	<u>weekly since 2012</u>

Do you have business or property interests that might place you in a conflict of interest situation should you be appointed to this Board/Commission? If so, please explain.

No

Do you anticipate that there will be times when you will not be able to attend the Board/Commission meeting? If yes, how often do you anticipate this would occur?

No

Mail to: Mayor's Office, 10000 East 59th Street, Raytown, MO 64133; or FAX: 816-737-6097.

CITY OF RAYTOWN Request for Board Action

Date: March 11, 2015

Resolution No.: R-2749-15

To: Mayor and Board of Aldermen

From: Brenda Gustafson, Public Information Officer

Department Head Approval: _____

Finance Director Approval: _____ (only if funding requested)

City Administrator Approval: _____

Action Requested: One of the City's communication tools is a 16-page newsletter. We produce the newsletter to keep our residents informed and be transparent in our actions. The newsletter goes to every resident in the City of Raytown. The City has set up a Raytown Community Betterment Fund at the Truman Heartland Community Foundation to accept monies from businesses and other entities for advertisements in the City's newsletter. The staff is proposing guidelines to set the parameters for what can and cannot be accepted.

Recommendation: To accept the policy of guidelines for advertising in the City of Raytown Newsletter.

Analysis: We polled the cities of Gladstone, Raymore, Lee's Summit and Prairie Village for their guidelines for their own newsletters. We found most of the cities have similar guidelines to what we are proposing.

The newsletter costs around \$11,000.00 (68 cents per piece) for design, print, postage and mail services. By selling advertising, we have the opportunity to partner with the business community to help offset these costs to the City's budget.

At the March 3, 2015 Board of Aldermen meeting, this Resolution was tabled to a date certain of March 17, 2015. Staff was asked, particularly City Attorney Joe Willerth, to do some additional research. Mr. Willerth's research confirms and supports the policy attached as drafted and notes that the policy as written would permit the publication of religious meeting times and/or special events.

Alternatives: No guidelines.

Budgetary Impact: \$0

- X Not Applicable
- Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization
- Non-Budgeted item with additional funds requested

Additional Reports Attached: Policy

A RESOLUTION APPROVING A NEWSLETTER ADVERTISEMENT POLICY FOR THE CITY OF RAYTOWN, MISSOURI

WHEREAS, the adoption of a formal Newsletter Advertisement Policy by the City is desirable to establish guidelines for advertising in the City of Raytown Newsletter; and

WHEREAS, the Board of Aldermen find it in the best interest of the citizens of the City of Raytown to adopt and implement the Newsletter Advertisement Policy set forth in Exhibit "A" attached hereto;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

THAT the Newsletter Advertisement Policy set forth in Exhibit "A" attached hereto and made a part hereof by reference is hereby approved and adopted.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David Bower, Mayor

ATTEST:

Teresa Henry, City Clerk

Approved as to Form:

Joe Willerth, City Attorney



**City of Raytown
Policies & Procedures Guidelines
City of Raytown Newsletter**

A. Advertising – Purpose

1. The purpose of this Policy is to generate revenue to cover the costs of the City's publication, the City of Raytown Newsletter.
2. In connection with this purpose, the City desires to advertise events, attractions and entertainment and to advertise goods and services that are provided by businesses or other enterprises located in the City of Raytown. The City finds that such advertising would attract business, commerce, and industry to the City and/or would showcase the City's excellent quality of life and community.
3. By allowing select paid advertising in the City of Raytown Newsletter, the City is not creating a forum for public speech.
4. The City would not receive the monies. All revenue would go to the Raytown Community Betterment Fund (RCBF), held through Truman Heartland Community Foundation. This fund would be responsible for receiving payments for advertisement and for paying the bills that are generated by the publication of the newsletter.

B. Advertising – General

1. The City's Newsletter shall accept only commercial advertisements, defined as advertisements proposing a commercial transaction, good, or service. Non-commercial advertisements for the purpose of expressing political or religious messages, or messages otherwise related to public issues will not be accepted. Advertisements which propose a commercial transaction but which have a primarily non-commercial purpose shall not be accepted. We will accept advertising of public events by public agencies in accordance with this Policy.
2. Notwithstanding the fact that the RCBF is allowing select paid commercial advertising in its Newsletter, the RCBF expressly reserves its proprietary right and precedence over paid advertising to include notices and other kinds of advertisements relating to the City's operations and other City related information, including City-sponsored events.
3. Aesthetic considerations, available space and the City's need to convey City related information will take precedence over revenue generation via paid commercial advertisements.

4. Accepted advertisements will be based on the deadline for producing each newsletter and the following tiers of priority: priority will first be given to the City of Raytown businesses; priority will next be given to all Eastern Jackson County businesses; and finally, priority will be given to all remaining businesses for the remaining available advertising space. Advertisements will be selected on a first-come-first serve basis with each priority tier. No advertisement space will be allotted unless full-payment is received before the design date.
5. Quantity, quality and placement of all advertising will be controlled by and subject to the specific approval of the RCBF.
6. The City reserves the right to review each proposed advertisement in advance and reject any proposed advertisement which does not meet the City's standards as set forth in this Policy.

Advertising – Selection, Payment and Restrictions

1. Each entity/individual wishing to purchase advertising space shall submit an application to the RCBF or his/her designee. The Application Form attached to this Policy as Exhibit A shall be used for this purpose. The application shall include a final image of the proposed advertisement and payment for the advertisement.
2. The Raytown Newsletter is published 4 times per year. The deadline for all advertising applications and camera-ready art is established in our Schedule (Exhibit B).
3. If the applicant does not receive written notification of rejection within 15 days of the scheduled publication date, the applicant may assume its application was approved. Failure by the RCBF to provide such notice of the rejection does not preclude the RCBF from determining not to publish a proposed advertisement. The RCBF will process the payment for an approved application beginning with the receipt of the application unless an application must be reviewed for a final decision as set forth in section 4 below.
4. If your ad is rejected, a refund will be issued within 5 days. If the ad is withdrawn before the document goes to the designer, a complete refund will be made available. If it is withdrawn during the one week design, a refund will be issued minus a \$25 fee. If the publication has gone to the printer, no refund will be available.
5. Before any application is rejected based on the standards set forth in this Policy, it shall be referred to the RCBF or his/her designee for review and a final decision. If a final decision of rejection is made, the Fund or his/her designee will notify the applicant of the decision in writing prior to publishing of the newsletter.
6. No advertisement will be permitted that:
 - a. Does not have as its primary purpose the proposal of a commercial transaction (for example, a non-commercial advertisement for the purpose of expressing political messages, or messages otherwise related to public

issues), except the advertising of public events by public agencies in accordance with this Policy.

- b. Makes a personal attack against or otherwise appears intended to offend any individual or entity, product or institution by means of, including but not limited to, use of discriminatory language or depictions, or stereotyping.
- c. Is false, grossly misleading or defamatory in any respect;
- d. Condone, solicits, or otherwise appears to promote any type of criminal/illegal act or conduct, or which appears derogatory toward any aspect of the law enforcement profession.
- e. Portrays acts of violence, murder, sedition, terror, antisocial behavior, vandalism, or other acts of violence;
- f. Depicts nudity or portions of nudity that would be reasonably considered as offensive, distasteful, pornographic or erotic; is obscene or advertises adult entertainment;
- g. Promotes products or services that are contrary to public health, safety, or welfare, such as tobacco or alcohol related products;
- h. Is in conflict with an applicable federal, state, or local law, statute, or ordinance;
- i. Implies an endorsement by the City.

**CITY OF RAYTOWN
Request for Board Action**

Date: March 11, 2015
To: Mayor and Board of Aldermen
From: Captain Michelle Rogers

Resolution No.: R-2755-15

Department Head Approval: _____

Finance Director Approval: _____ (only if funding requested)

City Administrator Approval: _____



Action Requested: A resolution approving the purchase in excess of \$15,000.00 from Ed Roehr Safety Products.

Recommendation: Approve the resolution.

Analysis: The Police Department has purchased four new Ford Police Interceptors in FY15. Since we have adopted a new vehicle platform we will require new up fit equipment (exterior lighting) designed to fit the new vehicle dimensions. No other bids are required as this is a Government Contract through Missouri Department of Transportation RFB3-121004RW.

Alternatives: Not purchase the necessary up fit equipment.

Budgetary Impact:

- Not Applicable
- X Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization
- Non-Budgeted item with additional funds requested

Amount Requested: \$21,810.00
Department: Police
Fund: Capital Sales Tax – 205-32-00-100-53250

Additional Reports Attached: Missouri Department of Transportation Contract and quote from Ed Roehr

RESOLUTION NO. R-2755-15

A RESOLUTION AUTHORIZING AND APPROVING THE PURCHASE OF PARTS AND SUPPLIES FOR POLICE VEHICLES FROM ED ROEHR SAFETY PRODUCTS OFF THE MISSOURI DEPARTMENT OF TRANSPORTATION PURCHASING CONTRACT IN AN AMOUNT NOT TO EXCEED \$21,810.00 FOR FISCAL YEAR 2014-2015

WHEREAS, the City of Raytown in the adoption of its purchasing policy has approved the practice of purchasing equipment and supplies from competitive bids awarded by other governmental entities through a competitive bidding process; and

WHEREAS, the Missouri Department of Transportation has competitively bid the purchase of upfitting and retrofitting parts and supplies for Police Vehicles and has determined Ed Roehr Safety Products to be the most competitive bid; and

WHEREAS, the City of Raytown has a need to purchase such parts and supplies from Ed Roehr Safety Products for existing vehicles owned by the City in the amount of \$21,810.00; and

WHEREAS, funds for such purpose are budgeted from the Capital Improvement Sales Tax and such expenditure has been reviewed and on December 16, 2014 was recommended by the Special Sales Tax Review Committee as being consistent with voter intent; and

WHEREAS, the City of Raytown finds it is in the best interest of the citizens of the City of Raytown to authorize and approve a single purchase from Ed Roehr Safety Products off the Missouri Department of Transportation Purchasing Contract in an amount not to exceed \$21,810.00 for fiscal year 2014-2015;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

THAT the purchase of vehicle upfitting and retrofitting vehicle parts and supplies from Ed Roehr Safety Products for Police Vehicles off the Missouri Department of Transportation Purchasing Contract in an amount not to exceed \$21,810.00 for fiscal year 2014-2015 is hereby authorized and approved; and

FURTHER THAT the City Administrator and/or his designee is authorized to execute all documents necessary to these transactions and the City Clerk is authorized to attest thereto.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Approved as to Form:

Teresa M. Henry, City Clerk

Joe Willerth, City Attorney

Missouri Department of Transportation
David B. Nichols, Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

November 25, 2014

Ed Roehr Safety Products
2710 Locust St.
St. Louis, MO 63103

Attn: Dathan Baldwin

This letter serves as confirmation of the 2nd renewal for **RFB 3-121004RW for Emergency Vehicle Lighting**, at the original contract pricing as shown in table below. The contract renewal period is from November 1, 2014 thru October 31, 2015 with one (1) additional one-year renewal option remaining.

Orders will be placed by the districts on an as needed basis.

Ed Roehr Safety Pricing

Line Item	Description	Unit Pricing
1	Exterior Lighting /Audio Package and Control <i>**See note below</i>	2,731.51
1a	Exterior Mount LED Bar	1,799.72
1b	Exterior Mount LED Grill Modular - RED	65.29
1c	Exterior Mount LED Grill Modular - AMBER	65.29
1d	Exterior Mount LED Grill Modular - WHITE	65.29
1e	Siren and Lighting Controls	401.30
1f	Speaker	138.75
1g	Replacement Plug and Play Warning Light Module - Red/White	141.50
1h	Replacement Plug and Play Warning Light Module - Amber/White	141.50
1i	Replacement Plug and Play Warning Light Module - Red/Amber	134.50

*****Note Exterior Lighting/Audio Package and Control**
Package based on combined price of the following:
- one (1) each of items 1a, 1e and 1f
- two (2) each of items 1b, 1c and 1d

43.3% discount off MSRP for all Data Book or Pricing Guide Options

Please note this contract does have a 1st and 2nd contingency. If you have any questions, please contact me at 573-526-7929.

Robin Warren

Sr. General Services Specialist



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org

QUOTATION



From: **Ed Roehr Safety Products Co.**

2710 Locust St.
St. Louis, MO 63103
Phone 314.533.9344

Fax 314.533.3830

Salesman:
Quoted by: *Mike Garner*

To: **CAPT. MICHELLE ROGERS**
RAYTOWN POLICE DEPARTMENT
10000 E. 59TH STREET
RAYTOWN, MO 64133

Date: 2/7/2015
Quote # MG - RAYTOWN PD #2

NOTE:
1. FOR FORD UTILITY (4 OF THEM)
2. USE MODOT CONTRACT
#3-121004RW FOR PRICING

We are pleased to quote your inquiry as follows:

Quantity	Description	Price	Amount
4	#FERUMBLER FEDERAL RUMBLER	410.00	1,640.00
4	#FERB-FPIU13 FEDERAL RUMBLER BRACKET	40.00	160.00
4	#XT6-RW CODE 3 XT6 LIGHTHEAD (FORWARD ON PUSHBUMPER)	62.00	248.00
4	#XT6-BW CODE 3 XT6 LIGHTHEAD (FORWARD ON PUSHBUMPER)	62.00	248.00
8	#XT4WW CODE 3 XT4 LIGHTHEAD (SIDE OF PUSHBUMPER)	57.00	456.00
4	#PBH45 CODE 3 PUSHBUMPER BRACKET FOR XT4WW	40.00	160.00
4	#C48923 CODE 3 SOLEX LIGHTBAR (RAYTOWN SPECIAL)	1,500.00	6,000.00
4	#Z3 CODE 3 Z3 SIREN SYSTEM	650.00	2,600.00
8	#C3100U CODE 3 SPEAKER AND PUSHBUMPER BRACKET	138.00	1,104.00
4	#HB6PAK-R CODE 3 HB6PAK (FOR TAILLIGHTS)	60.00	240.00
4	#HB6PAK-B CODE 3 HB6PAK (FOR TAILLIGHTS)	60.00	240.00
8	#HB6PAK-PI-W CODE 3 HB6PAK (FOR HEADLIGHTS)	60.00	480.00
4	#MR6HM-B CODE 3 MR6 LIGHTHEAD (FOR REAR WINDOW)	73.00	292.00
4	#MR6HM-R CODE 3 MR6 LIGHTHEAD (FOR REAR WINDOW)	73.00	292.00
			0.00
	OPTIONAL LIGHTBAR:		0.00
4	#C62740 CODE 3 SOLEX LIGHTBAR MULTI-COLOR	1,900.00	7,600.00
	RAYTOWN SPECIAL CONFIGURATION		0.00
			0.00
			0.00
			0.00
			0.00
The prices quoted will be honored for 30 days from the date of this quote.		Freight	50.00
		Total	21,810.00

If you have any questions concerning this quotation please contact Mike Garner at (913) 522-5865 or Mike.Garner.KS@gmail.com

THANK YOU FOR YOUR BUSINESS!

**CITY OF RAYTOWN
Request for Board Action**

Date: March 11, 2015
To: Mayor and Board of Aldermen
From: Captain Michelle Rogers

Resolution No.: R-2756-15

Department Head Approval: _____

Finance Director Approval: _____ (only if funding requested)

City Administrator Approval: _____



Action Requested: A resolution approving the purchase in excess of \$15,000.00 from Garon Marketing.

Recommendation: Approve the resolution.

Analysis: The Police Department has purchased four new Ford Police Interceptors in Fiscal Year 2014-2015. Since we have adopted a new vehicle platform we will require new up fit equipment (interior) designed to fit the new vehicle dimensions. There were three (3) vehicle quotes received. Upon review of the quotes Garon Marketing was the low quote and also the best quote for both the product and the service.

The Sales Tax Oversight Committee reviewed the vehicle up fitting request and found it to be consistent with the voter intent.

Alternatives: Not purchase the necessary up fit equipment.

Budgetary Impact:

- Not Applicable
- Budgeted item with available funds
- Non-Budgeted item with available funds through prioritization
- Non-Budgeted item with additional funds requested

Amount Requested: \$18,163.00
Department: Police
Fund: Capital Sales Tax – 205-32-00-100-53250

Additional Reports Attached: Quotes received from vendors

A RESOLUTION AUTHORIZING AND APPROVING THE PURCHASE OF SAFETY EQUIPMENT FROM GARON MARKETING IN AN AMOUNT NOT TO EXCEED \$18,163.00 FOR FISCAL YEAR 2014-2015

WHEREAS, the Raytown Police Department has a need for acquisition of safety equipment for four (4) new Ford Police Interceptors; and

WHEREAS, the Raytown Police Department received three (3) quotes and has determined that the bid submitted by Garon Marketing in the amount of \$18,163.00 was the most advantageous quote received; and

WHEREAS, the City found that Garon Marketing meets all of the qualifications as the lowest and best bidder; and

WHEREAS, funds for such purpose are budgeted from the Capital Improvement Sales Tax and such expenditure has been reviewed and on December 16, 2014 was recommended by the Special Sales Tax Review Committee as being consistent with voter intent; and

WHEREAS, the City of Raytown finds it is in the best interest of the citizens of the City of Raytown to authorize and approve the purchase of safety equipment from Garon Marketing in an amount not to exceed \$18,163.00 for fiscal year 2014-2015;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

THAT the purchase of safety equipment from Garon Marketing in an amount not to exceed \$18,163.00 for fiscal year 2014-2015 is hereby authorized and approved;

FURTHER THAT the City Administrator and/or his designee, are hereby authorized to execute all documents necessary to this transaction and the City Clerk is authorized to attest thereto.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Teresa M. Henry, City Clerk

Approved as to Form:

Joe Willerth, City Attorney

PRICE QUOTE

GARON LLC

17777 GOODARD
OVERLAND PARK, KS 66062

INVOICE NO. MG - RAYTOWN PD #1

DATE March 6, 2015

CUSTOMER ID

EXPIRATION DATE 12/31/2015

TO CAPT. MICHELLE ROGERS
RAYTOWN POLICE DEPARTMENT
10000 E. 59TH STREET
RAYTOWN, MO 64133

NOTE:
1. FOR FORD UTILITY (4 OF THEM)

SALESPERSON	JOB	SHIPPING METHOD	SHIPPING TERMS	DELIVERY DATE	PAYMENT TERMS	DUE DATE
MIKE GARNER						

QTY	ITEM #	DESCRIPTION	UNIT PRICE	DISCOUNT	LINE TOTAL
		SETINA:			
4.00		FRONT PARTITION "XL"	576.00		2,304.00
4.00		FRONT PARTITION RECESS PANEL	-		-
4.00		LOWER EXTENSION PANEL	-		-
4.00	475-0051	JOTTO DUAL GUNRACK	220.00		880.00
4.00	QK0491	FLOOR PAN	123.00		492.00
4.00	WK0514	WINDOW BARS	130.00		520.00
4.00	DK0598	DOOR PANEL COVERS	100.00		400.00
		AEDEC & GORHINO:			
4.00	5SUVIC1311	REAR SEAT AND REAR PARTITION	700.00		2,800.00
4.00	5MLP02-015	STEEL CLOSEOUT UPGRADE	40.00		160.00
4.00	5340D	PUSHBUMPER "DUAL COAT"	259.00		1,036.00
1.00		SHIPPING - AEDEC AND GORHINO	519.00		519.00
1.00		SHIPPING - SETINA	270.00		270.00

TOTAL DISCOUNT

Quotation prepared by: _____

This is a quotation on the goods named, subject to the conditions noted below:
(Describe any conditions pertaining to these prices and any additional terms of the agreement.
You may want to include contingencies that will affect the quotation.)

To accept this quotation, sign here and return: _____

SUBTOTAL	\$	9,381.00
SALES TAX		
TOTAL	\$	9,381.00

THANK YOU FOR YOUR BUSINESS!

Grand Total
18,163.00

PRICE QUOTE

GARON LLC

17777 GOODARD
OVERLAND PARK, KS 66062

INVOICE NO. MG - RAYTOWN PD #3

DATE March 6, 2015

CUSTOMER ID

EXPIRATION DATE 12/31/2015

TO CAPT. MICHELLE ROGERS
RAYTOWN POLICE DEPARTMENT
10000 E. 59TH STREET
RAYTOWN, MO 64133

NOTE:

1. FOR FORD UTILITY (4 OF THEM)
2. ALL ITEMS ARE MADE BY LUND INDUSTRIES

SALESPERSON	JOB	SHIPPING METHOD	SHIPPING TERMS	DELIVERY DATE	PAYMENT TERMS	DUE DATE
MIKE GARNER						

QTY	ITEM #	DESCRIPTION	UNIT PRICE	DISCOUNT	LINE TOTAL
4.00	VH-FPI-U24	CONSOLE	\$ 250.00		\$ 1,000.00
4.00	CHB-2EN	DUAL CUP HOLDER	24.00		96.00
8.00	MK-2CL	MIC CLIP AND BRACKET	11.00		88.00
4.00	PS2-4	(4) D/C PLUG FACEPLATE	37.00		148.00
4.00	UNV-SASKI-M810	MONITOR AND KEYBOARD MOUNTING SOLUTION	400.00		1,600.00
4.00	SSTB-2042RM	SECURESTOR TRUNK VAULT	1,400.00		5,600.00
1.00		SHIPPING	250.00		250.00

TOTAL DISCOUNT

Quotation prepared by: _____

This is a quotation on the goods named, subject to the conditions noted below:
(Describe any conditions pertaining to these prices and any additional terms of the agreement.
You may want to include contingencies that will affect the quotation.)

To accept this quotation, sign here and return: _____

SUBTOTAL	\$ 8,782.00
SALES TAX	
TOTAL	\$ 8,782.00

THANK YOU FOR YOUR BUSINESS!



Quotation

The Leader in Critical Communication

1201 W. Old Hwy 56
 Olathe, Kansas 66061
 Phone 913-764-7314 Fax 913-764-7514

DATE 2/20/2015
 Quotation # 2015-0220RPD1
 Customer ID Raytown PD

Quotation valid until: 60 Days
 Prepared by: Daryl Thompson

Raytown Police Dept
 Michelle Rogers
 10000 E. 59th St
 Raytown, MO 64133
 (816) 737-6103
rogersm@raytownpolice.org

Comments or Special Instructions: Equipment

Quantity	Description	Unit Cost	Amount
4	VH-FPI-U24; Lund Console	\$ 231.43	\$ 925.72
4	CHB-2EN; Lund Cup Holder	\$ 27.97	\$ 111.88
8	MK-2CL; Lund Mic Clip and Bracket	\$ 12.68	\$ 101.44
4	PS2-4; Lund D/C Plug Faceplate	\$ 42.35	\$ 169.40
4	UNV-SASKT-M810; Lund Monitor mount	\$ 423.50	\$ 1,694.00
4	SSTB-2042RM; Lund Trunk Vault	\$ 1,465.00	\$ 5,860.00
4	PK1128ITU12SCA; Setina Partition w/ Recess Panel and Extension Panel	\$ 646.03	\$ 2,584.12
4	QK0491ITU12; Setina Floor Pan	\$ 153.23	\$ 612.92
4	WK0514ITU12; Setina Window Bars	\$ 160.93	\$ 643.72
4	DK0598ITU12; Setina Door Panel Covers	\$ 122.43	\$ 489.72
4	RUMBLER W & RB-FPIU13; Federal Rumbler and Brackets	\$ 420.19	\$ 1,680.76
4	475-0051; Jotto Desk Gun Rack	\$ 202.40	\$ 809.60
4	5SUVIC1311; ADEC Rear Seat and Rear Partition	\$ 768.88	\$ 3,075.52
4	5MLP02-015; ADEC Steel Closeout Upgrade	\$ 40.92	\$ 163.68
4	530D; Go Rhino Push Bumper	\$ 240.80	\$ 963.20
			\$ -
			\$ -
1	Shipping	\$ 878.00	\$ 878.00
			\$ -
TOTAL			\$ 20,763.68

\$ 19,082.92

If you have any questions concerning this quotation contact:

THANK YOU FOR YOUR BUSINESS!

Thats My Truck

3201 E 14th Street
Des Moines, IA 50316

515-964-1636 or 866-611-1636
Fax: 515-964-0228

QUOTE

Date	Quote #
3/4/2015	417

Bill To
Raytown Police Dept

Ship To

Customer Phone
816-737-6103

P.O. No.	VIN:	Stock #	Salesman	Acct#	Terms
		Stock #			

Item	Part #	Description	Code	Quantity	Rate	Total
4117	VH-FPI-S24	Lund Console	Acc	4	300.56	1,202.24T
4117	CHB-2EN	Dual Cup Holder	Acc	4	36.33	145.32T
4117	MK-2CL	Mic Bracket w/Clip	Acc	8	16.79	134.32T
4117	UNV-SASKT-M810	Monitor/Keyboard Mounting Sol	Acc	4	550.00	2,200.00T
4117	SSTB-20422R M	Trunk Vault	Acc	4	1,950.00	7,800.00T
4117	PK1126ITU12 SCA	XL Partition	Acc	4	839.00	3,356.00T
4117	QK0491	Floor Pan	Acc	4	199.00	796.00T
4117	WK0514	Window Barrier Steel	Acc	4	209.00	836.00T
4117	DK0598	Alum Door Panels	Acc	4	159.00	636.00T
4117	475-0051	Jotto Dual Gun Rack	Acc	4	300.00	1,200.00T
4117	5SUVIC1311	Adec Rear Seat	Acc	4	750.00	3,000.00T
4117	5MLP02-015	Upgrade	Acc	4	50.00	200.00T
4117	5240D	Go Rhino Pushbumper Dual Coat	Acc	4	300.00	1,200.00T

Subtotal \$22,705.88

Sales Tax (6.0%) \$1,362.35

Total \$24,068.23

Web Site
www.thatsmytruck.com

Phone #
515-964-1636

E-mail
Brandon@thatsmytruck.com

Michelle Rogers

From: Blair Smith <Blair@911custom.com>
Sent: Monday, February 23, 2015 1:15 PM
To: Michelle Rogers
Subject: RE: E-mail

Michelle,

Unfortunately, we do not carry any of the products you had requested quotes for – other than the Setina products. If you are wanting to stick with the manufacturers on your RFQ, then I apologize but we will not be able to produce a quote to you at this time.

Thank you and let me know if there is anything else I can help you with,

Blair Smith

Administrative Assistant
911 Custom
6970 W. 152nd Terr.
Overland Park, KS 66223
913-390-8540 (O)
913-390-8543 (F)
www.911custom.com

From: Michelle Rogers [<mailto:rogersm@raytownpolice.org>]
Sent: Monday, February 23, 2015 12:55 PM
To: Blair Smith
Subject: E-mail

Blair,

I was checking to make sure you received my e-mail for the quote?

Thanks,

Michelle

Captain Michelle Rogers
Administrative Services Commander
Raytown Missouri Police Department
816-737-6103

CITY OF RAYTOWN Request for Board Action

Date: March 17, 2015

Resolution No.: R-2757-15

To: Mayor and Board of Aldermen

From: John Benson, AICP, Director of Development and Public Affairs

Department Head Approval: _____

Finance Director Approval: _____ (only if funding is requested)

City Administrator Approval: _____

Action Requested: Approval of a Resolution recognizing the work of the Raytown Kansas City Communities for All Ages Task Force.

Analysis: In 2014, the City of Raytown appointed a Task Force to discuss and develop aspects that can make a community more livable for residents of all ages. The work of this Task Force was a part of our ongoing efforts to promote neighborhood revitalization. Additionally, our Task Force was one of four pilot community task forces in the Kansas City region that were discussing these same issues that are designed to help our communities and our region prepare to take advantage of the opportunities and challenges presented by the growing number of older and younger adults. As a result of the work of our Task Force and those in Gladstone, Prairie Village, Kansas; and Mission, Kansas, categories were identified. Each category has suggested policies and action steps that can help guide communities so that they can become more livable for all residents. The categories identified include:

- Public outdoor spaces and buildings;
- Housing and commercial development;
- Transportation and mobility;
- Social inclusion, and communication and participation;
- Civic participation and employment; and
- Community and health services.

The work from each of these task forces has been used to create a checklist that other communities can now use to assess their respective communities to determine what, if anything, they may want to address the increasing number of younger and older adults and to make their community more livable for their residents. A copy of the checklist is attached.

The categories identified, as well as the recommended policies and action steps, will form the basis for further community discussion as part of the Briefings and Brainstorming Sessions that will be held over the next few months.

Alternatives: Not approve the resolution.

Budgetary Impact:

Not Applicable

Additional Reports / Information Attached: Checklist and Final Report

A RESOLUTION ACKNOWLEDGING AND SUPPORTING THE WORK OF THE CITY OF RAYTOWN COMMUNITIES FOR ALL AGES TASK FORCE AND ADOPTING AS THE CITY'S POLICY THE CONCEPTS, STRATEGIES AND PROGRAMS OF COMMUNITIES FOR ALL AGES

WHEREAS, the City of Raytown has worked in partnership with the First Suburbs Coalition, KC Communities for All Ages and the Mid-America Regional Council (MARC); and

WHEREAS, the City of Raytown has been focused on revitalizing and strengthening our neighborhoods; and

WHEREAS, the City of Raytown appointed a Task Force comprised of citizens, elected officials and city staff to discuss and identify components of what can make our community livable for residents of all ages; and

WHEREAS, this Task Force identified categories and criteria that are most important to the Raytown community; and

WHEREAS, based upon input the City of Raytown Task Force along with input from similar task forces in Gladstone, Missouri; Prairie Village, Kansas; and Mission, Kansas, the First Suburbs Coalition, KC Communities for All Ages and MARC have developed a Communities for All Ages Checklist to help communities orient their physical and service efforts to meet the needs of residents of all ages;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI AS FOLLOWS;

THAT, the City of Raytown adopts as its policy the promotion of Communities for All Ages as a strategy for developing vibrant, prosperous neighborhoods for all of our residents; and

FURTHER THAT, the City of Raytown, through future planning processes, will consider elements of the Communities for All Ages Checklist as a tool for the City to build awareness of changing demographics within our community to assess policies, programs, investments, plan services and infrastructure responsive to our residents of all ages and will work with other community and regional partners to share our experiences, knowledge and further promote concepts, strategies and policies that help make Raytown more livable for residents of all ages.

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Missouri, the 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Approved as to Form:

Teresa M. Henry, City Clerk

Joe Willerth, City Attorney

Become a Community for All Ages

A checklist to help you become age friendly

KC Communities
for All Ages

September 2014

Does your city or county need tools to help it become a Community for All Ages? This checklist is designed to be used together with *Making Your Community Work for All Ages — A Toolkit for Cities* as a way to raise awareness, plan actions and assess your city for age friendliness.

The first suburbs of Kansas City, established nearly 60 years ago, have done exactly what they were intended to do — provide homes and services for families that raised the generation of Americans we now call the baby boomers. But, as the baby boomers have aged, and the oldest of the generation known as the millennials (young adults born between 1982 and 2004, now age 10 to 32) have come into adulthood, it is time to reevaluate the role that the suburbs play in housing and serving the American population.

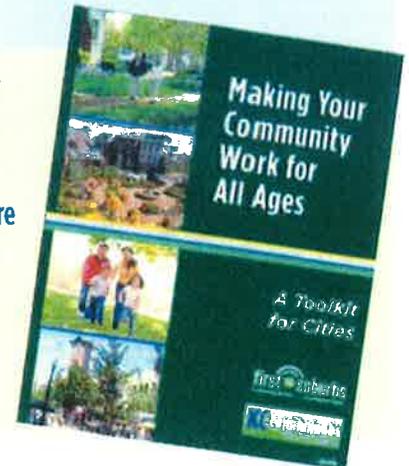


Kansas City's first suburbs can evolve in response to new trends and needs as communities for all ages.

A community for all ages seeks to meet the needs and interests of the very old, the very young and everyone in between. A key driver for this work is the rapidly changing older adult demographics.

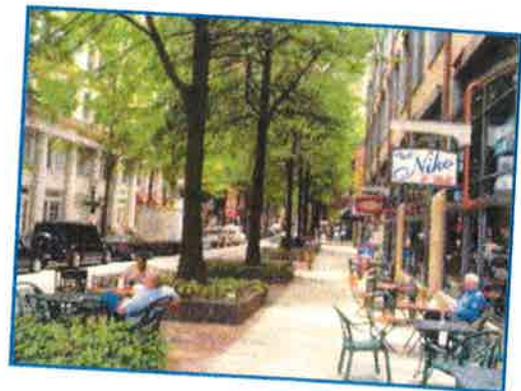
The post-war population swell known as the baby boom is paving the way for the next "baby boomlet," the generation known as the millennials that followed the smaller Generation X (ages 33 to 53) population. Today, the oldest baby boomers are in their late 60s. By 2030, one

Making Your Community Work for All Ages — A Toolkit for Cities provides detailed information on steps that communities can take to become more age friendly. The toolkit is available at www.kccfaa.org, or contact Cathy Boyer-Shesol at cboyer@marc.org or 816/701-8246 to get a printed copy.



in five Americans — or 72,774,000 million — will be older than 65, while researchers estimate there will be 76 million millennials in the U.S. at that time.

In the Greater Kansas City area, more than 416,000 residents will be 65 or older in 2030, while approximately 633,000 millennials will live here. Historically, the needs and interests of older adults have been seen as vastly different from younger generations and those of families with young children.



Today, research shows that communities that are adapting to meet the needs of its older adult citizens raise the quality of life in ways that also appeal across the age spectrum.

Ample evidence supports the idea that consumer demand for healthy communities — walkable, vibrant places designed around transit and green spaces — has never been higher. Numerous studies show that demand for compact, mixed-use, transit-accessible development far outstrips current supply. Walkable communities are in such high demand, in fact, that homes in such areas bring from 40 to 100 percent higher sales and lease prices than those in more traditional, automobile-oriented communities.

Consumer demand for healthy communities is particularly prominent among millennials, who are increasingly seeking alternatives to the automobile-centered land-use patterns of the generations before them.



Integrating health into planning and development policy can become an economic development strategy — a tool to attract a skilled workforce and to build an innovative and sustainable economic base.* Evidence shows a connection between highly-connected residents and the resilience of their community. Policies and programs that support keeping people in their homes and connected to their networks and communities allows residents of all ages to feel safe and comfortable.

This connectedness contributes to a sense of well-being, as well as the ability to respond to unforeseen problems.

* Source: Eitler, Thomas W., Edward T. McMahon, and Theodore C. Thoerig. *Ten Principles for Building Healthy Places*. Washington, D.C.: Urban Land Institute, 2013.

The Kansas City region is taking on the challenge of creating communities for all ages

by developing this checklist to be used alongside *Making Your Community Work for All Ages: A Toolkit for Cities*. The toolkit was designed to help local government officials consider measures to improve the quality of life and opportunities for healthy living for older adult residents in the Kansas City region's older suburbs, as well as address the needs and interests of residents of all ages.

This draft checklist was developed by KC Communities for All Ages and the First Suburbs Coalition for use by officials and staff of the region's First Suburbs' communities. Based on the Checklist of Essential Features of Age-friendly Cities, which is being used by hundreds of communities around the U.S., it identifies policy and program options in six categories that city leaders can implement to be considered a community for all ages. Although piloted by First Suburbs cities, all cities will find the policy and program options valuable as they adapt to changing community demographics.



How to use this checklist

Communities throughout the nation face dramatic demographic changes — doubling of the older adult population over the next 20 years, fewer families with children, more millennials and more people of color. In response, communities are beginning to plan for these changes, and conversations focus on how the demographic shifts will impact communities and what actions communities should take to prepare for the future. The Communities for All Ages Program and the First Suburbs Coalition have developed this checklist to help communities evaluate current conditions to answer these questions. Below are some ways you can use the checklist to help your community build a community for all ages.

To raise awareness

Use the checklist to build community awareness of the changing demographics of U.S. communities.



Before a community can develop strategy or take actions to build a multi-generational community, it's best to build awareness of the expected demographic changes and why it's important to address them. This information needs to be shared with not only civic, business and public leaders, but the broader community as well. Following are some suggested steps that will help your community spark a conversation about communities for all ages and build community understanding for action:

1. Determine who will convene the conversation.
 - The local jurisdiction can serve as the convener, OR
 - A third party may serve as the convener of the conversation. This might be a local business, social service agency or other community organization.
 - It is important for the convener of the conversation to have knowledge and connections to the community.
 - If the convener is not the local government, be sure to include elected officials and city staff. They will have important information about the city and be interested to hear the discussion.
2. Define specific goals for the conversation. What is the purpose of the conversation? To provide information so residents are more informed about changes in the city's makeup? To lay the groundwork for future planning? Also decide what, if anything, will happen after the discussion is completed — participants will want to know what's next.
3. Gather data and information.
 - Get the most up-to-date demographic data for your jurisdiction from:
 - Your local planning department.
 - Mid-America Regional Council — www.marc.org/Data-Economy.
 - U.S. Census Bureau — <http://quickfacts.census.gov>.
 - Access additional background information from organizations such as the American Planning Association, Urban Land Institute, AARP, Journal of Aging and Social Policy, and the National Association of Realtors. Here are some good examples:
 - *Investing in Place: Two Generation's View on the Future of Communities* www.planning.org/policy/polls/investing/pdf/pollinvestingreport.pdf.

- *Multigenerational Planning: Using Smart Growth and Universal Design to Link the Needs of Children and the Aging Population* www.planning.org/research/family/briefingpapers/pdf/multigenerational.pdf.
 - Make sure you have the most up-to-date version of the checklist from www.kccfaa.org.
 - Use *Making Your Community Work for All Ages – A Toolkit for Cities*, July 2013, available from www.kccfaa.org.
 - Provide a facilitator to lead the community discussion. This individual will keep the meeting on track and ensure that everyone has the opportunity to participate.
4. Identify and convene a group including:
 - Elected officials and city staff. Be sure to include planning, parks and recreation, public works, transportation, communication and administration staff.
 - Community partners: community-based organizations, faith-based organizations, businesses such as developers, remodelers, real estate professionals.
 - Residents: diverse, multi-generational resident representation.
 6. Provide a clear ending to the conversation and direction if participants want to know or do more.
 7. Share your feedback with other cities through MARC’s KC Communities for All Ages and First Suburbs Coalition (cboyer@marc.org).

To plan action



By considering the checklist’s policies and actions whenever a city is setting goals and priorities, or when a city is developing or revising its plans (such as a comprehensive plan), it can position itself to be a community for all ages. Here are some suggested steps a city can take:

1. Develop a clear description of how the checklist can supplement other planning or prioritization processes.
2. Gather data and information.
 - Up-to-date demographic data for city and region. (See sources above.)
 - Existing plans (comprehensive plan, parks and recreation master plan, transportation plan, etc.).
 - City policies.
 - *Making Your Community Work for All Ages — A Toolkit for Cities*. (See source above.)
3. Identify and convene a group including:
 - Elected officials and city staff: Be sure to include planning, parks and recreation, public works, transportation, communication and administration staff.
 - Community partners: community-based organizations, faith-based organizations, businesses such as developers, remodelers, real estate professionals.
 - Residents: diverse, multi-generational resident representation.
4. Document in meeting notes how the checklist was used. Note specific examples if the checklist and toolkit caused the group to reconsider or adjust priorities, proposed policies or actions for the city.
5. Share your feedback with other cities through MARC’s KC Communities for All Ages and First Suburbs Coalition (cboyer@marc.org).

To assess your city



As communities engage in this work, they will want to track whether city policies and actions increasingly reflect those outlined in the checklist, and the impacts policies and actions are having on housing, transportation, outdoor spaces and buildings, social and civic participation and the availability of services. A city could consider these steps:

1. Identify staff or consultant resources dedicated to tracking and measuring progress.
2. Decide on the time intervals for making the assessment; for example, every two years, or every time a specific plan is updated.
3. Determine the extent to which plans have been updated and implemented. For example: comprehensive plan, parks and recreation master plan, transportation plan or Communities for All Ages Action Plan.
4. Measure, to the extent possible, the return on investment, or the benefits (tangible and intangible) that result from using the checklist to periodically gauge progress.
5. Involve stakeholders and the public in the assessment.
6. Document the findings and report them to the community.
7. Share your feedback with other cities through MARC's KC Communities for All Ages and First Suburbs Coalition (cboyer@marc.org).

The checklist includes both policy development (Policy) and implementation (Actions) criteria.

It was tested by four pilot communities during the spring of 2014 — Gladstone and Raytown, Missouri, and Prairie Village and Mission, Kansas. The testing process has helped in the refinement of the checklist.

There is now regional discussion about criteria and steps toward a Communities for All Ages recognition program and possible certification, based on the foundational work of these four pilot communities.

A workbook version of this checklist, with space for recording your information and progress, will be available in August 2014 at www.kccfaa.org.

This checklist will be revised as necessary. Visit www.kccfaa.org for the latest version.





(See *Making Your Community Work for All Ages – A Toolkit for Cities*, Chapter 2)

Locate, design and construct public facilities to allow for connectivity with neighborhoods and other destinations, and enable maximum use and benefit by residents, visitors and employees of all ages.

Cities are responsible for the location, design and construction of parks, trails, community centers, city halls and other public facilities and spaces. Most communities have assessed these facilities to ensure compliance with the Americans with Disabilities Act (ADA), and some have taken steps to make improvements beyond the minimums established by ADA.

Physical limitations and mobility needs must be considered when designing and creating both outdoor spaces and buildings. Residents with physical limitations are more comfortable, safe and active when communities consider and address their needs in the design of public buildings and spaces. The following policies and actions provide guidance on maximizing physical accessibility to public spaces for all levels of ability and age.

Policy

1-A The city develops and implements age-friendly policies that consider the needs of persons of all ages in the siting, design and development of public spaces. Examples include: parks and other outdoor spaces, walkways, outdoor seating, streetscapes and buildings.

1-B The city plans and constructs bike and pedestrian facilities to maximize use and safety for all users. Examples include: width, surface material and expected use. The city may use the American Association of State Highway and Transportation Officials' (AASHTO) Highway Safety Manual standards or other recognized standards for bicycle and pedestrian facility design.

1-C The city designs and builds its public buildings to meet the needs of residents of all ages. Examples include: easy-to-read signage and accessible elevators, ramps, railings and stairs, and non-slip floors.

1-D The city prioritizes safety in parks and neighborhoods. Examples include: providing good street lighting, trimmed trees and bushes and other appropriate safety measures.

1-E The city involves residents of varying ages and abilities in planning for the siting and design of public outdoor spaces and buildings.

Action

1-F The city provides seating areas in public outdoor spaces and outside public buildings in recognition that residents have different levels of mobility and stamina.

1-G Stairways on public property, including within park facilities, are designed and constructed to maximize safety. Examples include: railings and painted or taped stair tips to distinguish each step.

1-H The city provides ample parking and drop-off areas near the entrances to public facilities that meets mobility and accessibility needs of all citizens. (ADA requirements are an expected minimum, the composition of the community and the expected use of a facility may dictate additional spaces to improve resident experience at public facilities.)

1-I The city considers the mobility needs and stamina of all citizens in accessing city services and provides flexible customer arrangements. Examples include: separate waiting lines and seating if the wait is long, special queues and service counters and online and mail-in access.

1-J The city encourages walkability in downtown areas.

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.

2

Housing and commercial development



(See *Making Your Community Work for All Ages – A Toolkit for Cities*, Chapter 3)

Provide age-friendly housing options.

Studies document that older citizens wish to “age in place.” Buyers and renters of all ages are becoming wary of the costs of commuting long distances. Communities that provide a range of age-friendly housing options will retain their older adult residents and provide an attractive alternative for all ages looking for housing.

Cities have a role in the siting and design of housing and commercial development through their planning and regulatory processes. Through these processes, cities can impact how well development meets the needs of all populations.

Policy

2-A The city conducts an audit of its development codes to ensure that a range of housing options are allowed, particularly in places connected to public transit, employment centers and community services.

2-B The city has in place policies to allow for and encourage a range of housing options, including accessory and shared dwellings that meet the needs of all ages and generations.

2-C The city evaluates and streamlines its building code review processes to be consistent with adopted plans and policies, including those that reduce costs and provide housing in a range of cost points.

2-D The city has in place policies that encourage developers to include features in new or restored housing stock that meets the different mobility needs of as many people as possible. Cities may refer to universal design, enabling design, visitability features or other design elements.

2-E The city evaluates its zoning and building code review processes to ensure that the siting and design of commercial properties consider the needs of users of all ages.

Action

2-F The city uses its property maintenance enforcement to support neighborhood quality and, as appropriate, assists property owners in identifying resources to maintain their homes.

2-G The city and its partners make information available about housing options within the city that meet different mobility and dependence levels.

2-H The city has a property tax relief program for homeowners with a fixed income who meet defined criteria (if allowed under state law).

2-I The city and its partners offer residents information about assessing and protecting their property to strengthen crime prevention.

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.

3

Transportation and mobility



(See *Making Your Community Work for All Ages – A Toolkit for Cities*, Chapter 4)

Ensure that the community transportation system meets the needs of all users.

Healthy, vibrant communities provide multiple, accessible transportation options that contribute to the independence of all residents. Young adults, baby boomers and all ages increasingly seek and choose communities where they can walk, bike or access transit to get to school, work, services and entertainment.

There are many resources available to help a city meet this criterion, including guidelines and checklists provided by the National Complete Streets Coalition (www.smartgrowthamerica.org/complete-streets), U.S. Department of Transportation National Highway Traffic Safety Administration Bikeability Checklist (www.nhtsa.gov/people/injury/pedbimot/bike/bikeability/); Bicycle Friendly America (www.bikeleague.org/bfa); and Walk-Friendly Communities. (www.walkfriendly.org/). These guidelines help communities ensure that the transportation system meets the needs of all users. Cities can work proactively with local transit operators to plan and implement transit services to address the needs of their residents and workforce.

Policy

3-A The city addresses multiple transportation modes in its comprehensive plan.

3-B The city has adopted a Complete Streets resolution or comparable policy and is taking steps to implement the policy.

3-C The city — with or without a transit partner — works to ensure public transportation stops and stations have infrastructure that meets the needs of all ages and abilities. Examples include: shelter with lighting, benches and curb cuts.

3-D The city and its partners review and consider adoption of older driver and pedestrian safety provisions in the region's long-range safety plan. The city may use *Toward Zero Deaths 2013–2017*, or other recognized standards as guidance.

Action

3-E The city works with partners, including transportation providers, to develop and implement strategies to support independence of non-drivers and those with additional needs for assistance in using transportation options.

3-F The city and its partners provide resource information on where residents can find transportation options.

3-G The city constructs pedestrian facilities to allow for safe travel to transit stops and stations from neighborhoods and other locations.

3-H The city and its partners provide resource information for determining older driver competency and the supports available for transitioning from driver to passenger.

3-I The city has considered application for or has achieved the Walk-Friendly Community designation from the Pedestrian Bicycle Information Center. (www.walkfriendly.org)

3-J The city has considered application for or has achieved the Bicycle Friendly Community designation from the League of American Bicyclists. (www.bikeleague.org/bfa)

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.

4

Social inclusion, communication and participation



(See Making Your Community Work for All Ages – A Toolkit for Cities, Chapters 2 and 5)

Include all residents in developing community activities and adapt communication strategies for multiple audiences.

By leveraging the knowledge, skills and abilities of all residents and including them in decision-making, communities create a competitive advantage for themselves. Cities will benefit when residents of all ages are an integral part of a community and the cities are knowledgeable about their diverse needs.

Meaningful participation in affordable community activities helps residents to develop relationships, maintain good health and have a sense of belonging. Cities obtain input from all residents to develop community activities that will engage residents and meet their needs.

Policy

4-A The city and its partners understand the demographic makeup of residents, engages with the community and then designs programming, including recreational opportunities, that respects the needs and interests of diverse populations.

4-B The city has a comprehensive communication plan with marketing and outreach strategies and tools that include diverse public imagery, depicting all ages, cultures and abilities.

4-C The city communications plan requires that information about accessibility of facilities and transportation options is included when publishing information about city activities and events.

Action

4-D The city communication plan includes strategies to work with partners to inform people at risk of social isolation about community activities and events.

4-E The city partners with community organizations to develop and implement opportunities for utilizing and showcasing the skills and contributions of all ages, cultures and abilities.

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.

5

Civic participation and employment



(See *Making Your Community Work for All Ages – A Toolkit for Cities*, Chapter 5)

Provide opportunities for residents to be involved and keep all residents informed of city affairs and of employment and volunteer opportunities and other ways to be engaged.

With increased levels of involvement in community affairs and civic life, citizens are well positioned to build connections and support communities for all ages.

Cities will benefit from welcoming residents to be employed or become involved in city affairs. Input and participation from residents of all ages will strengthen the city's programs and services.

Policy

5-A The city has a policy in place to encourage civic participation by all age groups in the community.

Action

5-B The city maintains and promotes a list of volunteer and employment opportunities within city government and offers an easy means to apply, including drop in, mail, on line and telephone.

5-C The city provides flexible options for volunteers of all ages and abilities, including training, recognition and guidance.

5-D The city encourages stakeholders, community organizations and nonprofits serving its community to work with volunteers of all ages, cultures and abilities, using best practices and guidelines for volunteer engagement and management promoted by organizations such as the Shepherd Center's Coming of Age, the United Way of Greater Kansas City, United Way of Wyandotte County and Nonprofit Connect.

5-E The city and its partners encourage local businesses to adopt flexible employment practices to meet the needs of citizens of all ages.

5-F The city and its partners develop an outreach plan to ensure residents of all ages are included in community and civic conversations.

5-G The city ensures that meeting locations are accessible to all residents and meet the communication needs and challenges of diverse populations.

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.

6

Community and health services



(See *Making Your Community Work for All Ages – A Toolkit for Cities*, Chapter 6)

Offer a range of community and health services that address the needs of all ages.

Many residents desire easy access to a range of health and social services. Communities that address the community and health services needs of residents can generate value from both a real estate and a community health perspective.

Local governments may offer a range of direct services at their public facilities or work with private for-profit or nonprofit providers to deliver services using city facilities. In some cases, communities identify health needs and encourage private providers to locate programs and services in the city.

Policy

6-A Applicable city plans recognize the need for health care services that are accessible to all residents and served by transportation options.

Action

6-B The city, in partnership with area health care organizations, makes arrangements to offer health services at community facilities. Examples include: hearing tests, hearing aid cleaning, flu shots, blood pressure checks, etc.

6-C The city, in partnership with the local public health department, publicizes plans and services to improve the rate of immunizations among city residents.

6-D The city has educated personnel to ensure those who work with the public are knowledgeable about specialized needs for citizens of different ages and abilities. Personnel are also trained in applicable reporting requirements of abuse or neglect, regardless of age.

6-E The city promotes and enables the location of full-service grocery stores and retail establishments to expand the availability of healthy food options.

6-F The city works with local ambulance providers to ensure city demographic information is incorporated into planning for services.

6-G The city, in partnership with area health care organizations, has developed and implemented education programs about healthy choices and preventive services, including the benefit of smoking cessation.

6-H The city encourages healthy eating by providing information to residents about programs such as home-delivered meals, food banks or other resources.

6-I The city encourages healthy eating and community participation by supporting community gardens and other initiatives that promote healthy eating.

6-J The city and its partners provide referrals to those residents identified as needing more intensive services.

To record your progress, a workbook version of the checklist will be available at www.kccfaa.org in August 2014.

The Mid-America Regional Council's Creating Sustainable Places initiative offers a wealth of resources to planners, developers and city officials interested in moving their communities forward. From data and reference materials to interactive websites, these tools can help communities make better decisions about how they grow and develop.



Envision Tomorrow

Envision Tomorrow is a powerful software tool that allows users to simulate and compare land-use and development choices. By creating scenarios at multiple levels and adding well-researched data and local market information, planners can use the tool to place a wide range of economic, environmental, transportation, housing and cost information in the hands of decision-makers and communities.



Sustainability Indicators

MARC collects a wealth of data on our region's population, employment, income, transportation, air quality and education levels to help communities identify critical needs, initiate action and measure their progress over time. These data sets are available through an indicators website, which tracks the region's progress towards becoming more sustainable.



Natural Resources Inventory

The Natural Resources Inventory is a detailed and valuable tool for development decisions, giving municipalities and private developers a detailed inventory of what is on the ground, from vegetation and topographical features, to roadways and structures. This data will help communities conserve or restore natural resources during the development process.



Sustainable Code Framework

The Sustainable Code Framework will help local governments evolve their codes and ordinances to accommodate a changing vision for their communities. With this online resource library of building codes and ordinances tied to local examples, communities now have a toolkit at their fingertips when looking to affect positive change in their communities without getting held back by outdated or incomplete policies.



Visualization Tools

New visualization tools include both a reference library and technical assistance to help communities build a vision and analyze potential options for future development. By combining photos of local development with the power of digital image manipulation, city officials and developers will be able to create, refine and clearly communicate their vision for development and redevelopment in their communities.



For more information on the tools available from Creating Sustainable places, contact Dean Katerndahl at 816-701-8243 or deank@marc.org.



KC Communities for All Ages is an initiative of the Mid-America Regional Council (MARC), with major funding from the Pfizer Foundation and in partnership with Grantmakers In Aging, with local funding from the Jewish Heritage Foundation and the WJ Brace Charitable Trust, Bank of America, Trustee. KCC has joined with the First Suburbs to lead the development of practical tools for cities in the Kansas City region.



KC Communities for All Ages/First Suburbs Coalition Pilot Communities Resident Focus Group Report

Focus groups were conducted with residents of the four first suburbs communities that piloted the Communities for All Ages checklist during the spring, 2014.

- Raytown April 22, 2014
- Mission April 24, 2014
- Prairie Village April 29, 2014
- Gladstone April 30, 2014

Overview

Each of the four focus groups had sufficient respondents to allow for a full discussion of the topics. The Gladstone group was much larger which slightly restricted the time for each participant to speak.

The ages of participants had a stronger representation of older adults — as was expected. The groups generally had reasonable representation from younger residents. Mission notably had a healthy mix of participants in their 30s. The results could be supplemented with additional input from younger residents if it is believed the groups skew too old. Ages of the participants are available in the appendix. Supplementing the results could be done with individual interviews on key topics without repeating full focus groups.

The questions posed to the groups broadly followed the policy categories in the “Become a Community for All Ages” checklist document. The purpose was to obtain qualitative responses to these topics in order to provide guidance to the pilot communities as they consider the relative importance of individual policies moving forward. The groups working on these policies will need to apply this qualitative response to the checklist items to judge the merits of requiring their inclusion.

To a significant degree, each of the four groups had similar priorities and concerns about many of the topics. They also reaffirmed the findings from 2013 First Suburbs focus groups that explored some of the same general topics. Variations do exist, though, from community to community on operational definitions and, in some cases, priorities for action.

Among the age group that is in retirement or about to enter retirement, there is strong agreement on many of the barriers to aging in place and being able to thrive in the community as they age. Home maintenance is one of those prominent issues. Younger residents have different concerns about housing and accessibility. The picture is certainly clearer about the needs and wishes of the older adults. The different age groups are more likely to share a viewpoint on issues such as the importance of walkability. Again, supplemental research confined to younger adults could be beneficial, particularly in terms of community attractors and how to engage them in community affairs.

The importance of outdoor space and recreation, and walkability in particular, is an example of an issue that cuts across the ages and the communities. All ages see this as important. While the focus groups did not reveal any issue where the age groups are at odds, some concerns are naturally more important to age segments. Transportation is an example. For older adults it will become critical to have transportation available when they can no longer drive. Many younger participants relish not relying on a car for transportation, but it is a lifestyle choice rather than a survival necessity.

Most of the participants have already made the decision to stay in their communities and feel a strong affinity to the community. The decision to stay is more embedded in the older adults, as one might expect, but a number of younger people can see themselves staying put as well.

The summary of the discussion is organized in the order the questions were posed, which followed the checklist document. Each group was briefed on the coming demographic changes and the degree to which the population will be aging in coming years. However, the groups were asked to think in terms of sustaining communities that will be attractive to all ages, not just to accommodate the coming wave of older adults. The appendix includes a list of sample questions, the record of responses and the agenda for the evening.

Focus Group Results

Topic areas organized around checklist categories

Outdoor spaces

Outdoor space is keenly important to all ages. In fact, they describe the outdoor spaces, primarily the parks, as one place where a broad spectrum of ages can be found. It is the true crossover space. A community's green space is important. Most people are pleased with the parks in their communities and usually describe them as the best outdoor space. Some people want to see an expansion of the green space in the community, not only in parks, but in trails as well.

Walkability is a prime consideration that cuts across all ages. The components of walkability that are important include sidewalks, streetlights, trails, connectivity, destinations, maintenance, gathering places and resting places.

Sidewalks are important for being safe and fundamental to walkability. Every discussion emphasized this. Prairie Village was the only community where some residents expressed reservations about sidewalks in "quiet" neighborhoods (meaning minimal traffic) where it is easy to walk in the street. Prairie Village residents also raised two other issues related to sidewalks: the feeling that sidewalks directly abutting the street are not as safe or desirable as those with a buffer and that snow removal is a critical issue to make them walkable. While Prairie Village was not the only community where snow removal came up, it was the only one where it was suggested that the city should be responsible for it. That was raised in the context that older adults are not able to maintain the walks. In other communities, it is seen as a problem of enforcing existing codes on keeping walks clean. More than one participant lamented that not cleaning the walk was "unthinkable" among previous generations.

Sidewalk maintenance is a critical component. They must be kept in good repair. Connectivity is important. Sidewalks and trails should connect key infrastructure: schools, parks, commercial districts and community centers. People of all ages want to walk to these key amenities. They want destinations on the routes, not just the ability to walk for the sake of walking. They want amenities along the way: pocket parks, benches and gathering places. They think of the sidewalks and trails as part of the outdoor space and prefer these pedestrian connections link to other outdoor spaces, such as the parks.

Even though it is a commercial district, residents in Mission expressed a hope that the rebuilt Johnson Drive becomes one of those walkable places where people of all ages are gathering and interacting as they visit shops. Gladstone residents talked about their hopes that downtown becomes a destination point for convergence of walking links. Prairie Village participants noted that commercial districts at Corinth and the Village are walkable from many neighborhoods.

In the view of these residents, cities should see pedestrian access as a network connecting key assets around the community. The pedestrian access must be well lighted, well maintained and safe. Gathering points and resting points should be included in the plan. What is along the path is important. Those desires cross age boundaries. Younger participants want a walkable city as much as older people. All ages want children to be able to walk to school safely.

As mentioned, commercial space that is walkable has a strong appeal to all ages. Arriving at a method to make future development pedestrian-friendly has strong appeal.

Several participants in the sessions ride bikes and do not see the cities as particularly bike-friendly. The reasons can vary by city: the lack of bike lanes or paths, the impediments to crossing major road like Shawnee Mission Parkway, bike lanes that dead end or don't connect to each other were among the complaints.

Housing

Many of the older participants are contemplating downsizing or have already made that move. For aging seniors, a universal concern is home maintenance. Those who have downsized cited maintenance as a contributing factor. Others see it as a chief concern for the future. In fact, it is a primary barrier to being able to age in place. While they don't expect the cities to become involved in home maintenance, they are looking for information that would give them access to vetted home repair and maintenance services. They don't know where to get the service and they don't know whom to trust. A clear need exists to fill this gap, which would then keep more people in the homes where they prefer to stay. It is a question of trusted information being available and making the connections as easy as possible.

A related issue with housing is understanding the options for remodeling a house to fit special needs for aging and having the finances to do it. While a few participants had experience making physical changes in the house, most had not and were not familiar with how practical it might be to remodel. Some residents also don't know what repairs are actually needed in their homes.

Finance is a concern with remodeling, with moving to a new house or apartment and in paying for services, such as home maintenance or home health care, that might be required to age in place. Seniors are wary of making a financial mistake and would like to have a reliable source for trusted information.

Code enforcement is important in many cities. Residents fear losing value in their homes because neighborhood houses are not maintained by newer residents moving in. Clearly, this is neighborhood specific, but robust code enforcement is important.

While a Gladstone resident said that city needed more "mid-range" housing choices as downsizing options, other communities seemed to think a range of housing stock is available. More often, they thought more maintenance-free housing options would be desirable: smaller units with some green space, but maintenance provided.

When asked about different types of housing, different types of living arrangements, such as accessory dwellings or shared living quarters, received mixed reviews from city to city. Some Raytown residents were already sharing space with relatives. A downside to these different arrangements, they said, is the small lot sizes in the communities. Accessory dwellings raised another concern about how it would be used after the relative it was built to house was no longer in residence. Shared space is much more acceptable for relatives than for non-related individuals.

Younger residents are not facing the same housing issues, but their concerns run to outgrowing their current house, being in a school district of acceptable quality and finding apartment options in the city.

Health

Universally, people feel they have access to good health care, though there is some concern about transportation and physicians moving offices out of the inner-ring suburbs. Many residents use clinics for convenience.

Transportation

Along with housing choices, this is a concern for the aging population. Without the ability to drive, most residents see their lifestyle radically restricted. While solutions differed, people universally see lack of transportation as a problem. Older residents see it as a barrier to aging in place. Younger residents see it as a missing amenity for life in an urban environment.

Without the ability to drive, older residents see themselves as dependent on friends or relatives. They do not believe current transportation options are adequate. The solutions range from light rail to on-demand bus service. Transportation poses a critical stumbling block to aging in place.

Information sources

The lack of uniform use of technology means that no single method of connecting with people offers the solution for getting information out. Younger people are more inclined to use social media or a phone app. Older residents vary in how they receive information, with many of them still preferring printed materials such as brochures and directories.

Participation

People like the idea of smaller meetings to have face-to-face discussions. Older people worried about younger residents not being involved in neighborhood or city issues, but younger participants said their generation likes to be involved. Many people complimented their cities' efforts to include residents in discussions. Like information services, cities will need to embrace a number of techniques from technology applications to old-fashioned direct invitation.

Community priorities

Participants were asked to give their priorities for community investments: "What is the single most important action the city could take to keep you as a resident?"

The responses often fell into the categories already addressed, emphasizing the importance of transportation, walkability, housing, information and participation. The list did include some new ideas and differs from community to community. The full list of responses organized by city has been included in the appendix and is a pertinent resource for understanding their concerns.

New ideas

Residents were also asked about ideas that had not come up during the discussion. Specifically, they were asked to think about what would be a good selling point to get someone to move to their city — whether that asset currently exists or not. Many of the responses involved ideas to create a sense of community: places to gather and pedestrian access to central locations. They also included retail offerings that featured locally-owned, diverse shopping choices in a dense, walkable area. Safety, good schools, green space and farmers markets were also part of the mix. Again, these ideas vary by community and the full list is contained in the appendix sorted by city.

Conclusion

The themes that ran across the cities and age groups become fairly pronounced in these discussions. Positioned against the items in the checklist, the residents' comments can provide additional support for decisions about which checklist items might be more relevant. Beyond the checklist, cities can use the information to determine if they are on a planning path to meet the priorities that residents articulated. While subtle differences exist between cities, many residents share common concerns, emphasizing their importance in creating viable communities of the future. Most importantly, residents want to continue to be involved in helping with the challenges their communities face.



KCC/FSC Pilot Community Resident Focus Groups April 2014 Agenda

Welcome by city officials

- Thank you for participating.
- This is an important issue facing many of our communities.
- Communities need your input to make decisions that affect your future.
- What you say tonight will be used to make decisions into the future.

Overview of Project

- Demographic changes coming.
- Goals for the project.
- Why the project is important to the future of our communities.

Focus Group Discussion

- Questions and exercises.
- Closing questions.

Closing statement from city

- Thanks for participation.
- How to stay involved.
- Re-iterate how information will be used.

Adjourn

Time schedule

- **5:30–6:00 p.m. Registration, individual welcome, food available.**
- **6:00–6:00 p.m. 2 Welcome by city.**
- **6:03–6:05 p.m. Overview of demographics.**
- **6:05–7:25 p.m. Focus Group discussion.**
- **7:25–7:30 p.m. Closing statement, survey.**
- **7:30 p.m. Adjourn.**



KCC/FSC Pilot Community Resident Focus Group Question Set

6:00 Opening presentation on the importance to the city of hearing your opinions.

6:02 Opening presentation on coming demographic changes.

6:05 Introductions

Let's go around the room and have everyone introduce themselves.

- Name.
- Where you live.
- Vocation or something about what occupies your time.
- Do you plan to stay in your community for life or foreseeable future? Tell us a little about your answer — what is the attraction or the impediments?

6:20 Openers:

You have heard about what we all are facing in terms of the changing demographics headed our way and how cities here are working to both meet the challenge of that demographic shift, but at the same time make sure they are relevant, attractive and can accommodate the needs of every age group.

- When you heard our opening presentation on the coming demographic changes, what was your first reaction?
- What effect, if any, do you believe the changes will have on you or your family in the years to come?

Together I want us to explore several different components of life in your community. You heard a bit about the project and how the cities are trying to work through the areas that seem most important to address. As we go through these questions, please remember to think of this in terms of a community for all ages. While it is triggered by the demographic change, it is important to focus on keeping communities viable and attractive for every age group as the new demographics are addressed. So, you may need to think of your answers in the context of your family — as well as yourself and where you fit.

6:25 Outdoor spaces and buildings

- Do you use the parks in your city? Why or why not?
- When you go to the park, do you see people of different ages there? Do you need to drive or can you walk or bike there?
- A lot of discussion these days revolves around “walkability.” What do you think makes a city “walkable”? How important is it across the age range for it to be walkable?
- Do any of you walk or ride your bike? Is it easy and safe?
 - If not, what needs to change to make it easier for you to do that?
 - If yes, what makes it easy for you to do that
- How easy is it to walk anywhere you want to go in the city? When you do walk or bike, where are you usually going? What prevents you from walking or biking? How could that be remedied?
- What about other places you go in the city: think of the best outdoor space that is not in a public park? What makes it good? What could improve it?
- What would you include in parks or other outdoor spaces — even commercial space — that would make it more usable for you?

- In the commercial parts of the city how easy is it to walk to the store you want to visit?

6:30 Housing

We know from our many other studies and from our focus groups last year that most people prefer to age in place — stay where they are living — even as they get older. So, let's talk about how easy it is to live in the city, no matter what your age.

- What barriers do you see to being able to stay in your house — at any age, not just as you get older?
- Would you consider either having a relative live with you or moving in with a relative?
- Can you see yourself staying in the neighborhood where you live now? What do you like most about it? What would prevent you from staying there?
- What is the one thing the city could do to make it easier for you to stay in your neighborhood — again, regardless of age and circumstance?
- If you were to move, where would you go? What would be most important to you in choosing a new place to live? Where would you get information about your options?
- When you are out shopping, is it easy to find places to take a break? What would improve the experience for someone who has difficulty walking or for someone with small children, or other circumstances?

6:35 Health

- Besides going to the doctor, how many of you get any kind of health service (blood pressure, shots, hearing test, etc.) someplace else — like a drugstore or some other community-based spot?
- Where would it be most convenient for you to get them?
- How would you like to receive the information about your options?

6:40 Transportation

- If you did not drive, could you get everywhere you want to go in the city? How would you do it?
- What transportation options would you like to see that don't currently exist?
- If you did not have your car tomorrow, where would you go to get information about your transportation options?
- Besides driving, how else do you get around the city?
- Where are the places you need to get to in town?
- If you could not drive, how would you get your health care needs addressed?
- If you could not drive, how would you get groceries? Where would you get them?

6:45 Information

Now we turn to how you get information, where you get it and what kinds of information you want to receive.

- How would you be most likely to access information?
- What are the kinds of information you want to see from the city?

6:50 Participation and social inclusion

Let's talk for a minute about what you do with your time, both now and how that might change in the future.

- Besides tonight, do you think residents are asked to participate in community decisions regularly? How are they asked?
- If you were running the city, how would you get more people of all ages involved in the decision making?
- Besides work, where outside the home do you spend your time? How did you get involved?
- If you wanted to volunteer, find a new hobby, get involved in a group, where would you go to find out about what's out there for you?
- Do you know any people — neighbors, relatives — who just are not involved or active in anything? What keeps them isolated? What groups in your community look out for people like that?
- What would make it easier for you to get involved with an activity?

- How difficult do you think it is for older adults to find employment? How about younger people — like teenagers or college students? Could the city be of any help as a resource for employment — for all ages?

6:55

The community priorities

I want you to think about the demographic statistics that you heard at our opening and with the benefit of our discussion so far, jot down on the index cards some ideas or features that are the most important for the city to start working on right now.

- What is the single most important action the city could take to keep you as a resident?
- What kinds of investments should the city make to prepare for the future?
- What are the most important categories to be addressed?
- Which are the areas where you think plans are already in place?
- Where do you think the biggest gaps exist?

Now that you have had a moment to think about what that means, please share one item on your list. (Sharing is one person at a time, only one item from the list until the lists are exhausted).

7:10

New ideas

We have covered a lot of ground tonight. Finally, I want you to take a moment to jot down ideas that have not come up tonight. Think about places you have been — maybe on vacation — that you liked or places relatives live. What do those communities have that are attractive to different age groups that we don't have here?

- If you were asking people to move to your community — all ages — what would be a good selling point that you would like to use?

Again, jot down a few items and then we will share them quickly with the group.

7:20

Closer:

How would you like to be involved as the city keeps working on addressing this challenge? I will hand out a quick questionnaire for you to fill out and leave on the table as you go.

7:25

Thank you

City representative closing — thanking participants for attending and suggesting how they can stay abreast of the project as it continues.

7:30

Adjourn



First Suburbs Coalition / KC Communities for All Ages Pilot Community Resident Focus Groups Demographic Summary

Focus groups were conducted in the four first suburbs communities involved in piloting the Communities for All Ages checklist. All focus groups were held in April 2014. Residents were asked to complete a brief demographic survey, including a question asking if they would be willing to participate in future discussion related to communities for all ages.

In total, 66 residents participated in the focus group sessions. 27 participants were male; 39 were female.

The average age of all four groups was 57.8 years old.

- The average age of each of the four resident focus groups were as follows:
 - Gladstone 63.6 years
 - Mission 49.1 years
 - Prairie Village 57.4 years
 - Raytown 59.2 years

The average number of years focus group residents have lived in their community was 23.7 years.

- The average number of years focus group residents have lived in their community — by pilot community city:
 - Gladstone 30.3 years
 - Mission 14.6 years
 - Prairie Village 23.1 years
 - Raytown 26.8 years

Focus group residents were asked to provide one response to the question “Who is primarily responsible for creating age-friendly communities?” Response choices included 1) planning professionals, 2) elected officials, 3) faith communities, 4) business owners/developers, 5) residents and families, and 6) older adults. Responses, ranked in priority order, include:

- Residents and families 18 responses
- Elected officials 7 responses
- Planning professionals 5 responses
- Business owners/developers 3 responses
- Faith community 1 response

The majority of residents selected multiple responses. Items, in descending order, that were most frequently included:

- All of the above 10 responses
- Residents and families 8 responses
- Planning professionals 5 responses
- Elected officials 4 responses (tied)
- Business owners/developers 4 responses (tied)
- Faith community 2 responses (tied)
- Older adults 2 responses (tied)

Most significant is high level of responses to the question “Would you be willing to participate in future discussion related to communities for all ages?” 99 percent of residents who participated in the focus groups answered “yes” and provided their name and contact information. This information was provided to city staff.



KCC/FSC Gladstone Resident Focus Group

April 30, 2014

Responses

When you heard our opening presentation on the coming demographic changes, what was your first reaction?

- Need more senior services availability — especially if they no longer are able to drive.
- More transportation/support services.
- More services for the disabled.
- Need to get more younger people in Gladstone.
- More to attract young people — plus schools need updating.
- Less schooling — if bigger portion of population will be older.
- Where will all the older people live?
- Homeowners Association — as board turns over, how do we get younger people involved in the neighborhood? Would love their involvement.
 - Come to annual meeting, smaller events or board members.
 - Suggest moving annual meeting away from December.

Outdoor Spaces and buildings

Do you use the parks in your city? Why or why not?

- Approximately three-fourths of the groups use parks.

When you go to the park, do you see people of different ages there? Do you need to drive or can you walk or bike there?

- Yes — so it's at least one place where Gladstone engages all ages.

A lot of discussion these days revolves around 'walkability.' What do you think makes a city "walkable"? How important is it across the age range for it to be walkable?

- Streetlights — need more.
- Sidewalks (not enough in Gladstone).
- Sidewalks in good repair.
- Trails (one person lives five minutes from Walmart, but cannot walk across the highway to get there — four lanes).
- If you are designing something walkable, what would you include?
 - Pedestrian bridge.
 - Inter-connect-ability ... continuation ... being able to explore ... also connecting to a destination.
- Gladstone built on a grid pattern... is trying to connect grids to a downtown, invigorating city square (center point). Downtown becomes a destination point for walkability. By Central Park, would like to have diagonals that would link neighborhoods through a center point. Trying to make downtown a walkable destination.
- When walking along M-1 — noise is deafening from traffic (unfriendly).

- Seating is important for a place to rest (group feels there aren't enough seats/benches).
- Sidewalks need to be cleared of snow.

Do any of you walk or ride your bike? Is it easy and safe?

- If not, what needs to change to make it easier for you to do that?
- If yes, what makes it easy for you to do that
 - Several ride bikes – but feel Gladstone is not a good bike-able city. Trails that lead nowhere.

What about other places you go in the city: think of the best outdoor space that is not in a public park? What makes it good? What could improve it?

- Rock Park.
- Central Park Play Area.
- Oak Grove.
- Linden Square — gathering spot.
- Trails — Happy Rock to Maple Woods College.
- Bike/Walk trails — not connected to anything.
- Outdoor pool.
- New central park play area

In the commercial parts of the city, how easy is it to walk to the store you want to visit?

- Downtown has a community center, city hall and other attributes that are envisioned or under construction.
- Currently downtown does not have a commercial destination, but there are some retail business in plans.
- For younger people to be in the city, streets don't accommodate enough traffic (Antioch is bogged down). Would this be the same for walking?

Housing

We know from our many other studies and from our focus groups last year that most people prefer to age in place — stay where they are living — even as they get older. So, let's talk about how easy it is to live in the city, no matter what your age.

What barriers do you see to being able to stay in your house — at any age, not just as you get older?

- Called the OATS bus (for a doctor's appointment), but was not eligible (not on Medicaid) — relevant to this question, as if she can't get to medical appointments she may have to move to a location where she can access these services.
- Most of us are reaching the point where they know someone who has a house that does not accommodate a wheelchair, walker — reaching a point of having an accessible home, ranch.
- A lot of housing in Gladstone, hallways/doors are too narrow for wheelchair, assistive devices.
- One woman had to remodel to accommodate having her mother live with them (physical needs).
- Two bathrooms, but neither are on the first floor. Cost of building out was so expensive; felt they might as well move to another house. Semi-maintenance free.
- Taking care of the yard.
- Maintenance-free or semi-maintenance free. (Hire someone to help take care of yard, etc — but allow them to remain in the home.)
- Would like to downsize — either to a smaller home, or downsize the amount of "things" in their home.

- Lack of “mid-range” affordable homes in Gladstone (to downsize).
- Not only retired people are considering downsizing, but younger people are interested in smaller homes (expense of a home and large yard).
- Maybe consider assistive living — with a series of apartments.
- Young member thinking of leaving Gladstone: schools (has a young son and is interested in good schools — doesn’t think current school is adequate).
- Young person looking for an apartment in Gladstone — couldn’t find one — lives in another suburb, but close to Gladstone (because of lack of apartments).
- Lack of a resource to pay someone to stay with you — or your parents.
- Resources that would be helpful: pool of people to call upon (vetted). City could provide a list of resources.
- Clay County Senior Services and Shepherd’s Center are resources — but there are no nutritional sites (place where people can come to congregate once a day and have a good, nutritional meal and opportunity to visit — and access to other resources that might be present).
- One resource place to provide list of resources.
- Need to accommodate wheelchair, walker. Reaching point where need to reconsider two story houses for more accessible.
- Would like to have maintenance-free options, even semi-maintenance free — need place that can accommodate or move.

What is the one thing the city could do to make it easier for you to stay in your neighborhood — again, regardless of age and circumstance?

- Snow removal.
- Schools — good schools for young families.

When you are out shopping, is it easy to find places to take a break? What would improve the experience for someone who has difficulty walking or for someone with small children, or other circumstances?

Horizontal Mixed Use — in close proximity to commercial and other amenities. Thoughts?

- Likes Zona Rosa, but where do you walk your dog? Not enough open space in horizontal.
- Great if cities can make it work without TIFS.
- Should be market driven.

Shared?

- Would have appealed several years ago when parents were living.
- Majority said “no” (lack of privacy).

Common green space with smaller cottages around green space?

- Most said yes.
- Issues: covered parking would be essential.
- Does it fit in neighborhoods? Group does not think there is enough land in the city for this. But could have pocket places (in-fill).
- Consideration is given to losing friends and neighbors — so to some extent finds this appealing.
- Someone described a four-plex with individual entrances and small back patio that’s available in St. Joseph — liked that style.
- Some houses need to be redone — could be pocket places for small developments (e.g. infill).

Accessory dwelling?

- No — would change the character of the neighborhood.
- Another would be happy to accommodate this.
- Zoning codes — can't link separate housing types. Can this be fixed? Gladstone is revising zoning ordinances to allow for a mix of housing in certain areas. Evolution is slow, though.
- One person sees the issue of financial assistance to help a family member — should be able to consider innovative housing options. City should not provide barriers (zoning).
- One indicated she would be happy to give up some of her lot to allow for this option.
- Residential lots in Gladstone too close.
- Gladstone developing revised zoning to permit different structures but evolution slow.
- Side comment, "Sounds like more regulation."
- Discussion about lack of financial of assistance for families trying to care for people at home.

Health

Besides going to the doctor, how many of you get any kind of health service (blood pressure, shots, hearing test, etc.) someplace else — like a drugstore or some other community-based spot?

- Walgreens/CVS

Transportation

If you did not drive, could you get everyplace you want to go in the city? How would you do it?

- Metro-flex (some question on service area).
- Clay County Senior Services — has limited amount of transportation rides per ride (limited to doctor's appointments).
- Taxis.

What transportation options would you like to see that don't currently exist?

- Shuttle to grocery store — door to door.
- Little bus — but are not willing to have taxes raised to have this.
- ITN (volunteer driver service).

Where are the places you need to get to in town?

- Grocery stores.

If you could not drive, how would you get groceries? Where would you get them?

- Shepherd's Center has a program to help with groceries.

Information

Now we turn to how you get information, where you get it and what kinds of information you want to receive.

How would you be most likely to access information?

- Current difficulty in getting information about city services.
- 50+ directories are available through park district, etc.
- Google, computer, IT.
- 211.
- IT doesn't help those without computers.

- Gladstone magazine twice a year. Perhaps include a resource page in the magazine that could be torn out and saved.
- Telephone — take the initiative to make calls.
- Police department used to have an office near the mall.
- Call City Hall — they will refer you to the right resource.
- Through city and county officials.
- Parks Department is a resource — I bet they could get the info anyone needs.
- Clay County Senior Services brochure available in community center.

What are the kinds of information you want to see from the city?

Participation and Social Inclusion

Let's talk for a minute about what you do with your time both now and how that might change in the future.

Besides tonight, do you think residents are asked to participate in community decisions regularly?

How are they asked?

How do you involve young people?

If you were running the city, how would you get more people of all ages involved in the decision-making?

- Need to find a way to describe benefits of being involved in the city.
- Walkability is important for young people — does not want to rely on a car.

The community priorities

I want you to think about the demographic statistics that you heard at our opening and with the benefit of our discussion so far, jot down on the index cards some ideas or features that are the most important for the city to start working on right now?

What is the single most important action the city could take to keep you as a resident?

- More links with buses with covered waiting areas, connect from edges into Linden Square, like a city bus.
- More busses (city) with regular routes.
- Walkability — destination.
- Senior center with noontime meals and meals-on-wheels.
- Crossing for streets — no walk place to cross streets.
- Better schools.
- Community center is great, but for kids too old for babysitters there isn't much for them (10-15 years old). Programming or things for them to do (e.g. work out).
- Connectivity — sidewalks, trails need to go somewhere.
- Need a list of services available to seniors (printed).
- Housing — older people can't just go out and get a different kind of house — some kind of help for people to renovate. Vetted references. Grant funding to provide funding. Organization that provides renovation services.
- Development strategy — without using TIF (working with developers).
- Consolidated directory to include city and county for all types of services for all ages.
- Contract with city to work with HyVee.

- A city can't meet everyone's needs without raising taxes or charging — may need to tear down some old houses and build new.
- Senior services — have a directory.
- In one person's neighborhood — lots of young people who are not homeowners so do not have investment in the city.
- Codes enforcement to the "nth" degree — and maybe even make them tighter — to make the city more attractive.
- Person is on city's capital investment committee — learned a lot about what one can do with the dollars they have — Gladstone is operating on a budget based on 2007 (same as school district) — difference is school district is growing.
- Need a senior center within the new community center — lunch, information booth, socialization areas. 18 percent of population are older adults.
- Continue to promote the city to young people. Beautification of the area — keep properties maintained. Promote excellent city services they currently have (positive city services).
- Get rid of Section 8 housing in Gladstone.
- Keep crime rate low.
- Snow removal — top notch.
- Walkable downtown — destination (like Parkville).
- If you want those things you have to pay for them.
- 911-type statewide situation on older adult services.
- Neighborhood associations use their newsletters more — especially to promote services.
- In-house sewage treatment (contracted to smaller cities surrounding Gladstone).
- Information — spreading information — make it easier for people to know what's going on.
- Walkability and connect-ability (not disjointed neighborhoods).
- Could the water bill include a resource list?
- Stop and think back 40-50 years ago — how involved were you in your neighborhood when you were younger? Too busy.
- Gladstone needs to do something about the sewer situation — expensive, issues being hooked up with KC.
- Transportation for seniors. Get on a bus to go wherever they need to go.
- Plenty of young people.
- Our job in neighborhood association is to show how coming to neighborhood associations benefits them.
- Younger participant response:
 - If I could walk to work out, community center — didn't need a car.
 - Didn't find apartments here with walkability, affordability.
 - Schools — doesn't like transfer policy.
 - Housing — not great — like my house, though.
- Health care gaps? Get to it? Convenience? Issues that need to be addressed?
 - Mosaic on every corner!
 - CVS and Walmart across from each other!
- Walkability connecting living space to destinations.
- Senior center with noon time meal and meals-on-wheels.
- Safer street crossings — no walk place at some intersections.

- Better schools. Need activities for kids at community center that doesn't require adult supervisors, especially age 10-15 programming.
- Sidewalks curbs and trails that go somewhere whether retail, services.
- Need a printed list of services available to seniors as they age — our neighborhood has older people asking who do I call for this, that. Would help people, keep city hall from getting calls.
- Housing — some kind of help to help people renovate, reference services. Maybe grant money to make the needed changes.
- Attract private developers to do infill projects that city can't afford — having a development strategy that doesn't put the city out on a limb (financially).
- Consolidated directly with city and county resources for seniors and youth. See if groceries will make deliveries.
- Gladstone limited on space and finances. Need more senior services; directory — older people don't have computers.
- Want codes enforcement to the nth degree and maybe even adjust them tighter to avoid having houses that look like they need to be bulldozed. Make city more attractive. So we don't look blighted.
- City providing budget based on 2007, true for school district and it's been growing. I think city needs to build Gladstone Parkway to connect downtown area to connect to US69. If we want these things, we'll have to pony up.
- Nutrition center that would also be senior center with other activities including ability to get information, resources, socialization areas. Gladstone is 18 percent seniors now.
- Promote city to attract younger people, beautification. Help keep properties maintained. Promote excellent public services, public safety, parks and other positive city services.
 - Agreement that city safety.
- Keep crime rate low, snow removal top notch.
- Agree with more walkable downtown, destinations. Agree if want them have to pay for them just can put on wish list.
- Covered by others — stand out is senior services.
- Have neighborhood associations use their newsletter more.
- Need more year-round activities.
- Information — resources. Push it out. Biggest gap is getting younger people involved — we've worked with parents, we've worked with kids. Limited success.
- Walkability and connect-ability.
- Cyclic re: involvement of younger adults/families. Do something about sewer situation — increase in bill. Build a sewer station. Young people don't want to pay double for sewer over water.

What kinds of investments should the city make to prepare for the future?

- Downtown — make areas a destination (signature restaurant, entertainment venue) — essentially develop downtown.
- Make Gladstone's Town Center attractive to other areas in the region. Connect primary road to 169 Highway to connect Gladstone to region.
- Light rail.

- Sidewalks repaired and filled in — have sidewalks connected.
- Somewhere in Gladstone — build a senior housing development.

Where do you think the biggest gaps exist?

- Getting and keeping young people involved.
- Transportation.
- Accommodations for independent living (services/support).
- Increase number of year-round activities.

New ideas

We have covered a lot of ground tonight. Finally, I want you to take a moment to jot down ideas that have not come up tonight. Think about places you have been — maybe on vacation — that you liked or places relatives live. What do those communities have that are attractive to different age groups that we don't have here?

If you were asking people to move to your community — all ages — what would be a good selling point that you would like to use? What could Gladstone add that would be an attractive place for someone to move to?

- City hall is accessible, good city services.
- Modern city.
- Proximity to downtown — and 30 minutes to anyplace in metro area.
- Public safety — no sirens at night.
- City staff is forward thinking.
- Citizens need to be willing to pay for upgrades.
- Great city staff and forward thinking elected officials.
- Quiet, safe.
- Need more retail/downtown.
- Tear down blighted buildings.

Last thoughts:

What is not here now?

- More shopping, in downtown.
- Tear down blighted buildings.

Sense of community — how do you build community?

- More shops around amphitheater.
- More coffee shops where you can visit, in addition to going to amphitheater.
- City parks — allow neighborhood/homes association to hold a picnic in one of the parks once a year without paying a fee.

KCC/FSC Mission Resident Focus Group

April 24, 2014

Responses

When you heard our opening presentation on the coming demographic changes, what was your first reaction?

- Does this include inflow and outflow of residents?
- Thought about transportation — has neighbors that are losing their ability to drive. How will they get to places when they can't drive and there are few transportation options available in Mission?
- Had a walker for a time, even at the community center — there were difficulties getting around.
- Neighborhood can't support this demographic change Construction style of house. So question would be how do you modify a community of homes like this?
- Notices doctors' offices (that once were located in Milhaven) are moving to southern Johnson County — and as people age they will need more doctors close by.
- Current house structure — couldn't get a walker through a door — so remodeled home to accommodate new needs. (universal design features)
- To remodel, people need money — not everyone can afford remodeling.
- If city was on track with new building going on — should be helpful for Mission. (referring to new senior housing)
- Senior housing in Mission is one person's back up plan.

Outdoor Spaces and buildings

Do you use the parks in your city? Why or why not?

- Yes — and don't need to leave Mission to do so.

When you go to the park, do you see people of different ages there? Do you need to drive or can you walk or bike there?

- Mainly young families.
- One park has all ages — walking.
- Some neighborhoods don't have parks to walk to, but a short drive will get them to one of the parks.

A lot of discussion these days revolves around "walkability." What do you think makes a city "walkable"? How important is it across the age range for it to be walkable?

- Sidewalks planned for at least one side of the street — or both sides of the road.
- Access to parks, grocery stores or a service. School, friend's house.
- People are using it for function — and cars need to be aware of walkers.
- Importance? Huge. Especially in winter time when sidewalks are not shoveled — hard for people who have to walk.
- Some people have a four-wheel chair — they have to have sidewalks that are clear (of snow, leaves, etc.)
- Parts of Mission have no sidewalks — so are walking in the street all the way to their destination.

Do any of you walk or ride your bike? Is it easy and safe? If not, what needs to change to make it easier for you to do that? If yes, what makes it easy for you to do that?

- Biker — most of what he does is on or near Johnson Drive/Martway (along bike trail). Difficulty as they closed an access cross point across Shawnee Mission Parkway.

What would you include in parks or other outdoor spaces — even commercial space — that would make it more usable for you?

- Have Deffenbaugh — put containers behind sidewalk.
- State mandates the city clean the streets (snow) — then is pushed on sidewalks and is hard to clear. Challenge for kids going to school.
- Moved from Dubuque, Iowa, which was very walkable. Sidewalks are prevalent — some of the more travelled areas there have sidewalks, park benches, trash cans, water for pets — encouraged people to walk — and enjoy the walk. Not just the path, but what's along it.
- Townhome just started to put in benches in and around the area. Encourages conversation with neighbors — “neighborliness.”
- KC in general is car-centric — plenty of parking. Mission could be more focused on walkability and biking. Less focus on cars.
- At the park by their house, has a station with dog bags.

In the commercial parts of the city, how easy is it to walk to the store you want to visit?

- Want Johnson Drive to be a nice pedestrian area — can see it having families getting ice cream, etc. so will need to be walkable.
- Likes the trail — that can provide access to commercial — and connected to a destination (one end of Mission to another).
- Would like to see a shopping center — so don't have to go so far. Inside mall would be helpful.
- Cycling — imposition when they shut down the median access from Milhaven across Shawnee Mission Parkway.

Housing

We know from our many other studies and from our focus groups last year that most people prefer to age in place — stay where they are living — even as they get older. So, let's talk about how easy it is to live in the city, no matter what your age.

Would you consider either having a relative live with you or moving in with a relative?

- Group generally sees this as a viable option. Would not have a problem if this was in their neighborhood — but more supportive if residents were related.

Accessory dwelling?

- Used to have in Mission — but no longer legal. Generally supportive, but concerned that yards are too small. If parents are on same lot — allows them independence.
- Universal design (UD) — depends on the modifications that were done — might be a put-off for younger people.
- UD — would make things better for all ages.
- UD — concerned about a big ramp in front, but interior elements, no problem.
- Third Street Cottages — if maintenance were required would be in favor of the concept. Great as a theory when it starts — but will it work?

What is the one thing the city could do to make it easier for you to stay in your neighborhood — again, regardless of age and circumstance?

- Some type of services that older adults could take advantage of — pay for (housework, yard, remodeling). Knowing who to go to that is reputable. City providing some type of list of companies willing to work at a reduced rate (affordability) — some type of vetting list (good references) — or volunteers.

- Village concept (nonprofit, become a member).
- Modification and affordable maintenance are equally important.
- Knows her house needs work, but doesn't know what. Would be helpful to have a resource to go to for guidance. This would be helpful for all ages, and both sexes.

Health

Besides going to the doctor, how many of you get any kind of health service (blood pressure, shots, hearing test, etc.) someplace else – like a drugstore or some other community-based spot?

- No problem getting flu shots at a drug store.

Where would it be most convenient for you to get them?

- Drugstore for immunizations, flu shots, etc. Convenient.
- Used to go to Hy-Vee where there used to be a clinic — but it's closed.

Transportation

If you did not drive, could you get everywhere you want to go in the city? How would you do it?

- No! Transportation is huge problem.
- Cabs not that easy.
- With small children, would not use public transportation.

What transportation options would you like to see that don't currently exist?

- Need some kind of door-to-door service for older adults to keep independence as long as possible.
- Delivery from places like Hy-Vee would be helpful.

Information

Now we turn to how you get information, where you get it and what kinds of information you want to receive.

How would you be most likely to access information?

- City has a neighborhood services department that has a wealth of information — access by phone or email. Residents go to them.
- Occasional emails from city.
- Mission magazine.

What are the kinds of information you want to see from the city?

- On-line — Mission website.
- Social media.
- Neighborhood associations have newsletter — including an exchange of recommended contractors (arranged by neighborhoods).
- City, or whatever agency does this, is important. One doesn't know what they don't know — so pushing the information out is important.
- Needs to be in different formats.
- Word of mouth at coffee shop, community center, walking trails, etc.
- Community Center? Role? Bulletin boards. Emails.

Participation and Social Inclusion

Let's talk for a minute about what you do with your time both now and how that might change in the future.

Besides tonight, do you think residents are asked to participate in community decisions regularly? How are they asked?

If you were running the city, how would you get more people of all ages involved in the decision-making?

- Having people who come to events/meetings — talk personally to their neighbors about getting involved.
- Face to face conversations.
- Appreciates how Mission convened groups — allowed citizen engagement and input.
- Facebook message.
- Young people want to be involved.
- Council people should be charged with getting input from their neighborhood residents.
- Look for natural gathering places and engage people through that means.

The community priorities

I want you to think about the demographic statistics that you heard at our opening and with the benefit of our discussion so far, jot down on the index cards some ideas or features that are the most important for the city to start working on right now.

What is the single most important action the city could take to keep you as a resident?

- Transportation
 - Better public transportation — options.
 - Transportation — shuttle bus within city with key stops — nominal fee.
 - Flexible bus service — ability to call in and request ride.
 - Walk down to bus terminal and take him to Westport.
 - Transportation — thinking of connectivity and local services.
 - Bus idea (intra-city) is great idea.
- Finish Johnson Drive.
- Finish Eastgate.
- Codes/compliance.
 - Would like to see neighborhoods looked at for codes (keeping properties up).
 - Compliance issues with neighbors.
 - Compliance issues.
- Police Department — looked at not as a revenue resource, but as community outreach (serve public good).
- City activities, festivals, events for all ages.
- Safety — feels safe, but it's very important. If this were to change — would influence their leaving.
- City reaching out to residents, keeping people involved (like tonight's meeting).
- Community location and proximity to lifestyle.
- City — make better choices for businesses to bring to Mission (lots of fast food — more options) Type and density.
- Long-range planning — how do we create lawns that don't have to be mowed — different types of landscape — and how to make this OK with neighbors (sustainable issues — city sponsored solar panels — how to make this a part of our lives and have it be OK with neighbors).
- Get kids engaged early on in schools — what do children want?
 - The reason one person likes Mission — best of both worlds. Not so far south (strip malls) — but also not downtown. More middle ground. Think about this when Mission engages in

long-range planning. Variety of restaurants and other venues — so we don't have to go to the Plaza or Prairie Village. Get all things one would want in Mission.

- Zoning — live in 90-year-old house. Coming up to zoning, codes — older homes this is a challenge. “Sensible codes.” Mission may inadvertently make things difficult.
- Natural place where people gather and hang out — get to know each other. Farmers Market. Shops.
- Mission could do more to promote its location to the larger metro region.
- Need a department store.

What kinds of investments should the city make to prepare for the future?

- Provide tax breaks for businesses.
- Enhance stores on Johnson Drive.

New ideas

We have covered a lot of ground tonight. Finally, I want you to take a moment to jot down ideas that have not come up tonight. Think about places you have been — maybe on vacation — that you liked or places relatives live. What do those communities have that are attractive to different age groups that we don't have here?

If you were asking people to move to your community — all ages — what would be a good selling point that you would like to use? What could Mission add that would be an attractive place for someone to move to?

- Being a community — know your neighbors.
- Pedestrian- and bike-friendly.
- Front porch-friendly — more a community.
- Now: we have diversity.
- Would like to see more green space.
- Farmers Market and a Community Garden.
- Walkable, diverse retail and services.
- Vitality of downtown — lots of activity and things going on.
- Location and nice people.
- Diverse retail along Johnson Drive (vet to tattoo to camera repair).
- Destination type of places — where you can walk from one end of Johnson Drive to another. Being able to “hang out” all day if you'd like.
- Artistic venues and opportunities.
- Zona Rosa type area — density, mixed use. Expand into more residential areas as people age.
- Light rail (similar to Minneapolis) Tram/trolley on rails. Outside of city, park in parking garage, hop on light rail and go into the city. Bring people in that way. Run rail system through residential areas, too.
- Variety of business. Nice department store.
- Have a lot to offer through parks, community center.
- Appreciate the neighborhood.
- Reasonable prices for most services.
- Wish there was a middle price range for senior living.
- Location, location, location.
- Benches along business areas — encourage business, but also conversation and ideas. Walkability.
- Green space (mostly concern of younger people).

Last thoughts

- While neighborhood services exist, many in this group didn't know about it. The city might consider ways to community its existence in new ways.

KCC/FSC Prairie Village Resident Focus Group

April 29, 2014

Responses

When you heard our opening presentation on the coming demographic changes, what was your first reaction?

- Different needs, but what are the commonalities? Find the middle ground that will work for everyone. Any policy change will incorporate as many age groups as possible.
- Interested in the commonalities between boomers and millennials. Challenges will be programs that accommodate both bubbles. Maybe policy area is less about responding to baby boom bubble, but commonalities between boomers and millennials. Millennials tend to be more communitarian. Look at this as an opportunity.
- As a millennial (participant), most of her friends have a desire to feel connected to neighbors and friends — connectedness. Many don't live near families, so connectedness to community is important.
- As boomers come into retirement, they are developing more of a sense of community. Have freedom to give back and do more of what they want. How would this differ from millennials' perspective of sense of community? Things become more important to a boomer would be community areas, like Corinth or PV shops, restaurants, movie theater.

Outdoor Spaces and buildings

Do you use the parks in your city? Why or why not?

- Most hands went up when asked how many use parks. Most see people across the age-span at parks.

A lot of discussion these days revolves around "walkability." What do you think makes a city "walkable"? How important is it across the age range for it to be walkable?

- Sounds like something with a nice sound, but not very practical. If someone has come from a walkable community, PV isn't all that walkable.

Do any of you walk or ride your bike? Is it easy and safe? If not, what needs to change to make it easier for you to do that? If yes, what makes it easy for you to do that?

- PV is not a bike-friendly city. (Generally all agree.)
- Contention between bikers and motorists.
- Is being bike-friendly important for all ages? Biking and walking are intertwined.
- Sidewalks are important. Prairie Hills had a culture of walking — to destination, e.g., grocery store. People with dogs walk all the time.
- Thinks PV is very walkable — lives on south side of town. Everybody walks there for exercise (Ranchmart). Sidewalks are on main thoroughfare — but not on side streets /quiet streets.
- To be walkable, traffic level is important distinction on what is a walkable neighborhood.
- Reinhardt — not an example of a walkable community — may be good for walking (stroll) — but not to a destination. Not an easily navigable trip in any direction. Now living in Homestead Drive — very walkable to destinations.
- Issue of walkability is a little deceptive — what a city may have to achieve to be walkable is daunting for a city. For example, Mission and Shawnee Mission Parkway — daunting to cross either by foot or bike. How cities manage walk lights, etc. to make walking safer.

- Now that she's retired, notices that many people are out walking — either just to walk or to destination. Sidewalk is right by the road, and isn't comfortable walking there. Is more comfortable walking in daughter's neighborhood without sidewalks as it's quieter and she feels safer. Cars are more respectful of pedestrians.
- Not sure we are acclimated to walking to grocery stores, etc. — more conditioned to hop in the car and drive to a destination.
- Walkability is important for all ages. For cities looking at policies — what are the pieces that need to be a part of policy? Need to think of parents with young children (so sidewalks are important) — How accessible are parks for children/parents to walk to? Pathways — connectivity is important. Accessibility to sidewalks is important. Walkability for health, shopping, pleasure — for many reasons.
- If a community is going to commit to being walkable, then they need to commit to the maintenance of sidewalks. (Ticketing homeowners if they don't shovel snow from their sidewalks). Don't throw maintenance on homeowners. How do cities properly maintain and commit to sidewalks, bike paths, etc.
- For aging people, strenuous to clear snow from sidewalk.

What would you include in parks or other outdoor spaces – even commercial space – that would make it more usable for you?

- Seating areas — should be a priority.
- Thinks PV should have more parks — not enough green space. Most teams don't have enough fields to practice on — have to drive a long ways to a field.
- Again, an all age consideration.
- Parks should also have play areas for children.

Housing

We know from our many other studies and from our focus groups last year that most people prefer to age in place — stay where they are living — even as they get older. So, let's talk about how easy it is to live in the city, no matter what your age.

What barriers do you see to being able to stay in your house — at any age, not just as you get older?

- Easy to age in place when healthy — but PV falls short for those who need remodeling, etc. Her next step will not be in a senior living facility, but in a maintenance-free community. PV needs more maintenance-free housing options.
- One has a small house, but a huge yard. But would like to move her house into a maintenance-free area.
- PV has housing stock that is perfect for people who want to age in place.
- Cities create incentives to build in services to support people aging in place.
- If a homeowner could have a supply of businesses that could come in and maintain the yard, inside of house, shoveling, gutters, etc.
- One person knows of a current business for a monthly fee that provides this service.
- Downsizing was to a smaller house in PV — thinking they could manage a smaller home, yard, etc. Says one can hire yard maintenance.
- Importance of finding ONE service that provides all these services.

What is the one thing the city could do to make it easier for you to stay in your neighborhood — again, regardless of age and circumstance?

- Thinks there's a gap between small and large homes — gap between value of housing — need more “mid-size” homes.
- More accessibility inside the home — remodeling to accommodate evolving health needs.
- City needs to take care of snow/sidewalks. Better lighting — outdoor. All the things we pay taxes for that the county does not provide.
- What works for Gladstone, Phoenix does not work for PV. PV is unique and need to look at this from a neighborhood to neighborhood thing.
- PV has the resources — boomers are highly educated. Millennials are more diverse.

Courtyard Housing?

- Have some in Corinth area.
- Fairly open to this — but is concerned there might be push-back.

Shared Housing?

- Thinks PV has a lot of housing variety and keeps people from moving.
- Predominantly response is no.

In general, housing options for people of all ages — if you were putting this on a priority issue for the city — where would you put this?

- May be an issue of planning, coding — adapting reuse of some of these kinds of housing. If you are going to be accommodating of older people's being able to stay at home — coding issues might need to adapt. Opportunity for city to embrace the fact there is a fairly rich housing stock that will need to adapt to evolving needs.

Health

Besides going to the doctor, how many of you get any kind of health service (blood pressure, shots, hearing test, etc.) someplace else — like a drugstore or some other community-based spot?

- Some go to urgent care, pharmacy.
- Some go only to doctor — generally close to their home.
- Medical options are close — points out PV has cities all around them and can get to services outside PV relatively easy.

Transportation

If you did not drive, could you get everyplace you want to go in the city? How would you do it?

- Big issue — would not have access to most services.
- Johnson County has some public transportation and para-transit for older adults.

What transportation options would you like to see that don't currently exist?

- Driverless cars.
- Rail services — extended west and east.
 - Some examples of other cities where aging population moves close to rail service.
 - Pointed out public transportation in Chicago would allow older adults mobility for a long time. First ring suburbs — this will be an issue.
- Need to bump up public transportation.
- Corner-to-corner transportation.
- Millennials — want more public transportation — closer to accessible bus services and light rail should it ever be there. Ample transportation services.

Where does transportation stack up as a priority?

- Critical – probably the #1 issue for older adults.

Participation and Social Inclusion

Let's talk for a minute about what you do with your time both now and how that might change in the future.

If you were running the city, how would you get more people of all ages involved in the decision-making?

- Use technology somehow — social media, group text to the whole city.
- PV Post is a good example of getting the word out to all citizens.
- Town Hall meetings in different areas of the city at different times. (Ward meetings — people liked this idea.)
- Millennials — generally like face to face — getting off FB, going back to talking to people.
- Innovative solutions — come up with specifications. If we get too much — it gets too confusing. (electronic voting) — Ask people to decide through electronic voting.
- Invite people to come together to help make decisions — Ward meetings very popular idea.

The community priorities

I want you to think about the demographic statistics that you heard at our opening and with the benefit of our discussion so far, jot down on the index cards some ideas or features that are the most important for the city to start working on right now.

What is the single most important action the city could take to keep you as a resident?

- Housing — first thing to fix. Obsolete home — what do you do with an aging housing stock from the city's point of view? Can't be all to everyone — pick one or two areas.
- Transportation — fully integrated Transportation — connect within PV and to KC metro. First step is busses — cost effective, more attainable.
- Transportation — no desire for rail, but busses can easily make changes (route to route). Convenient and affordable. Define convenient: busses running every 30 minutes — mini-buses, don't need big busses. Half mile radius.
- Walkability/bikeability — Walkable is better than bike-able (meaning better conditions in PV for walking).
- Destinations — parks, services, businesses. Vibrant community that has more than housing stock, but a variety of services.
- In northeast Johnson County — where we have easy access to services (unlike Denver) — can get to any grocery store within five minutes.
- Affordable patio homes.
- Density/infill. Houses on smaller lots.

What kinds of investments should the city make to prepare for the future?

- City to provide the service for sidewalk shoveling. Points out 75th Street when it snows and it's hard for the SME students to walk.
- As people age, some have less money. Programs that have grants to help people with home repair, etc. Infrastructure — continually needs to be upgraded and maintained. Streets, roads, sidewalks "bones" of the city — park improvements. Moving as needs change (parks, bike lanes).
- Significant challenges around codes, master planning — need to look towards planning guidelines, codes — that allow for more density. Consider going from 90 to 120 foot frontages to a lesser —

but need to grant more density and diversity. But need to plan for this — and commit to this. Look at how to evolve neighborhoods to look distinctively different — but better. Stuck in the “tear down build new.”

- Not enough green space in PV. Specific parks and open green space available for all ages.
- Preserve what PV has — as PV is a locked-in community.

What are the most important categories to be addressed?

- Transportation.
- Housing.
- Mobility/Walkability.

Where do you think the biggest gaps exist?

- Rapid bus transit.
- Transportation services.
- Regional transportation.
- Curb-to-Curb through Johnson County Transit (80% of funding goes to this).
- Specific funding from Fed/State to support curb-to-curb services.

New ideas

We have covered a lot of ground tonight. Finally, I want you to take a moment to jot down ideas that have not come up tonight. Think about places you have been — maybe on vacation — that you liked or places relatives live. What do those communities have that are attractive to different age groups that we don't have here?

If you were asking people to move to your community — all ages — what would be a good selling point that you would like to use? What could Raytown add that would be an attractive place for someone to move to?

- You would probably be talking to a peer. Convenience of getting to most everyone in a short period of time. Doesn't have to drive a half hour to anywhere. Makes life more simple.
- Livable city — family oriented.
- Very safe community.
- Neighbors watch out for neighbors.
- Negative: Schools closing down and class sizes are increasing. Good education used to be more of a priority. Must attract young families. ***So what is the biggest attraction for young families?*** Affordable housing and affordable lifestyle.

Last thoughts:

- Everything that was mentioned pertains to all ages.

KCC/FSC Resident Raytown Focus Group

April 22, 2014

Responses

When you heard our opening presentation on the coming demographic changes, what was your first reaction?

- Wasn't surprised — well aware of aging boomers.
- Would have thought the numbers would decrease sooner than what is predicted. Would reach a leveling out sooner than is predicted.

What effect, if any, do you believe the changes will have on you or your family in the years to come?

- Economic impact. People on fixed income ... not adding to their income or investments, but drawing from these assets. Tax base on Raytown could decline at some point in the future if a large percentage of older adults are economically strapped.
- Adult children and grandkids may move in — or older adults may be supporting younger generations.
- Feels bad that some older adults will be negatively economically affected as they should enjoy their older years.
- First instinct is more of our community may have more intergenerational families living together.
- One participant indicated a former neighbor took responsibility/helped him and his family when they were starting to have trouble with home maintenance. Misses this neighbor. Thinks more people should help their neighbors.

Outdoor Spaces and buildings

Do you use the parks in your city? Why or why not?

- Yes, as gathering spaces.
- Movies in the park. Can bring grandkids (multi-generational).
- Walking (but only during the day).
- Raytown has really nice parks.

When you go to the park, do you see people of different ages there? Do you need to drive or can you walk or bike there?

- Some parks are within walking distance – another is a long way away.

A lot of discussion these days revolves around “walkability.” What do you think makes a city “walkable”? How important is it across the age range for it to be walkable?

- Accessible to places.
- Sidewalks.
- Safety.
- Places to go to. If you live closer in, more walkable. But if in outlying areas, nothing is within walking distance.
- Applies to commercial places as well as parks, etc.
- Portland — pocket parks. Raytown has one pocket park. Would like to see more.
- Benches — having a place to rest.
- Bike trails.

How easy is it to walk anywhere you want to go in the city? When you do walk or bike, where are you usually going? What prevents you from walking or biking? How could that be remedied?

- In hindsight, when they bought their house, they would have placed a higher priority on sidewalks and walkability features.

What about other places you go in the city: think of the best outdoor space that is not in a public park? What makes it good? What could improve it?

- Parks (Kenagy Park). Walkability, tennis courts, softball fields.

What would you include in parks or other outdoor spaces – even commercial space – that would make it more usable for you?

- Benches.
- Raytown needs lots more sidewalks, drainage. Good for all ages.
- Need transportation to access outdoor spaces.
- Dog park.
- More sidewalks.

In the commercial parts of the city how easy is it to walk to the store you want to visit?

- All residents indicated when they are no longer able to drive, they will have a hard time getting to places.

Housing

We know from our many other studies and from our focus groups last year that most people prefer to age in place — stay where they are living — even as they get older. So, let's talk about how easy it is to live in the city, no matter what your age.

What barriers do you see to being able to stay in your house — at any age, not just as you get older?

- Lack of transportation to access services, entertainment.
- Decrease in home value.
- Used to have neighbors who respected their homes, and home value. Now, a different group of people coming in and they seem to not care about keeping home values up – in turn, they are lowering her home value.
- Young families — what are their barriers? House is like any other investment, value may drop for a while — but important to hang on. His concern was when they moved in every house was owner occupied in the neighborhood, now only 50 percent.
- Maintenance to keeping up the house.
- Steps — safety.

Would you consider either having a relative live with you or moving in with a relative?

- One resident said his sister is moving in with them in the next couple months.
- Another resident has a friend living with her.
- House sharing seemed to be OK with this group.

Would you like:

Shared?

- No problem with having this in their neighborhoods.
- Depends on value of home.

- The group has a hard time answering this question definitively. They had lots of questions on how many would live in the house. Needed more detail on who all would be living there.

Accessory Dwelling?

- Liked this concept — but city codes would have to change. (If support family members — that's one thing. But if one sells the house, how would it be used?)
- Third Street Houses: (common area) — looks nice. Sees themselves living there. Especially if maintenance free.
- In general, this group seemed fairly open to considering non-traditional housing options.

What is the one thing the city could do to make it easier for you to stay in your neighborhood – again regardless of age and circumstance?

- Community Center – isn't anything for seniors to go to. When they lost the YM, they lost the ability to sit and talk with others (social interaction.)
- Enforce codes, ordinances.

Horizontal Mixed Use — in close proximity to commercial and other amenities. Thoughts?

- Excellent Idea — gives people destinations, drug/grocery stores close by. No parking lots to deal with.

Vertical Mixed Use — also like this style.

- Hard time for a vertical housing unit (multi housing) in Raytown (one person).
- Most liked the concept — especially with green space and walkability.

One person described his mother's situation in Wyoming – did a reverse mortgage – and wiped her savings when she needed assisted living.

Health

Besides going to the doctor, how many of you get any kind of health service (blood pressure, shots, hearing test, etc.) someplace else — like a drugstore or some other community-based spot?

- Drug store — convenience (decentralized health is more convenient – for certain things, eg. Shots)
- Health clinics — are scarce in Raytown.
- Nice emergency care clinics in Lee's Summit — nice to have in Raytown.

Where would it be most convenient for you to get them?

- Transportation, e.g., a van to pick up and take to a clinic (and return to home).
- If one can't drive in Raytown, very difficult to get to a health clinic (or anything else for that matter).

Transportation

If you did not drive, could you get everywhere you want to go in the city? How would you do it?

- No, transportation, particularly lack of public transportation a major issue.

What transportation options would you like to see that don't currently exist?

- Very car-centric — but is a barrier for low income who cannot afford cars, maintenance and gas
- Decent public transportation system is critical.

Information

Now we turn to how you get information, where you get it and what kinds of information you want to receive.

How would you be most likely to access information?

- Currently their website is a significant form.
- But many residents want to see a brochure or hold an informational piece in their hands.

What are the kinds of information you want to see from the city?

- Telephone messages.
- Develop an app for people's phones on Raytown opportunities and news.

Participation and Social Inclusion

Let's talk for a minute about what you do with your time both now and how that might change in the future.

Besides tonight, do you think residents are asked to participate in community decisions regularly? How are they asked?

- Lots of opportunities in Raytown.

If you were running the city, how would you get more people of all ages involved in the decision-making?

- Open invitation exists to participate on the council and participate on community input groups.
- Young people — seem to have a lack of concern about getting involved in the city.

The community priorities

I want you to think about the demographic statistics that you heard at our opening and with the benefit of our discussion so far, jot down on the index cards some ideas or features that are the most important for the city to start working on right now?

What is the single most important action the city could take to keep you as a resident?

- City/neighborhood needs to find ways for neighborhoods to interact with each other (all ages).
- Need to start something in the schools to develop civic pride — starting from a young age (e.g., although not an athlete, he always attended sports events).

What kinds of investments should the city make to prepare for the future?

- Neighborhood development.
- Community Outreach.
- Non-smoking ordinances (Raytown has open smoking law)
- Neighborhood Associations.
- City purchase or build a building for a community center.
- Walkable areas, benches.
- Code enforcement.

What are the most important categories to be addressed?

- Safe neighborhoods

Which are the areas where you think plans are already in place?

- Good schools. Never had a problem with passing bond issues.
 - Use the school system as a focal point to develop civic pride.

Where do you think the biggest gaps exist?

- Civic Pride.
- Create more organized activities (especially for teenagers — but a variety of activities would be a benefit to all ages).
- Affordable housing.
- More homes built with universal design standards (work for any age).
- Recreation center for all ages.
- Senior center — lots of different activities where older adults (seniors and mature adults) can interact with one another.
- One place where community members may gather — either formally or informally — to talk about and solve community problems. City-wide neighborhood association.
- Transportation — critical gap.
- More attractive buildings in the city.
- New retail — mixed use (restaurants, beauty shops).

New ideas

We have covered a lot of ground tonight. Finally, I want you to take a moment to jot down ideas that have not come up tonight. Think about places you have been – maybe on vacation – that you liked or places relatives live. What do those communities have that are attractive to different age groups that we don't have here?

If you were asking people to move to your community — all ages — what would be a good selling point that you would like to use? What could Raytown add that would be an attractive place for someone to move to?

- Gave Portland as an example — fabulous city, people care, open-hearted. Would like to have Raytown become more of a caring community. Open hearts to others — and more welcoming.
- Safety — all around. Crime, neighborhoods.
- Unique retail and restaurants (not all chains, but a variety).
- Smaller neighborhood grocery stores (locally owned).
- Outlet mall (including eating establishments) — walkable.
- More shopping.
- A place for single (widowed, divorce) people to congregate.

Last thoughts

- First Suburbs really have a challenge — how to transition into a city with city amenities when they were started as a suburb (and all that implies).

CITY OF RAYTOWN
Request for Board Action

Date: March 11, 2015

Bill No. 6378-15

To: Mayor and Board of Aldermen

Section No.: XIII

From: John Benson, Director of Development & Public Affairs

Department Head Approval: _____

Finance Director Approval: _____ (only if funding requested)

City Administrator Approval: _____

Action Requested: Conduct a public hearing to consider a Conditional Use Permit application seeking to operate a vehicle rental business on property located at 9400 and 9600 E. 53rd Place.

Recommendation: The Planning & Zoning Commission by a vote of 7 in favor and 0 against recommends approval of the conditional use permit subject to the following conditions;

1. The vehicle rental business hereby approved shall be operated on the premises and may not move to a different location or expand without first obtaining approval in accordance with the provisions for Conditional Use Permits as specified by the City of Raytown Zoning Ordinance.
2. Rental vehicles shall be parked at locations as indicated on the site plan submitted by the applicant.
3. Compliance with all applicable ordinances and codes of the City of Raytown, the State of Missouri and the United States.

Analysis: Neal Clevenger on behalf of Emanuel Barger is seeking approval of a Conditional Use Permit application to allow a U-Haul rental business to operate at 9400 and 9600 E. 53rd Place. Mr. Barger would be the owner of the U-Haul business and would lease the property from Mr. Clevenger. The property contains two buildings with parking for the U-Haul vehicles as well as for parking of customer and employee vehicles. The applicant has submitted a site plan indicating the location of the buildings and the parking spaces in which the U-Haul vehicles would be parked.

Alternatives: Alternatives to the recommendation of the Planning & Zoning Commission would be to either deny the Conditional Use Permit application or refer the application back to the Planning & Zoning Commission for revisions and/or further review.

Budgetary Impact: This application does not require the City to provide any funding. The proposed business is anticipated to provide a minimal increase in sales tax revenues to the City.

Additional Reports Attached:

- Staff Report on this application for February 12, 2015 Planning & Zoning Commission meeting.
- Minutes of the February 12, 2015 Planning Zoning Commission meeting.

STAFF REPORT

To: THE CITY OF RAYTOWN PLANNING AND ZONING COMMISSION

From: John Benson, AICP,
Director of Development and Public Affairs

Date: February 12, 2015

Subject: Agenda Item No. 6.A: (Case NO. PZ-2015-001) Conditional Use Permit Application that seeks to operate a vehicle Rental Business at 9400 / 9600 E 53rd Place.

Background Information:

Neal Clevenger on behalf of Emanuel Barger is seeking approval of a conditional use permit application to allow a U-Haul rental business to operate at 9400 and 9600 E. 53rd Place. Mr. Barger would be the owner of the U-Haul business and would lease the property from Mr. Clevenger. The property contains two buildings with parking. The applicant has submitted a site plan indicating the location of the buildings and the parking spaces in which the U-Haul vehicles would be parked.



Factors To Be Considered:

In considering and making a decision on an application for a conditional use permit, consideration is required to be given by the city to the health, safety, morals, comfort and general welfare of the inhabitants of the city, including but not limited to, the following factors.

1. The stability and integrity of the various zoning districts.
The property to which the conditional use permit application applies is zoned Neighborhood Commercial (NC). The zoning and uses on surrounding properties are more specifically described below:

East: A convenience store is located immediately to the east on property that is zoned Neighborhood Commercial (NC).

West: Super Splash is located immediately to the west and is zoned Neighborhood Commercial (NC).

South: 53rd Place abuts the south side of the subject property. A car wash is located on the opposite side of 53rd Place on property that is zoned Neighborhood Commercial (NC).

North: Super Splash is located to the north of the subject property and is zoned Neighborhood Commercial (NC).
2. Conservation of property values.
The proposed use, if approved, will occupy a currently vacant property. In addition, the property has limited visibility from Raytown Road which limits the commercial use of the property. The proposed vehicle rental business does not rely solely on visibility. Rather, persons needing to rent a U-Haul will find the location when needed. Due to the relative small size of the subject property, it limits the size of the proposed vehicle rental business. Lastly, the property on which the vehicle rental business is proposed is zoned Neighborhood Commercial (NC) as is each of the adjoining properties. Based upon these factors, it does not appear that the proposed vehicle rental business will adversely affect neighboring property values.
3. Protection against fire and casualties.
Prior to occupying the tenant space within the shopping center, the applicant will have to obtain a Use Permit from the City. As part of issuance of the Use Permit, the tenant space and property will be inspected by the City's Building Inspector and Fire Marshall to ensure compliance with the life safety codes contained in the city's adopted Building and Fire Codes, which will help protect against fire and casualties.
4. Observation of general police regulations.
The applicant is not proposing to alter or add onto the existing buildings or parking area. The parking lot is paved with asphalt. In addition, as previously stated, prior to occupying the tenant space within the shopping center, the applicant will have to obtain a Use Permit from the City. As part of issuance of the Use Permit, the tenant space and property will be inspected by the City's Building Inspector and Fire Marshall to ensure compliance with the life safety codes contained in the city's adopted Building and Fire Codes, which will help protect against fire and casualties.
5. Prevention of traffic congestion.
The applicant requested a waiver to the city's traffic impact analysis submittal requirements. Because there is a limited number of vehicles that will be available to rent at any given time; the business is proposed to locate in an existing buildings and parking area with no additions or alterations; the use is a type that does not generate a high volume of traffic at any given time; and the street which provides access to the property does not carry a high volume of traffic; the

Public Works Department did not foresee the proposed use creating traffic congestion. Therefore the applicant's request for a waiver to the city's traffic impact analysis requirements was granted.

6. Promotion of traffic safety and the orderly parking of motor vehicles.
The parking is limited to the number of spaces existing on the property. The applicant is not proposing to change the layout of the existing parking area. As indicated on the attached site plan submitted by the applicant, the number of vehicles available to rent will be parked on the west side of the parking lot. Customer and employee parking will be located in front of the east building on the property. This is consistent with the parking arrangement that previous uses on the property have utilized in the past. Staff is not aware of traffic safety issues in the past with the existing parking layout on the property. Therefore, due to the small number of vehicles that will be available for rent at any given time, the parking spaces on the property it appears that there will be orderly off-street parking and no traffic safety issues will be created.
7. Promotion of the safety of individuals and property.
As previously described, prior to the business opening the property and tenant space will be inspected by the City's Building Official and the Fire Marshal from the Raytown Fire Protection District to ensure that the tenant space complies with all applicable life safety codes and that the property is in compliance with the city's property maintenance codes.
8. Provision for adequate light and air.
The business is proposing to locate within the existing buildings on the property with no new construction. Therefore, there will be no impact on the provision for adequate light and air.
9. Prevention of overcrowding and excessive intensity of land uses.
The proposed vehicle rental business will generate a minimal amount of traffic and customers at any one time. Therefore the proposed use is of a relatively low intensity in nature and it does not appear that it will cause overcrowding or be an excessively intense land use.
10. Provision for public utilities and schools.
It is not anticipated that the proposed conditional use will have any impact on schools. In addition, all utilities are available to serve the property.
11. Invasion by inappropriate uses.
The property on which the vehicle rental business is proposed is zoned Neighborhood Commercial (NC) as is each of the adjoining properties. Therefore, it does not appear that the proposed vehicle rental business will be an inappropriate use for the area.
12. Value, type and character of existing or authorized improvements and land uses.
The property on which the proposed use would be located is developed and does not necessitate any exterior site or building improvements. Additionally, as previously described, the proposed use will use the existing buildings and parking layout. Therefore, the proposed vehicle rental business is in keeping with the value, type and character of existing or authorized improvements and land uses.
13. Encouragement of improvements and land uses in keeping with overall planning.
If approved, the proposed use will occupy a vacant commercial property. The property on which the use is proposed is located in an area that is identified on the Future Land Use Map in the city's Comprehensive Plan as a location for commercial uses, with which the proposed use is consistent.
14. Provision for orderly and proper renewal, development and growth.
If approved, the proposed use will occupy a currently vacant commercial property, which will help the property and area continue to serve as a location for commercial uses.

Staff Recommendation:

It is the recommendation of staff that the conditional use permit to operate a vehicle rental business at 9400 / 9600 E 53rd Place be approved subject to the following conditions:

1. The vehicle rental business hereby approved shall be operated on the premises and may not move to a different location or expand without first obtaining approval in accordance with the provisions for conditional use permits as specified by the City of Raytown Zoning Ordinance.
2. Rental vehicles shall be parked at locations as indicated on the site plan submitted by the applicant.
3. Compliance with all applicable ordinances and codes of the City of Raytown, the State of Missouri and the United States.

CITY OF RAYTOWN
PLANNING AND ZONING COMMISSION MEETING
MINUTES

February 12, 2015
7:00 pm
Raytown City Hall
Board of Aldermen Chambers
10000 East 59th Street
Raytown, Missouri 64133

1. Welcome by Chairperson

Mr. Wilson welcomed all to the Planning and Zoning Meeting

2. Call meeting to order and Roll Call

Mr. Wilson called the meeting of February 12, 2015 to order, Mr. Bettis took roll call.

Wilson: Present	Jimenez: Present	Stock: Absent
Bettis: Present	Robinson: Present	Lightfoot: Absent
Hartwell: Present	Dwight: Present	Meyers: Present

3. Approval of Minutes of December 11, 2014 Meeting Minutes

- A. Revisions - None
- B. Motion – Ms. Hartwell made a motion to approve
- C. Second – Mr. Bettis seconded the motion
- D. Additional Board Discussion - None
- E. Vote – Vote taken passed unanimously

4. Election of Officers for 2015

A. Chairman

Mr. Bettis nominated Mr. Wilson for Chairman, Mr. Myers seconded the motion. There were no other nominations. Motion passed unanimously approving Mr. Wilson as Chairman.

B. Vice-Chairman

Mr. Meyers made a motion to nominate Mr. Bettis for Vice-Chairman, Ms. Hartwell seconded the motion. There were no other nominations. Motion passed unanimously approving Mr. Bettis as Vice-Chairman.

C. Secretary

Ms. Hartwell made a motion to nominate Ms. Stock for Secretary, Mr. Bettis seconded the motion. There were no other nominations. Motion passed unanimously approving Ms. Stock as Secretary.

5. Old Business. – None

6. New Business

A. Application: Conditional Use Permit Application that seeks to operate a vehicle rental business at 9400/9600 E 53RD Place, Raytown, MO 64133

Case No.: PZ-2015-001

Applicant: Emanuel Barger

1. Introduce Application

Mr. Wilson introduced PZ-2015-001 to the board

2. Open Public Hearing

Mr. Wilson opened the Public Hearing of PZ-2015-001

3. Explain Procedure for a Public Hearing and swear-in speakers

The City Attorney, Jonathan Zerr swore in all that were speaking on this application.

4. Mr. Wilson Entered Relevant City Exhibits into the Record:

a. Conditional Use Permit Application submitted by applicant

b. Site Development Plan submitted by applicant.

c. Publication of Notice of Public Hearing in Daily Record Newspaper ad.

d. Public Hearing Notices sent to property owners within 185-feet of subject property

e. City of Raytown Zoning Ordinance, as amended

f. City of Raytown Comprehensive Plan

g. Staff Report on application for February 12, 2015 Planning & Zoning Commission meeting

5. Explanation of any exparte' communication from Commission members regarding the application.

None

6. Introduction of Application by Staff

Mr. Benson introduced this application to the board and stated that Neal Clevenger on behalf of Emanuel Barger is seeking approval of a conditional use permit to allow a U-Haul rental business to operate at 9400 and 9600 E. 53rd Place. The property contains two buildings with parking. Mr. Barger is in the audience this evening and deferred to him to provide additional information on this business.

7 Presentation of Application By Applicant

Good evening, my name is Emanuel Barger 9400/9600 E 53rd Place, Raytown, Mo 64133. The intention for this place is a U Haul Rental Company / Storage space. I believe that it is a good place for the U haul company because there is a high volume of traffic there I will be creating a low volume of traffic, there will be no more than three (3) vehicles a week and they will be rented by appointment. I feel I will be providing an opportunity for the youth of Raytown to have employment. I believe it will be a really good fit for that area; I too have a cable company that I work out of on 53rd Street. On that grid there is a gas station, a car wash and I thought it would be a great location for this business. I do agree with the staff recommendations for this business.

Ms. Hartwell asked if this was an appointment only business.

Mr. Barger stated that it was.

Ms. Hartwell asked it that would cut down on his business.

Mr. Barger stated yes, but he can control it better because I run cable business also.

Ms. Dwight asked what the business hours are.

Mr. Barger stated 9-5 would be the business hours and the phone number would be answered all the time.

Mr. Meyers asked what size U Haul trucks would be on the property.

Mr. Barger stated they will have a van and maybe 2 mid-sized trucks and one 28 foot truck and hitches, etc.

Mr. Meyers asked about the brush in the back of the building and the blind spot with the trees and shrubbery. I am worried about some blind site issues.

Mr. Barger stated that right behind the sign on 9400 there is a parking spot for a large vehicle. It is pretty open I think it is safe there.

Mr. Meyer asked if he would consider cleaning up the shrubberies there.

Mr. Barger stated he would not have a problem cleaning it up.

Mr. Benson stated the City does own the property where the park is. He stated he would talk to the Parks Department about cutting back the trees and bushes.

Additional Board and Staff discussion occurred on the parking of the vehicles and the lot.

8. Request for Public Comment

None

9. Additional Comment from Applicant, Additional Comment from Applicant, if necessary

10. Additional Staff Comments and Recommendation

Mr. Benson stated we did visit the site the parking spaces are clearly visible.

He also stated that there is a use inspection done before the business opens which will address all of the conditions. Staff recommends approval for this business with all the recommendations

11. Board Discussion

12. Close Public Hearing

Mr. Wilson closed the Public Hearing.

13. Board Decision to Approve, Conditionally Approve or Deny the Application.

- a. Motion-Mr. Myers made a motion to approve with staff recommendations.
- b. Second-Ms. Dwight seconded the motion
- c. Additional Board Discussion - None
- d. Vote was taken

Ms. Hartwell	Yes
Mr. Meyers	Yes
Mr. Robinson	Yes
Mr. Jimenez	Yes
Ms. Dwight	Yes
Mr. Bettis	Yes
Mr. Wilson	Yes

Motion Carried 7-0

B. Application: Text Amendment to Architectural Design Standards specified in the Crescent Creek Design Manual dated February 25, 2004 as adopted by Ordinance Number 4952-04.

Case No.: PZ-2015-002

Applicant: Kirk Miles on behalf of Crescent Creek Revitalization, LLC

1. Introduce Application

Mr. Wilson introduced PZ-2015-002 to the board

2. Open Public Hearing

Mr. Wilson opened the Public Hearing

3. Explain Procedure for a Public Hearing and swear-in speakers
The City Attorney, Jonathan Zerr swore in all that were speaking
4. Mr. Wilson entered Relevant Exhibits into the Record:
 - a. Application for Text Amendment
 - b. Crescent Creek design Manual as approved by City of Raytown Ordinance No. 4952-04.
 - c. Public Hearing Notice sent to property owners within 185-feet of the Crescent Creek subdivision
 - d. Public Hearing Notice published in the Raytown Post
 - e. City of Raytown Zoning Ordinance as amended
 - f. Staff Report on application for February 12, 2015 Planning & Zoning Commission meeting
5. Explanation of any exparte' communication from Commission members regarding the application.

None

6. Introduction of Application by Staff

Mr. Benson introduced PZ-2015-002. And stated that this application relates to an amendment to the Crescent Creek Architectural Design Standards. Mr. Benson described the history of the Crescent Creek Subdivision and stated it is a Traditional Neighborhood Design development that was approved in 2004. After it was approved a number of single family homes and one building with town homes were built as well as some common open space within the development. He estimated that approximately two-thirds of the development is vacant. After the original developer started construction and development of the subdivision, the development went into foreclosure due to the national housing down that occurred. Now Crescent Creek Revitalization, LLC wants to start building single family homes there.

As part of the original approval there was a design manual approved as part of the plan development for the subdivision which includes the architectural design standards that they are wanting to in part amend. There amendment relates to driveways there is a current standard that states the driveways in the front yard are permitted only for lots that do not have alley access and shall be a maximum of ten (10) feet wide. There is also a specific standard that relates to garage doors that shall not face a street if alley access is available. Where a garage door faces a street, no more than nine (9) feet of garage door shall extend no further than nine (9) feet beyond the plane of the sidewall of the primary structure on the lot. In effect what that does it requires the garage to be located behind the house. The applicants are proposing to amend those two standards for driveways they are proposing that the driveways in the front yard be only permitted for lots that do not have alley access and shall be a maximum of (20) twenty feet wide. Secondly related to the garage doors they are proposing that garage doors shall not face a street if alley access is available and where a garage door does face the street not more than (22) twenty two feet if the garage inclusive of the garage door shall extend beyond the side wall of the primary structure on the lot, it allows the garage to be built to the side of the house.

Mr. Wilson asked if we should enter the email from the applicant into the exhibits. Mr. Benson stated you can do that now or when the applicants explain the email. Mr. Wilson entered the email from the applicant as exhibit h.

7. Presentation of Application By Applicant

Mr. Miles 13706 W 76th Circle in Lenexa Kansas introduced himself to the board. He stated he would be the President of Crescent Creek Home Owners Association Community Improvement District. He stated after a year they were able to re-instating the HOA, CID with the state of Missouri. We are committed to revitalizing Crescent Creek and re build the trust with the home owners who live in Crescent Creek. We work with a non- profit organization called the Giving Grove and the Giving Grove is going to come in and put in an orchard for the community and the non- profit support benefit. I would like to introduce some other people that are in support of the applicant. I then would like to say we are hoping we are successful with this text amendment. We are ready to start construction if the text amendment goes through on the 18th.

Gary Knabe, 6811 Proctor, Kansas City, MO. 64133. I have been in Raytown about 55 years and have been selling Real Estate for about 45 years. Raytown is my home town. I was on the board when we passed this amendment originally. I really want to see this project get off the ground for the benefit of Raytown. There is more heart in this project than anything else.

Good Evening my name is John Wiley; I live at 754 Northern Avenue, Raytown, MO. I to with Gary was on the Board of Alderman when this project came to us and I remember voting yes. I drive by Crescent Creek to and from work. I then I found out it was for sale for a price. I made some calls and put together a team and I am now a land owner in this development and I will be serving on the HOA. We identified the problems with the garage set back issue is causing the home builder a difficulty in building at a price point that would sell in Raytown. I am in favor of this and completely committed to keeping the architecture feel of the neighborhood as it was originally designed. There are a couple of residents here to address the parking issues in Crescent Creek.

Hello, I am Jim Jerolf, 4405 Hickory Lane, Kansas City, MO. I am the builder that they have been eluding to the past ten minutes. I have been working with Gary Knabe and I have sat down and discussed price points for this development. As a builder I understand that home owners are looking for (3) bedrooms (2) baths and they want a two car garage. So if you address the (9) foot garage door and the (10) foot driveway anything without an alley would allow you just a (1) one car garage. That really restricts the number of buyers so that is the first issue. The second issue was about moving the garage even with the house. As a builder it is very economical to build bedrooms above the garage.

Additional discussion by the board with the builder and developers about the type of homes that will be built and the parking issues in Crescent Creek Subdivision.

8. Request for Public Comment

My name is Angel Raphael Martinez and I am at 5700 Arlington Ave. in Crescent Creek. I just wanted to address the street parking during the night as well in the daytime 7 days a week. A couple of businesses are part of the problem. What I am concerned with is the Raytown Public School transit system in the morning and afternoon in picking up and drop the children and also delivery vehicles throughout the neighborhood is really a problem.

My name is Nicole Moore and I live at 9505 E 57th Street Crescent Creek. My house has a dormer and a garage, while parking can be frustrating there because I pull in back through the alley but if I want to come in to the front of the house and make a quick run there is a lot of congestion there. It is a little scary especially in the winter with the hills it is a little nerve racking. I am in favor of what the gentleman presented here and I am in favor with what they are requesting to move forward.

Nicole Moore I live at 9505 E 57th Street, Crescent Creek. I was so eager to get up and talk on the behalf of these guys I forgot to say that I am also a realtor for the past ten years and I think that if you put in a one car garage you will cut the buyers down and it is such a beautiful neighborhood. I think when there is a leader people will follow so I believe the HOA will help with all the problems

9. Additional Comment from Applicant, if necessary

10. Additional Staff Comments and Recommendation

Mr. Benson stated we have been working with applicants for the last year not just on this amendment but on re-establishing the Community Improvement District which is a key part of the Cities interest on the Development because the alleys are privately owned by the Home Owners Association and the Community Improvement District is a way for the City to insure that the proper funding is obtained by the Home Owners Association to help pay for the ongoing maintenance as well as the alleys and the open space. I failed to mention in your packet the architectural standards are in your packet. Based on what you have heard tonight staff is recommending approval of the amendment specific to the driveways and the amendment of the garage doors. Staff is agreement with the email that was put in front of you tonight.

11. Board Discussion

Ms. Hartwell stated she didn't remember the lots were 38 feet wide. Would it be possible to make the lots larger or would that be a whole other process.

Mr. Benson stated that would be a whole other process, and would be up the applicant.

Mr. Robison asked if the (20) twenty (22) driveway is that of a standard (2) two car garage.

Mr. Benson referred to the applicant on that question.

The builder Jim Jerolf stated Mr. Robinson you are correct a two car garage door is (16) feet wide that is why we are asking for a (22) drive.

Mr. Meyers asked based on the size of the lot size can you put other style homes.

Mr. Jerolf stated that a reverse style home would require a larger lot.

Additional discussion from the board with the builder and developer.

12. Close Public Hearing

Mr. Wilson closed the public hearing

13. Board Decision to Approve, Conditionally Approve or Deny the Application.

- a. Motion – Mr. Bettis made a motion to approve PZ-2015-002 with the staff recommendations
- b. Second – Ms. Hartwell seconded the motion.
- c. Additional Board Discussion
None

- d. Vote was taken
 - Robinson Yes
 - Jimenez Yes
 - Myers Yes
 - Hartwell Yes
 - Wilson Yes
 - Dwight Yes
 - Bettis Yes

Motion Carried 7-0

6. Other Business:

None

7. Planning Project Reports:

None

8. Set Future Meeting Date - Thursday, March 5, 2015 at 7:00 PM

Mr. Benson stated he would like to have a training session for the March 5th Meeting

9. Adjourn

AN ORDINANCE GRANTING A CONDITIONAL USE PERMIT SUBJECT TO CERTAIN CONDITIONS TO OPERATE A VEHICLE RENTAL BUSINESS ON PROPERTY LOCATED AT 9400 AND 9600 E. 53RD PLACE IN RAYTOWN, MISSOURI

WHEREAS, application PZ-2015-001, was submitted by Neal Clevenger on behalf of Emanuel Barger seek to operate a U-Haul rental business at 9400 and 9600 E. 53rd Place; and

WHEREAS, pursuant to City Code Chapter 50, Article V of the City of Raytown Code of Ordinances, application no. PZ-2015-001, was referred to the Planning Commission to hold a public hearing; and

WHEREAS, after due public notice in the manner prescribed by law, the Planning Commission held said public hearing on February 12, 2015; and

WHEREAS, at the conclusion of said public hearing the Planning Commission by a vote of seven (7) in favor and zero (0) against rendered a report to the Board of Aldermen recommending that the Conditional Use Permit Application be approved subject to certain conditions; and

WHEREAS, after due public notice in the manner prescribed by law, the Board of Aldermen held a public hearing on March 3, 2015 and on March 17, 2015; and

WHEREAS, based on all of the information presented finds it is in the best interest of the citizens of the City of Raytown to grant said Conditional Use Permit subject to certain conditions;

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

SECTION 1 – GRANT OF CONDITIONAL USE PERMIT. That a Conditional Use Permit is hereby granted to operate vehicle rental business on property located at 9400 and 9600 E. 53rd Place, as legally described in Exhibit “A”, subject to the conditions set forth in Section 2 herein.

SECTION 2 – CONDITIONS OF APPROVAL AND OPERATION. That the following conditions of approval shall apply and be followed during the operation of the business allowed by this Conditional Use Permit.

1. The vehicle rental business hereby approved shall be operated on the premises and may not move to a different location or expand without first obtaining approval in accordance with the provisions for Conditional Use Permits as specified by the City of Raytown Zoning Ordinance.
2. Rental vehicles shall be parked at locations as indicated on the site plan submitted by the applicant.
3. Compliance with all applicable ordinances and codes of the City of Raytown, the State of Missouri and the United States.

SECTION 3 – FAILURE TO COMPLY. That failure to comply with any of the conditions or provisions contained in this ordinance shall constitute violations of both this ordinance and the City’s Comprehensive Zoning Code and shall be cause for revocation of the Conditional Use Permit granted herein in addition to other penalties contained in the City Code.

SECTION 4 – REPEAL OF ORDINANCES IN CONFLICT. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 5 – SEVERABILITY CLAUSE. The provisions of this ordinance are severable and if any provision hereof is declared invalid, unconstitutional or unenforceable, such determination shall not affect the validity of the remainder of this ordinance.

SECTION 6 – EFFECTIVE DATE. This ordinance shall be in full force and effect from and after the date of its passage and approval.

BE IT REMEMBERED that the above was read two times by heading only, **PASSED AND ADOPTED** by a majority of the Board of Aldermen and **APPROVED** by the Mayor of the City of Raytown, Jackson County, Missouri, this 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Teresa M. Henry, City Clerk

Approved as to Form:

Joe Willerth, City Attorney

BILL NO. 6378-15

ORDINANCE NO. _____

SECTION NO. XIII

Exhibit "A"

Case Number 2015-001 \$ 250.00
Date Received 1-15
Map Page _____

**CITY OF RAYTOWN
APPLICATION FOR CONDITIONAL USE PERMIT**

PART I Background Information

1. This request applies to property at the following address:
9600 E. 53rd Pl Bldg A & B 9400 E. 53rd Pl Raytown, MO 64133

2. The name(s), address(es), and phone number(s) of the property owners: (As listed on the deed)

Name	Address	Phone
<u>Neal Clevenger</u>	<u>6120 Elm Raytown, MO 64133</u>	<u>(816)356-0333 ext 107</u>

3. We, the property owner(s), do hereby appoint the following person as our agent during consideration of our request:

Name	Address	Phone
<u>Emanuel Barger</u>		<u>(443) 839-3998</u>

4. The property is currently being used for the following purposes:

Vacant / Former Church & Shop

5. Zoning classification of the property: Neighborhood Commercial

6. Specify the use desired for the property: Uhaul & Storage

7. Please list all existing structures and their heights located on the property:

<u>Structure</u>	<u>Height</u>
<u>9400 E. 53rd PL Raytown, MO 64133</u>	<u>12"</u>
<u>9600 E. 53rd PL Raytown, MO 64133</u>	<u>12"</u>

8. We, the undersigned, do hereby authorize the submission of this application and associated documents, and do hereby certify that all the information contained therein is true and correct. (Signatures of property owners)

PART II Conditional Use Permit Information

In considering an application for a conditional use permit, the city shall give consideration to the health, safety, morals, comfort and general welfare of the inhabitants of the city, including but not limited to the following factors:

1. The stability and integrity of the various zoning districts;
2. Conservation of property values;
3. Protection against fire and casualties;
4. Observation of general police regulations;
5. Prevention of traffic congestion;
6. Promotion of traffic safety and the orderly parking of motor vehicles;
7. Promotion of the safety of individuals and property;
8. Provision for adequate light and air;
9. Prevention of overcrowding and excessive intensity of land uses;
10. Provision for public utilities and schools;
11. Invasion by inappropriate uses;
12. Value, type and character of existing or authorized improvements and land uses;
13. Encouragement of improvements and land uses in keeping with overall planning; and
14. Provision for orderly and proper renewal, development and growth.

The information provided by the applicant to the following questions is an opportunity to justify approval of a conditional use permit based on the above listed factors.

If the space provided is not adequate, the applicant may attach additional pages. The applicant is also encouraged to submit any other pertinent information, such as photographs, drawings, maps, statistics, legal documents, and letters of support.

A. The proposed conditional use will be in keeping with the character of the neighborhood because:

The proposed conditional use will be in keeping with the character of the neighborhood because the neighborhood is a business area. The proposed conditional use will bring business to the surrounding businesses. The character of the neighborhood consists of a service station and a car wash that will be utilized for the maintenance of the Uhaul company.

B. The proposed use will be consistent with the uses and zoning on nearby parcels because:

The proposed use will be consistent with the uses and zoning on nearby parcels because the surrounding neighbors are a car wash and service station. Uhaul will be consistent with the use as the car wash will be utilized for washing and maintaining vehicles; while the service station will be used for servicing vehicles.

C. This property is more suited for the proposed use than its current uses because:

This property is more suited for the proposed use than its current uses because the property is currently vacant. Use of the property will bring income into the city of Raytown and neighborhood businesses.

D. The proposed conditional use could have the following detrimental effects on nearby parcels:

The proposed conditional use will not have any detrimental effects on nearby parcels because it is not a competitive business. The proposed conditional use will coincide with nearby parcels and in effect bring business to nearby parcels, in turn bringing more income to the surrounding and nearby parcels.

E. Prior to submitting this application, the property has been vacant for:

Prior to the submission of this application, the property has been vacant for two months.

F. If the application is denied, the property owner(s) will face the following hardships:

If the application is denied, the property owner will face the following hardships; It will be difficult finding a suitable tenant in keeping with the character the neighborhood

G. Public facilities and utilities are adequate to serve the proposed use as follows:

Public facilities: Restroom (one per facility) are adequate to service employees and are in keeping with maintaining the employees needs. Outlets are sufficient in keeping the maintenance of office supplies and equipment (encompassing electronic components). Lighting will provide indoor and outdoor lighting for proper access to clients.

H. Additional comments:

The proposed use is currently unavailable in Raytown. Bringing this facility into Raytown will ensure Raytown residents a shorter commute and personal attention to their matters. This business will be conducive to the current businesses located in Raytown and will in no way impede on their business. The facility will open doors for employment to the Raytown community and in turn offer one on one personal care to its clients. The requested facility offers all of the amenities needed for adequate operation of a Uhaul facility. The location will benefit from the operation of the facility as many clients will prefer shorter commutes for refueling and cleaning. This will be a great addition to the Raytown community.

NOTICE OF PUBLIC HEARING

Application: Conditional use permit that seeks to allow a vehicle rental business.

Proposed Location: 9400/9600 E 53rd Place, Raytown, MO 64133

Legal Description: Due to its length the legal description is on file and available for review at the offices of the Raytown Development and Public Affairs Department in Raytown City Hall located at 10000 East 59th Street, Raytown, Missouri.

Notice is hereby given that the Raytown Planning and Zoning Commission will hold a public hearing regarding the above-described application on February, 12, 2015 at 7:00 p.m., at Raytown City Hall. Notice is also hereby given that the Raytown Board of Aldermen will hold a public hearing regarding the above-described application on Tuesday, March 3, 2015 at 7:00 p.m. at Raytown City Hall. The public is invited to attend each of the public hearings and be heard.

Certified for publication this 26th day of January 2015.



Development & Public Affairs Department
10000 East 59th Street
Raytown, Missouri 64133
(816) 737-6014
www.raytown.mo.us

January 27, 2015

Notice of Public Hearing

The City of Raytown Development & Public Affairs Department has received a Conditional Use Permit application that seeks to operate a vehicle rental business at 9400/9600 E 53RD place in Raytown, MO.

A public hearing to consider this conditional use permit application will be held by the City of Raytown Planning and Zoning Commission on **Thursday, February 12, 2015 7:00 p.m. in the Raytown City Hall Council Chambers located at 10000 East 59th Street, Raytown, Missouri**

The Raytown Board of Aldermen will also hold a public hearing regarding the above-described conditional use permit application on **Tuesday, March 3, 2015 at 7:00 p.m. and Tuesday March 17, 2015 at 7:00pm Raytown City Hall located at 10000 East 59th Street, Raytown, Missouri.**

You are invited to attend either or both of the public hearings to learn more about the application ask questions and / or provide comment regarding the conditional use permit application. Additional information regarding this application or the public hearings can be obtained from the City of Raytown Community Development Department located in Raytown City Hall at 10000 East 59th Street, by telephone at (816) 737-6075 or by e-mail at jbenson@raytown.mo.us.

If you will require any special accommodation (i.e., qualified interpreter, large print, reader, hearing assistance) in order to attend either of these public hearings, please notify the Community Development Department at Raytown City Hall at (816) 737-6014 no later than 48 hours prior to the applicable public hearing date.

Easy Peel® Labels
Use Avery® Template 5160®

Feed Paper

Bend along line to
expose Pop-up Edge™



AVERY® 5160®

5318 RAYTOWN ROAD, LLC
5318 RAYTOWN ROAD
RAYTOWN, MO 64133

DAVID AND POLLY DRESNICK
5315 RAYTOWN ROAD
RAYTOWN, MO 64133

COMMERCIAL SHOPS & GARAGE LLC
9600 E 53RD PLACE
RAYTOWN, MO 64133

RAYTOWN PETROLEUM LLC
5304 RAYTOWN ROAD
RAYTOWN, MO 64133

DS MORGAN LLC
5359 RAYTOWN ROAD
RAYTOWN, MO 694133

CITY OF RAYTOWN
5330 53RD PLACE
RAYTOWN, MO 64133

SUPERIOIR LAND COMPANY
5230 RAYTOWN ROAD
RAYTOWN, MO 64133

Étiquettes faciles à peler
Utilisez le gabarit AVERY® 5160®

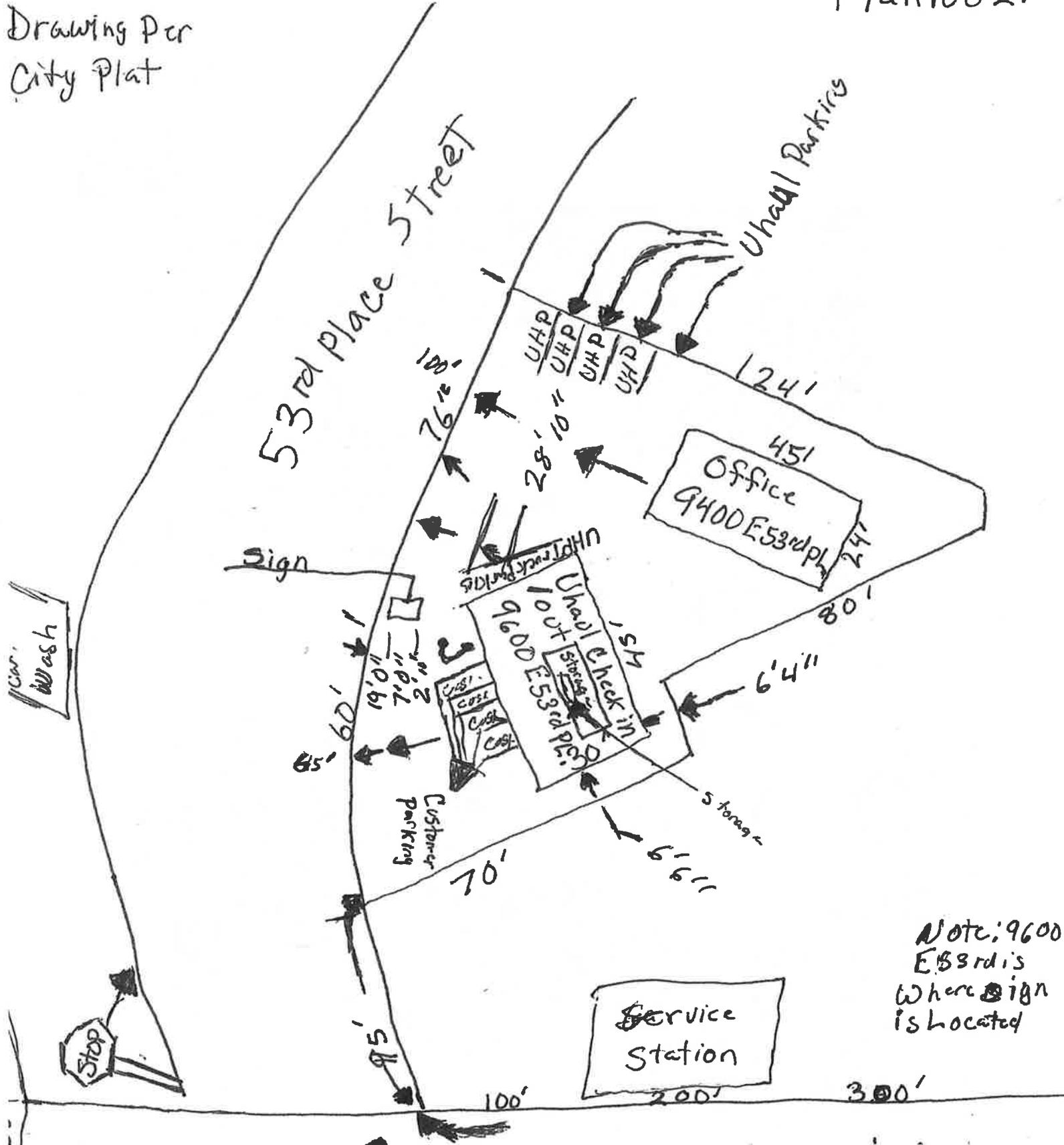
Sens de
chargement

Repliez à la hachure afin de
révéler le rebord Pop-up^{MC}

www.avery.com
1-800-GO-AVERY

Site Plan: 9400 + 9600 E 53rd Pl. Plan No 2.

Drawing Per
City Plat

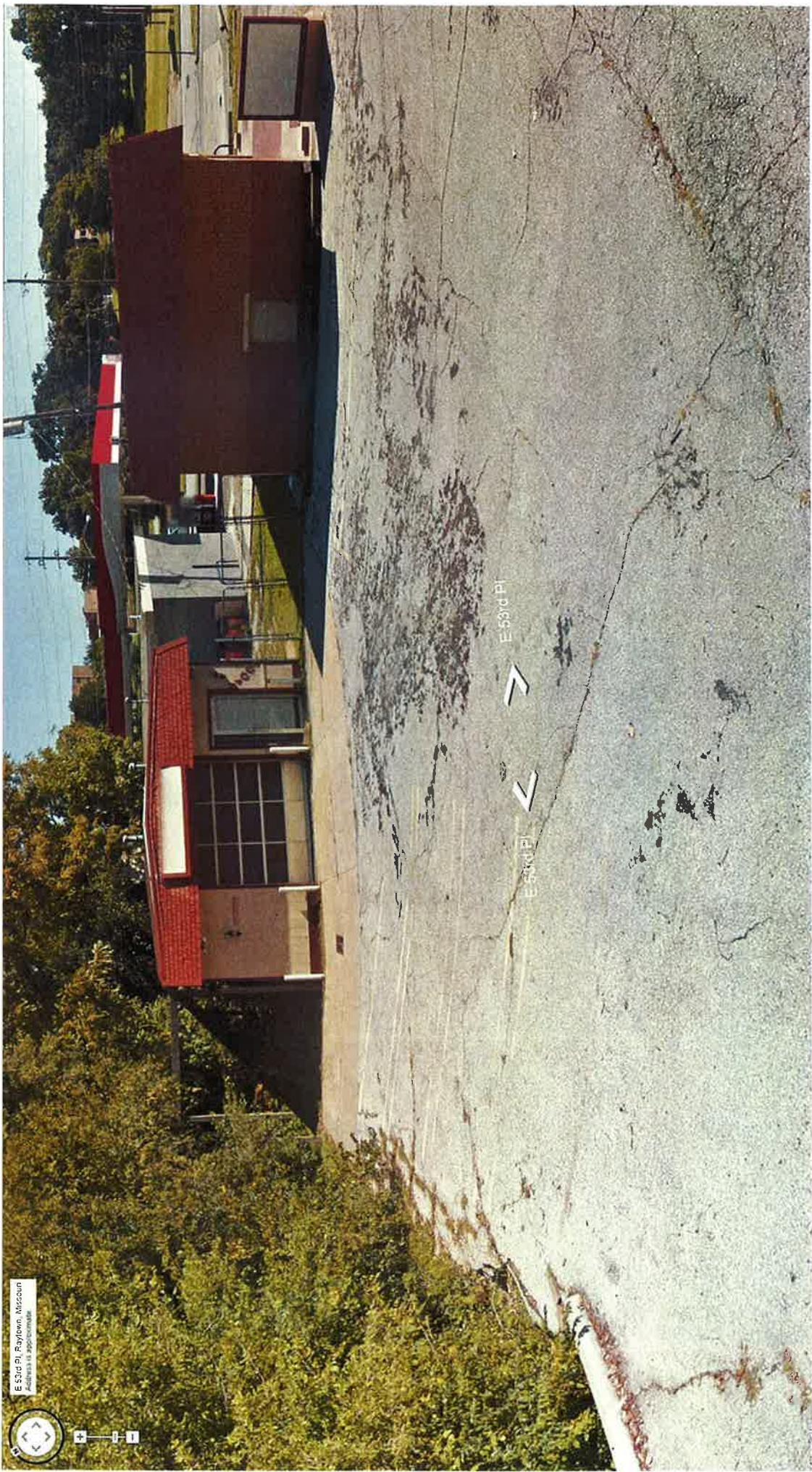


Note: 9600
E 53rd is
where sign
is located



E 53rd Pl, Raytown, Missouri
Aerial view is approximate





E 53rd Pl, Raylewn, Missoun
Address is approximate.



E 53rd Pl

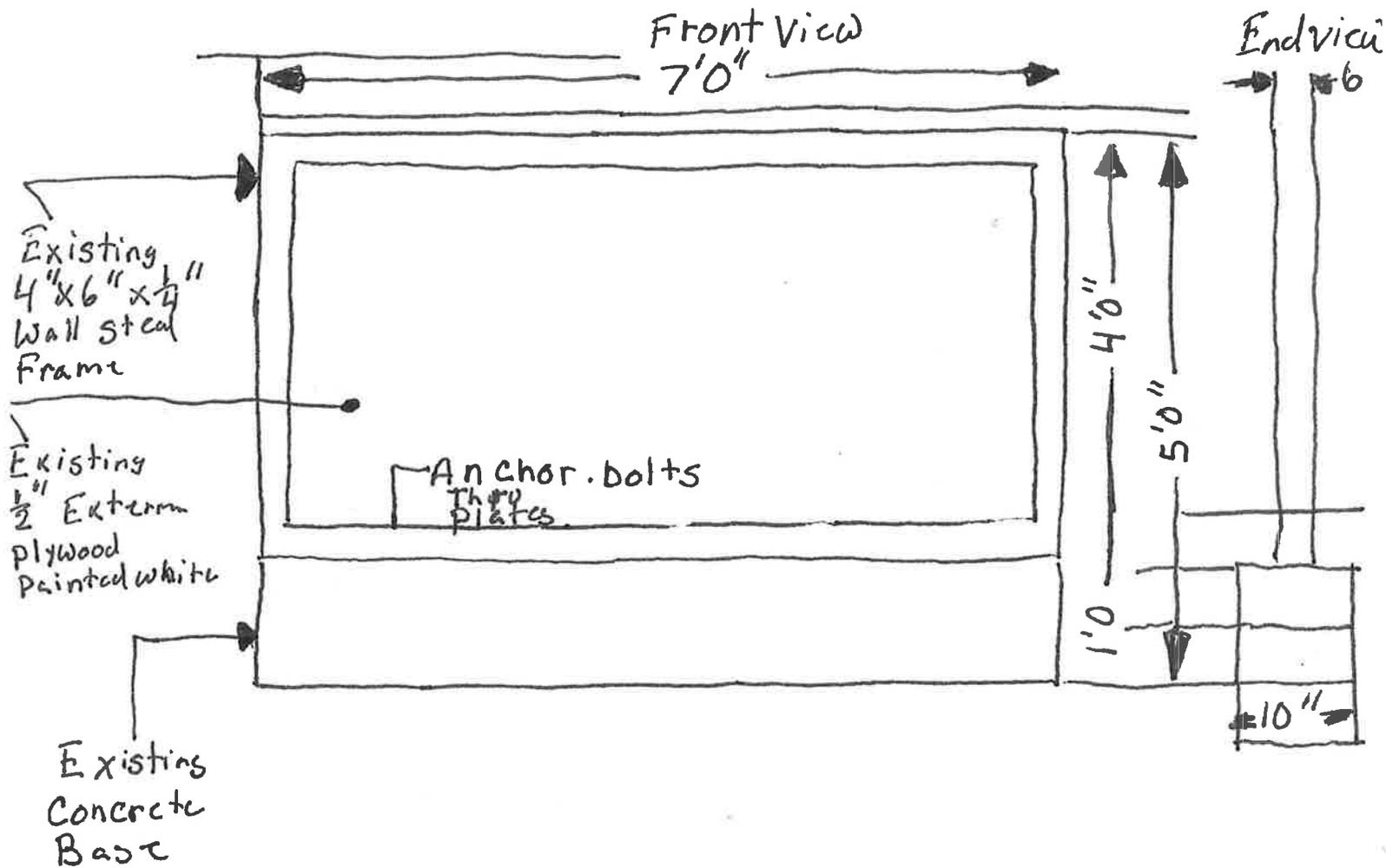
E 53rd Pl



E 53rd Pl, Raytown, Missouri
Address is approximate



9600 E 53rd Place
Raytown, Mo 64133



Note: Base & sign frame is painted same color as Building. Anchor Bolts 1/2" All thread rod 6" into Concrete using epoxy anchoring system.

IM 4/19/23



Exhibit A2



CITY OF RAYTOWN
Request for Board Action

Date: March 11, 2015

To: Mayor and Board of Aldermen

From: John Benson, Director of Development & Public Affairs

Bill No. 6379-15

Section No.: XIII

Department Head Approval: _____

Finance Director Approval: _____ (only if funding requested)

City Administrator Approval: _____

Action Requested: Conduct a public hearing to consider an amendment to the Architectural Design Standards specified in the Crescent Creek Design Manual adopted by Ordinance Number 4952-04 on March 16, 2004.

Recommendation: The Planning & Zoning Commission by a vote of 7 in favor and 0 against recommends approval of the following text amendments.

Driveways in the front yard are permitted only for lots that do not have alley access and shall be a maximum of twenty (20) feet wide.

Garage Doors shall not face a street if alley access is available. Where a garage door faces a street the following standards shall apply:

1. Not more than twenty-two (22) feet of the garage, inclusive of the garage door, shall extend beyond the sidewall of the primary structure on the lot.
2. The front of the garage shall not extend in front of the front plane of the house.

Analysis: The Crescent Creek subdivision was approved by the City of Raytown in 2004 as a Traditional Neighborhood Design (TND) development. As a TND development, certain design standards were proposed by the developer and adopted by the City as part of the Planned Development Overlay Zoning District for the subdivision. The adopted standards include, but are not limited to such design aspects as:

- Emphasis on human scale architecture through such design aspects as porches or covered stoops in front of each front door entry on every home and garages not be located in front of homes;
- The subdivision emphasizing pedestrian amenities and walkability through design aspects such as sidewalks along all streets; smaller lot sizes relative to the size of lots in conventional residential subdivisions; and homes being constructed closer to the front property line than conventional residential subdivisions; and
- A variety of residential housing types that includes single-family homes, paired houses (e.g. duplexes) and townhomes.

After beginning construction on single-family homes as well as one townhome building, the housing market softened and ultimately crashed. This caused the Crescent Creek subdivision to go into foreclosure. In late 2013 the bank sold Crescent Creek who in turned sold it to a new developer. Kirk Miles on behalf of the new developer, Crescent Creek Revitalization, LLC, is seeking approval of an amendment to the Architectural Design Standards in the Crescent Creek Design Manual that was approved as part of their rezoning application for this development. The amendment being sought relates to the width of driveways between the front of the house and the street and to the garage door restrictions on page 53 of the Design Manual. The regulations currently specify the following:

- *“**Driveways** in the front yard are permitted only for lots that do not have alley access and shall be a maximum of ten (10) feet wide.”*
- *“**Garage doors** shall not face a street if alley access is available. Where a garage door faces a street, no more than nine (9) feet of a garage door shall extend no further than nine (9) feet beyond the plane of the sidewall of the primary structure on the lot.”*

According to the applicant, this requirement presents several problems with regard to the entire development.

1. The current design results in severe parking problems. The parking problem has negatively affected property values and causes ill will between homeowners.
2. The current restrictions on driveways and garages have rendered the development unmarketable because the costs of concrete and other related materials for rear entry garages are excessive. Current real estate market conditions will not support the home values that were previously sold when the project first started over 10 years ago.
3. Unless changes are made to the garage requirements, the total costs of constructing new houses will be outside the market and further delay for years the development of Crescent Creek.
4. The increase to twenty-two (22) feet allows for a two-car garage to be built, which will help alleviate the severe parking problem and improve ability to market homes in this development.

In addition to the problems the current driveway and garage door regulations create, staff has noted the following issues that relate to these design requirements.

5. Several corner lots do not have alley access for the garage and these corner lots are not of a size that will allow the garage to be tucked behind the house in any manner. Existing homes located on the corner of Arlington Avenue and 57th Street and at Arlington and 57th Terrace are both prime examples of this and have driveways and garages constructed that would comply with the proposed amendment.
6. This restriction on perimeter lots that do not have alley access necessitate the garages to be front loaded. As such the current standards require garages to be tucked behind the house as more than 9-feet of garage door is currently not permitted to extend beyond the plane of the sidewall of the house. In order to obtain access to the garage door for a two-car garage, the garage has to sit far back from the house resulting in a large portion of the back yard being taken up by concrete for the driveways and the garage itself. In addition, some of the driveways could be as long as 80-feet in length.

Based upon the problems described above, the applicant is requesting that the existing regulation be replaced with the following language:

- **Driveways** in the front yard are permitted only for lots that do not have alley access and shall be a maximum of twenty (20) feet wide.
- **Garage Doors** shall not face a street if alley access is available. Where a garage door faces a street the following standards shall apply:
 - Not more than twenty-two (22) feet of the garage, inclusive of the garage door, shall extend beyond the sidewall of the primary structure on the lot.

The Planning & Zoning Commission recommended approval of the above requested amendment subject to the following additional language being added to the Garage Door amendment.

- The front of the garage shall not extend in front of the front plane of the house.

Alternatives: Alternatives to the recommendation of the Planning & Zoning Commission would be to either deny the requested text amendments or refer the application back to the Planning & Zoning Commission for revisions and/or further review.

Budgetary Impact: This application does not require the city to provide any funding.

Not Applicable

Additional Reports Attached:

- Staff Report on this application for February 12, 2015 Planning & Zoning Commission meeting.
- Minutes of the February 12, 2015 Planning and Zoning Commission meeting.

STAFF REPORT

To: The City of Raytown Planning and Zoning Commission
FROM: The Community Development Department
DATE: February 12, 2015
SUBJECT: AGENDA ITEM No. 6.B: (Case No.: PZ-2015-002) Text Amendment to Architectural Design Standards specified in the Crescent Creek Design Manual dated February 25, 2004 as adopted by Ordinance Number 4952-04.

Background Information

Kirk Miles on behalf of Crescent Creek Revitalization, LLC is seeking approval of an amendment to the Architectural Design Standards in the Crescent Creek Design Manual that was approved as part of their rezoning application for this development. The amendment being sought relates to the width of driveways between the front of the house and the street and to the garage door restrictions on page 53 of the Design Manual. The regulations currently specify the following:

- *“Driveways in the front yard are permitted only for lots that do not have alley access and shall be a maximum of ten (10) feet wide.”*
- *“Garage doors shall not face a street if alley access is available. Where a garage door faces a street, no more than nine (9) feet of a garage door shall extend no further than none (9) feet beyond the plane of the sidewall of the primary structure on the lot.”*

According to the applicant, this requirement presents several problems with regard to the entire development.

7. The current design results in severe parking problems. The parking problem has negatively affected property values and causes ill will between homeowners.
8. The current restrictions on driveways and garages have rendered the development unmarketable because the costs of concrete and other related materials for rear entry garages are excessive. Current real estate market conditions will not support the home provides that were previously sold when the project first stated over 10 years ago.
9. Unless changes are made to the garage requirements, the total costs of constructing new houses will be outside the market and further delay for the years the development of Crescent Creek.
10. The increase to twenty-two (22) feet allows for a two-car garage to be built, which will help alleviate the severe parking problem and improve ability to market homes in this development.

In addition to the problems the current driveway and garage door regulations create, staff has noted the following issues that relate to these design requirements.

11. Several corner lots do not have alley access for the garage and these corner lots are not of a size that will allow the garage to be tucked behind the house in any manor. Existing homes located on the corner of Arlington Avenue and 57th Street and at Arlington and 57th Terrace are both prime examples of this and have

driveways and garages constructed that would comply with the proposed amendment.

12. These restrictions on perimeter lots that do not have alley access necessitate the garages to be front loaded. As such the current standards require garages to be tucked behind the house as more than 9-feet of garage door is currently not permitted to extend beyond the plane of the sidewall of the house. In order to obtain access to the garage door for a two-car garage, the garage has to sit far back from the house resulting in a large portion of the back yard being taken up by concrete for the driveways and the garage itself. In addition, some of the driveways could be as long as 80-feet in length.

Based upon the problems described above, the applicant is requesting that the existing regulation be replaced with the following language:

- "Driveways in the front yard are permitted only for lots that do not have alley access and shall be a maximum of twenty (20) feet wide."
- "Garage Doors shall not a street if alley access is available. Where a garage door faces a street, not more than twenty-two (22) feet of the garage, inclusive of the garage door, shall extend beyond the sidewall of the primary structure on the lot."

Matters to be Considered

Consideration should be given to ensure that the proposed amendment would not adversely affect the intent and character of the development that was previously approved. Crescent Creek was proposed and approved as a Traditional Neighborhood Design (TND) development. As such, twelve principles of neighborhood design are provided in the approved Design Manual for Crescent Creek (Page 3). While not all of the principles are applicable to proposed amendment, the following are:

5. *The neighborhood has concentrations of civic, institutional and commercial activity embedded within it, not isolated in remote, single-use complexes. Schools are sized and located to enable children to walk or bicycle to them.*

Each place where a driveway intersects a sidewalk creates a point of conflict between cars and pedestrians and makes the neighborhood less pedestrian friendly. Therefore, these conflict points should be kept to a minimum. The proposed driveway amendment is limited to a lot that does not have alley access.

7. *The neighborhood streets are laid out in a network, so that there are alternate routes to most destinations. This permits most streets to be smaller with slower traffic, and to have parking, trees and sidewalks. Such streets are equitable for both vehicles and pedestrians, encouraging walking, and reduce the number and length of automobile trips.*

As previously stated, each place where a driveway intersects a sidewalk creates a point of conflict between cars and pedestrians and makes the neighborhood less pedestrian friendly and therefore less equitable for both vehicles and pedestrians. Again, these conflict points should be kept to a minimum. Again, the proposed driveway amendment is limited to lots that do not have alley access.

9. *The neighborhood utilizes its streets for parking. Parking lots and garages rarely if ever front the streets, and are typically relegated to the rear of the lot and accessed by alleys.*

This principle relates to both encouraging an equitable balance between vehicles and pedestrians as well as promoting architectural design that is human scale and not vehicular oriented.

Staff is not opposed to the greater visibility of the garage door from the street as proposed. However, the current standard that specifies that *"where a garage door faces a street, no more than nine (9) feet of a garage door shall extend no further than nine (9) feet beyond the plane of the sidewall of the primary structure on the lot"* prevents the garage from extending in front of the front plane of the house. By ensuring that the garage does not extend in front of the house it prevents furthering the visual automobile dominance along the street and instead maintains a more human scale along the street, which helps to maintain the character and a primary design principle of Traditional Neighborhood Design (TND) on which the Crescent Creek subdivision is based. Therefore, staff recommends that the proposed amendment to the "Garage Door" standards be altered to include the following language"

"The front of the garage shall be set back a minimum of eight (8) feet from the primary front plane of the houses, excluding the porch."

In addition to the neighborhood design principles previously discussed, the proposed amendment will also help create more usable back yard areas as garages will be able to be placed slightly closer to side property lines, which in turn will create larger more usable back yard areas for the residents of those applicable homes.

Staff Recommendation

It is the recommendation of staff that the following amendments be approved which includes the additional recommended language:

Driveways in the front yard are permitted only for lots that do not have alley access and shall be a maximum of twenty (20) feet wide.

Garage Doors shall not a street if alley access is available. Where a garage door faces a street the following standards shall apply:

1. Not more than twenty-two (22) feet of the garage, inclusive of the garage door, shall extend beyond the sidewall of the primary structure on the lot.
2. The front of the garage shall be set back a minimum of eight (8) feet from the primary front plane of the houses, excluding the porch.

CITY OF RAYTOWN
PLANNING AND ZONING COMMISSION MEETING
MINUTES

February 12, 2015
7:00 pm
Raytown City Hall
Board of Aldermen Chambers
10000 East 59th Street
Raytown, Missouri 64133

1. Welcome by Chairperson

Mr. Wilson welcomed all to the Planning and Zoning Meeting

2. Call meeting to order and Roll Call

Mr. Wilson called the meeting of February 12, 2015 to order, Mr. Bettis took roll call.

Wilson: Present	Jimenez: Present	Stock: Absent
Bettis: Present	Robinson: Present	Lightfoot: Absent
Hartwell: Present	Dwight: Present	Meyers: Present

3. Approval of Minutes of December 11, 2014 Meeting Minutes

- A. Revisions - None
- B. Motion – Ms. Hartwell made a motion to approve
- C. Second – Mr. Bettis seconded the motion
- D. Additional Board Discussion - None
- E. Vote – Vote taken passed unanimously

4. Election of Officers for 2015

A. Chairman

Mr. Bettis nominated Mr. Wilson for Chairman, Mr. Myers seconded the motion. There were no other nominations. Motion passed unanimously approving Mr. Wilson as Chairman.

B. Vice-Chairman

Mr. Meyers made a motion to nominate Mr. Bettis for Vice-Chairman, Ms. Hartwell seconded the motion. There were no other nominations. Motion passed unanimously approving Mr. Bettis as Vice-Chairman.

C. Secretary

Ms. Hartwell made a motion to nominate Ms. Stock for Secretary, Mr. Bettis seconded the motion. There were no other nominations. Motion passed unanimously approving Ms. Stock as Secretary.

5. **Old Business.** – None

6. **New Business**

A. Application: Conditional Use Permit Application that seeks to operate a vehicle rental business at 9400/9600 E 53RD Place, Raytown, MO 64133

Case No.: PZ-2015-001

Applicant: Emanuel Barger

1. Introduce Application

Mr. Wilson introduced PZ-2015-001 to the board

2. Open Public Hearing

Mr. Wilson opened the Public Hearing of PZ-2015-001

3. Explain Procedure for a Public Hearing and swear-in speakers

The City Attorney, Jonathan Zerr swore in all that were speaking on this application.

4. Mr. Wilson Entered Relevant City Exhibits into the Record:

a. Conditional Use Permit Application submitted by applicant

b. Site Development Plan submitted by applicant.

c. Publication of Notice of Public Hearing in Daily Record Newspaper ad.

d. Public Hearing Notices sent to property owners within 185-feet of subject property

e. City of Raytown Zoning Ordinance, as amended

f. City of Raytown Comprehensive Plan

g. Staff Report on application for February 12, 2015 Planning & Zoning Commission meeting

5. Explanation of any exparte' communication from Commission members regarding the application.

None

6. Introduction of Application by Staff

Mr. Benson introduced this application to the board and stated that Neal Clevenger on behalf of Emanuel Barger is seeking approval of a conditional use permit to allow a U-Haul rental business to operate at 9400 and 9600 E. 53rd Place. The property contains two buildings with parking. Mr. Barger is in the audience this evening and deferred to him to provide additional information on this business.

7 Presentation of Application By Applicant

Good evening, my name is Emanuel Barger 9400/9600 E 53rd Place, Raytown, Mo 64133. The intention for this place is a U Haul Rental Company / Storage space. I believe that it is a good place for the U haul company because there is a high volume of traffic there I will be creating a low volume of traffic, there will be no more than three (3) vehicles a week and they will be rented by appointment. I feel I will be providing an opportunity for the youth of Raytown to have employment. I believe it will be a really good fit for that area; I too have a cable company that I work out of on 53rd Street. On that grid there is a gas station, a car wash and I thought it would be a great location for this business. I do agree with the staff recommendations for this business.

Ms. Hartwell asked if this was an appointment only business.

Mr. Barger stated that it was.

Ms. Hartwell asked it that would cut down on his business.

Mr. Barger stated yes, but he can control it better because I run cable business also.

Ms. Dwight asked what the business hours are.

Mr. Barger stated 9-5 would be the business hours and the phone number would be answered all the time.

Mr. Meyers asked what size U Haul trucks would be on the property.

Mr. Barger stated they will have a van and maybe 2 mid-sized trucks and one 28 foot truck and hitches, etc.

Mr. Meyers asked about the brush in the back of the building and the blind spot with the trees and shrubbery. I am worried about some blind site issues.

Mr. Barger stated that right behind the sign on 9400 there is a parking spot for a large vehicle. It is pretty open I think it is safe there.

Mr. Meyer asked if he would consider cleaning up the shrubberies there.

Mr. Barger stated he would not have a problem cleaning it up.

Mr. Benson stated the City does own the property where the park is. He stated he would talk to the Parks Department about cutting back the trees and bushes.

Additional Board and Staff discussion occurred on the parking of the vehicles and the lot.

8. Request for Public Comment

None

9. Additional Comment from Applicant, Additional Comment from Applicant, if necessary

10. Additional Staff Comments and Recommendation

Mr. Benson stated we did visit the site the parking spaces are clearly visible.

He also stated that there is a use inspection done before the business opens which will address all of the conditions. Staff recommends approval for this business with all the recommendations

11. Board Discussion

12. Close Public Hearing

Mr. Wilson closed the Public Hearing.

13. Board Decision to Approve, Conditionally Approve or Deny the Application.

- a. Motion-Mr. Myers made a motion to approve with staff recommendations.
- b. Second-Ms. Dwight seconded the motion
- c. Additional Board Discussion - None
- d. Vote was taken

Ms. Hartwell	Yes
Mr. Meyers	Yes
Mr. Robinson	Yes
Mr. Jimenez	Yes
Ms. Dwight	Yes
Mr. Bettis	Yes
Mr. Wilson	Yes

Motion Carried 7-0

B. Application: Text Amendment to Architectural Design Standards specified in the Crescent Creek Design Manual dated February 25, 2004 as adopted by Ordinance Number 4952-04.

Case No.: PZ-2015-002

Applicant: Kirk Miles on behalf of Crescent Creek Revitalization, LLC

1. Introduce Application

Mr. Wilson introduced PZ-2015-002 to the board

2. Open Public Hearing

Mr. Wilson opened the Public Hearing

3. Explain Procedure for a Public Hearing and swear-in speakers
The City Attorney, Jonathan Zerr swore in all that were speaking
4. Mr. Wilson entered Relevant Exhibits into the Record:
 - a. Application for Text Amendment
 - b. Crescent Creek design Manual as approved by City of Raytown Ordinance No. 4952-04.
 - c. Public Hearing Notice sent to property owners within 185-feet of the Crescent Creek subdivision
 - d. Public Hearing Notice published in the Raytown Post
 - e. City of Raytown Zoning Ordinance as amended
 - f. Staff Report on application for February 12, 2015 Planning & Zoning Commission meeting
5. Explanation of any exparte' communication from Commission members regarding the application.
None
6. Introduction of Application by Staff
Mr. Benson introduced PZ-2015-002. And stated that this application relates to an amendment to the Crescent Creek Architectural Design Standards. Mr. Benson described the history of the Crescent Creek Subdivision and stated it is a Traditional Neighborhood Design development that was approved in 2004. After it was approved a number of single family homes and one building with town homes were built as well as some common open space within the development. He estimated that approximately two-thirds of the development is vacant. After the original developer started construction and development of the subdivision, the development went into foreclosure due to the national housing down that occurred. Now Crescent Creek Revitalization, LLC is wanting to start building single family homes there.

As part of the original approval there was a design manual approved as part of the plan development for the subdivision which includes the architectural design standards that they are wanting to in part amend. There amendment relates to driveways there is a current standard that states the driveways in the front yard are permitted only for lots that do not have alley access and shall be a maximum of ten (10) feet wide. There is also a specific standard that relates to garage doors that shall not face a street if alley access is available. Where a garage door faces a street, no more than nine (9) feet of garage door shall extend no further than nine (9) feet beyond the plane of the sidewall of the primary structure on the lot. In effect what that does it requires the garage to be located behind the house. The applicants are proposing to amend those two standards for driveways they are proposing that the driveways in the front yard be only permitted for lots that do not have alley access and shall be a maximum of (20) twenty feet wide. Secondly related to the garage doors they are proposing that garage doors shall not face a street if alley access is available and where a garage door does face the street not more than (22) twenty two feet if the garage inclusive of the garage door shall extend beyond the side wall of the primary structure on the lot, it allows the garage to be built to the side of the house.

Mr. Wilson asked if we should enter the email from the applicant into the exhibits. Mr. Benson stated you can do that now or when the applicants explain the email. Mr. Wilson entered the email from the applicant as exhibit h.

7. Presentation of Application By Applicant

Mr. Miles 13706 W 76th Circle in Lenexa Kansas introduced himself to the board. He stated he would be the President of Crescent Creek Home Owners Association Community Improvement District. He stated after a year they were able to re-instating the HOA, CID with the state of Missouri. We are committed to revitalizing Crescent Creek and re build the trust with the home owners who live in Crescent Creek. We work with a non- profit organization called the Giving Grove and the Giving Grove is going to come in and put in an orchard for the community and the non- profit support benefit. I would like to introduce some other people that are in support of the applicant. I then would like to say we are hoping we are successful with this text amendment. We are ready to start construction if the text amendment goes through on the 18th.

Gary Knabe, 6811 Proctor, Kansas City, MO. 64133. I have been in Raytown about 55 years and have been selling Real Estate for about 45 years. Raytown is my home town. I was on the board when we passed this amendment originally. I really want to see this project get off the ground for the benefit of Raytown. There is more heart in this project than anything else.

Good Evening my name is John Wiley; I live at 754 Northern Avenue, Raytown, MO. I to with Gary was on the Board of Alderman when this project came to us and I remember voting yes. I drive by Crescent Creek to and from work. I then I found out it was for sale for a price. I made some calls and put together a team and I am now a land owner in this development and I will be serving on the HOA. We identified the problems with the garage set back issue is causing the home builder a difficulty in building at a price point that would sell in Raytown. I am in favor of this and completely committed to keeping the architecture feel of the neighborhood as it was originally designed. There are a couple of residents here to address the parking issues in Crescent Creek.

Hello, I am Jim Jerolf, 4405 Hickory Lane, Kansas City, MO. I am the builder that they have been eluding to the past ten minutes. I have been working with Gary Knabe and I have sat down and discussed price points for this development. As a builder I understand that home owners are looking for (3) bedrooms (2) baths and they want a two car garage. So if you address the (9) foot garage door and the (10) foot driveway anything without an alley would allow you just a (1) one car garage. That really restricts the number of buyers so that is the first issue. The second issue was about moving the garage even with the house. As a builder it is very economical to build bedrooms above the garage.

Additional discussion by the board with the builder and developers about the type of homes that will be built and the parking issues in Crescent Creek Subdivision.

8. Request for Public Comment

My name is Angel Raphael Martinez and I am at 5700 Arlington Ave. in Crescent Creek. I just wanted to address the street parking during the night as well in the daytime 7 days a week. A couple of businesses are part of the problem. What I am concerned with is the Raytown Public School transit system in the morning and afternoon in picking up and drop the children and also delivery vehicles throughout the neighborhood is really a problem.

My name is Nicole Moore and I live at 9505 E 57th Street Crescent Creek. My house has a dormer and a garage, while parking can be frustrating there because I pull in back through the alley but if I want to come in to the front of the house and make a quick run there is a lot of congestion there. It is a little scary especially in the winter with the hills it is a little nerve racking. I am in favor of what the gentleman presented here and I am in favor with what they are requesting to move forward.

Nicole Moore I live at 9505 E 57th Street, Crescent Creek. I was so eager to get up and talk on the behalf of these guys I forgot to say that I am also a realtor for the past ten years and I think that if you put in a one car garage you will cut the buyers down and it is such a beautiful neighborhood. I think when there is a leader people will follow so I believe the HOA will help with all the problems

9. Additional Comment from Applicant, if necessary

10. Additional Staff Comments and Recommendation

Mr. Benson stated we have been working with applicants for the last year not just on this amendment but on re-establishing the Community Improvement District which is a key part of the Cities interest on the Development because the alleys are privately owned by the Home Owners Association and the Community Improvement District is a way for the City to insure that the proper funding is obtained by the Home Owners Association to help pay for the ongoing maintenance as well as the alleys and the open space. I failed to mention in your packet the architectural standards are in your packet. Based on what you have heard tonight staff is recommending approval of the amendment specific to the driveways and the amendment of the garage doors. Staff is agreement with the email that was put in front of you tonight.

11. Board Discussion

Ms. Hartwell stated she didn't remember the lots were 38 feet wide. Would it be possible to make the lots larger or would that be a whole other process.

Mr. Benson stated that would be a whole other process, and would be up the applicant.

Mr. Robison asked if the (20) twenty (22) driveway is that of a standard (2) two car garage.

Mr. Benson referred to the applicant on that question.

The builder Jim Jerolf stated Mr. Robinson you are correct a two car garage door is (16) feet wide that is why we are asking for a (22) drive.

Mr. Meyers asked based on the size of the lot size can you put other style homes.

Mr. Jerolf stated that a reverse style home would require a larger lot.

Additional discussion from the board with the builder and developer.

12. Close Public Hearing

Mr. Wilson closed the public hearing

13. Board Decision to Approve, Conditionally Approve or Deny the Application.

- a. Motion – Mr. Bettis made a motion to approve PZ-2015-002 with the staff recommendations
- b. Second – Ms. Hartwell seconded the motion.
- c. Additional Board Discussion
None

- d. Vote was taken
 - Robinson Yes
 - Jimenez Yes
 - Myers Yes
 - Hartwell Yes
 - Wilson Yes
 - Dwight Yes
 - Bettis Yes

Motion Carried 7-0

6. Other Business:

None

7. Planning Project Reports:

None

8. Set Future Meeting Date - Thursday, March 5, 2015 at 7:00 PM

Mr. Benson stated he would like to have a training session for the March 5th Meeting

9. Adjourn

AN ORDINANCE GRANTING AN AMENDMENT TO THE ARCHITECTURAL DESIGN STANDARDS SPECIFIED IN THE CRESCENT CREEK DESIGN MANUAL ADOPTED BY ORDINANCE NUMBER 4952-04 ON MARCH 16, 2004

WHEREAS, application PZ-2015-002, submitted by Kirk Miles on behalf of Crescent Creek Revitalization, LLC, proposes to amend the Architectural Design Standards specified in the Crescent Creek Design Manual adopted by Ordinance Number 4952-04 on March 16, 2004; and

WHEREAS, after due public notice in the manner prescribed by law, the Planning & Zoning Commission held a public hearing on February 12, 2015 and by a vote of 7 in favor and 0 against rendered a report to the Board of Aldermen recommending that the amendment be approved as provided for in Section 1 herein; and

WHEREAS, after due public notice in the manner prescribed by law, the Board of Aldermen held public hearings on March 3, 2015, and March 17, 2015 and rendered a decision to approve the amendment to Ordinance Number 4952-04.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:

SECTION 1 – AMENDMENT. That standards regulating driveways and garage doors in the Architectural Design Standards specified in the Crescent Creek Design Manual adopted by Ordinance Number 4952-04 on March 16, 2004 is hereby amended to read as follows:

- **Driveways** in the front yard are permitted only for lots that do not have alley access and shall be a maximum of twenty (20) feet wide.
- **Garage Doors** shall not face a street if alley access is available. Where a garage door faces a street the following standards shall apply:
 - Not more than twenty-two (22) feet of the garage, inclusive of the garage door, shall extend beyond the sidewall of the primary structure on the lot.
 - The front of the garage shall not extend in front of the front plane of the house.

SECTION 2 – FAILURE TO COMPLY. That failure to comply with all of the provisions contained in this ordinance shall constitute violations of both this ordinance and the City's Comprehensive Zoning Regulations.

SECTION 3 – SEVERABILITY CLAUSE. The provisions of this ordinance are severable and if any provision hereof is declared invalid, unconstitutional or unenforceable, such determination shall not affect the validity of the remainder of this ordinance.

SECTION 4 – EFFECTIVE DATE. This ordinance shall be in full force and effect from and after the date of its passage and approval.

BE IT REMEMBERED that the above was read two times by heading only, passed and approved by a majority of the Board of Aldermen and approved by the Mayor of the City of Raytown, Jackson County, Missouri, this 17th day of March, 2015.

David W. Bower, Mayor

ATTEST:

Teresa M. Henry, City Clerk

Approved as to Form:

Joe Willerth, City Attorney

Application for Text Amendment
City of Raytown
Zoning Ordinance & Subdivision Regulations

1. The name(s), address(es), and phone number(s) of the applicant(s):

Name	Address	Phone
<u>Declarant</u>		
Crescent Creek Revitalization, LLC	Suite 200	(913)302-5938
Attn: Kirk Miles, President	7509 NW Tiffany Springs Pkwy Kansas City, MO 64153	

2. Ordinance from which the Amendment is requested (check one)

Zoning Ordinance 4922-03 Section No. XIII

Subdivision Regulations _____

3. Requested Amendment (including specific section of Zoning Ordinance or Subdivision Regulations):

Page 52 – Crescent Creek Design Manual
February 25, 2004

Modify the following provisions on page 52 as indicated:

MISCELLANEOUS

“**Driveways** in the front yard are permitted only for lots that do not have alley access and shall be a maximum of twenty (20) feet wide.”

OPENINGS

“**Garage Doors** shall not face a street if alley access is available. Where a garage door faces a street, no more than twenty-two (22) feet of the garage, inclusive of the garage door, shall extend beyond the sidewall of the primary structure on the lot.”

4. Reason for the Requested Amendment:

- The current design results in severe parking problems. The parking problem has negatively effected property values and causes ill will between homeowners.
- The current restrictions on driveways and garages have rendered the development unmarketable because the costs of concrete and other related materials for rear entry garages are excessive. Current real estate market conditions will not support the home prices that were previously sold when the project first started over 10 years ago.
- Unless changes are made to the garage requirements, the total costs of constructing new houses will be outside the market and further delay for years the development of Crescent Creek.
- The increase to twenty-two (22) feet allows for a two-car garage to be built, which will help alleviate the severe parking problem and improve ability to market homes in this development.

5. Does the Requested amendment apply to a specific property(ies) or area?

Yes X No

If yes, address or location of property:

Crescent Creek Community Improvement District

Northwest corner of 59th and Raytown Road

6. Describe if and how the proposed amendment will / may affect other properties in Raytown?

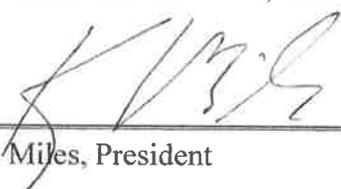
- The surrounding property values both in the development and those bordering the development will increase as new houses are built.
- The Raytown C-2 School District and the Raytown Fire District will enjoy increased revenues by means of new homes being built.

7. We, the undersigned, do hereby authorize the submission of this application and associated documents, and do hereby certify that all the information contained therein is true and correct. (Signatures of property owners)

Declarant

Crescent Creek Revitalization, LLC

By: _____


Kirk Miles, President

February 4, 2015

DEFINITIONS

Note: All materials and construction methods must comply with the building codes adopted by the City of Raytown.

- **Brick** shall mean unpainted hard fired (kiln fired) all weather common brick or brick facing.
- **Clay** shall mean structural clay tile and architectural terra cotta. Synthetic lightweight concrete tile is permitted, if approved by the Director of Community Development and provided that it is identical in appearance and of equal or greater durability to natural clay tile. Structural facing tile with a glazed surface is not permitted.
- **Clapboard** shall mean a long thin board, thicker on one edge, overlapped and nailed on for exterior siding.
- **Deck** shall mean an elevated outdoor living area without a solid roof, attached to or immediately adjacent to a house or living unit.
- **Director of Community Development** shall mean the Director of the Community Development Department for the city of Raytown or his/her designee.
- **Front Yard** shall mean the area between a street and the primary elevation of a structure.
- **Garden wall** shall mean a retaining wall or decorative landscape wall on private property. A garden wall typically has a continuous footing.
- **Porch** shall mean an elevated outdoor living area with a solid roof and a foundation, attached and immediately adjacent to a house or living unit.
- **Stone** shall mean unpainted granite, sandstone, slate, limestone, or other hard and durable all-weather stone. Synthetic stone, such as pre-manufactured fiberglass, cultured stone, or glass-fiber reinforced concrete is permitted if approved by the Director of community Development and provided that it is identical in appearance and of equal or greater durability to natural stone.
- **Stoop** shall mean an elevated outdoor platform, less than eight (8) feet in depth and six (6) feet or less in width, with a foundation, with or without a roof, and constructed at an entry to a residence or living unit.
- **Stucco** shall mean traditional stucco or gypsum concrete/plaster materials with smooth sand finish, excluding pre-manufactured panels.
- **Wood** shall mean natural lumber; Hardiplank or equal cementitious board; or natural wood shingles. Plywood and particle board are not permitted as an exterior walls finish. Synthetic wood products are permitted, if approved by the Director of Community Development and provided that it is identical in appearance and of equal or greater durability to natural wood. NOTE: Natural wood shingles are not permitted as a roofing material

EXTERIOR WALLS

Materials

- **Exterior Walls** above the foundation wall, shall be finished in wood, brick, stucco, colored pre-cast concrete, or stone. Wood siding shall be painted or stained. Brick and stone shall be unpainted.
- **Exposed Foundation Walls and Piers** shall be finished in stone, brick, or concrete.

Configurations

- **Wood Siding** shall be horizontal.

EXTERIORELEMENTS

Materials

- **Columns and Arches** shall be finished with brick, wood, stone, or stucco. Round columns may be engineered, pre-cast support columns.
- **Chimneys** shall be finished with brick, stone, wood or stucco.
- **Wood Elements** shall be painted or stained. Balconies, posts, railings, spindles, brackets and balusters shall be wood or ornamental metal.

Configurations

- **Chimneys** on exterior walls shall not be cantilevered.

MISCELLANEOUS

- **Sidewalks in the public right of way** must be concrete and built to the standards specified by the Department of Public Works. The City is not responsible for maintaining any type of paver in the public right-of-way.

- **Driveways in the front yard** are permitted only for lots that do not have alley access and shall be a maximum of ten (10) feet wide.

ROOFS

Materials

- **Roofs** shall be clay, slate, or asphalt composition shingles. Metal roofing may be used as an accent but shall not be the primary roofing material. Wood shingles are not a permitted roofing material.
- **Gutters and Downspouts** shall be galvanized steel, copper, or painted aluminum.

Configurations

- **Roof Penetrations** such as plumbing, heating, and attic vents shall be placed on a side or the rear slope of the roof at least six (6) feet back from the front facade, and shall match the roof color.
- **Gutters and Downspouts** shall be provided on all structures, containing a dwelling unit.

OPENINGS

Materials

- **Windows** shall be wood, vinyl, vinyl-clad wood, and aluminum clad wood or painted aluminum. Glass shall be transparent, not opaque, except that frosted glass may be used as an accent.
- **Doors**, including garage doors, shall be wood or paneled metal, or fiberglass.

Configurations

- **Front Doors** shall be located facing the front yard of the lot except that front doors may also be located on a side porch that serves as the primary entry to the residence.
- **Windows** may be single or double hung, operable casements, or fixed.

- **Garage Doors** shall not face a street if alley access is available. Where a garage door faces a street, no more than nine (9) feet of a garage door shall extend no further than nine (9) feet beyond the plane of the sidewall of the primary structure on the lot.

PORCHES, DECKS & STOOPS

Materials

- **Porches and Stoops** shall be finished with wood, brick, stone, and/or stucco. The floor of a porch or stoop may be concrete. Posts or columns for porches and stoops may have concrete bases or caps.
- **Decks** shall be finished with redwood, cedar, or synthetic wood (TREX or an equivalent). Structural members may be CCA.

Configurations

- **Porches** shall be no less than eight (8) feet in depth and shall be a minimum of eighteen (18) inches above grade.
- **Railings** on porches, decks and stoops shall have top and bottom rails. Bottom rails shall clear the floor.
- **The Front Elevation** of each dwelling unit (excluding dwelling units in detached accessory structures) must have a stoop or porch at its primary entrance.
- **Decks** may not be located on a front elevation or at a primary entrance. A balcony on a second floor is not considered a deck.

FENCES

Materials

- **Fences and Gates** shall be wood, wrought iron picket or PVC - plastic. Living hedges may also be used as fences.
- **Wood Fences**, if painted, shall be white or a color used on the primary building.
- **Fences** may have brick or stone posts or columns.
- **Chain Link Fences** are prohibited.
- **Garden Walls and Retaining Walls** shall be finished in stone, concrete, brick, split-face concrete landscaping blocks or stucco.

Configurations

- **Fences** are permitted in a front, rear or side yard at the specified heights.
- **Fences and Gates in the Front Yard** shall not exceed thirty (30) inches in height.
- **Fences and Gates in a Side or Rear Yard** shall be a minimum of thirty (30) inches and a maximum of seventy two (72) inches in height.
- **Garden Walls** shall be a minimum of eight (8) inches thick.

2/25/2004

REGULATIONS

Code

52

NOTICE OF PUBLIC HEARING

- Application: Amendments to the Crescent Creek Design Manual, dated February 25, 2004, adopted by Ordinance Number 4952-04.
- Applicant: Crescent Creek Revitalization, LLC
- General Location: Raytown Road and 57th street
- Legal Description: Due to its length the legal description of the property to which the application applies is on file and available for review at the offices of the Development and Public Affairs Department at Raytown City Hall located at 10000 East 59th Street, Raytown, Missouri.

Notice is hereby given that the Raytown Planning and Zoning Commission will hold a public hearing regarding the above referenced application on Thursday, February 12, 2015 at 7:00 p.m., at Raytown City Hall. Notice is also hereby given that the Raytown Board of Aldermen will hold a public hearing regarding the above referenced application on Tuesday, March 3, 2015 at 7:00 p.m. at Raytown City Hall. The public is invited to attend the public hearings and be heard.

Certified for publication this 26th day of January 2015.



Development & Public Affairs Department
10000 East 59th Street
Raytown, Missouri 64133
(816) 737-6014
www.raytown.mo.us

January 27, 2015

Notice of Public Hearing

Notice is hereby given that the Raytown Planning and Zoning Commission will hold a public hearing to consider amendments to the adopted design standards for the Crescent Creek Subdivision, dated February 25, 2004, which was adopted by Ordinance Number 4952-04.

A public hearing to consider the proposed amendments will be held by the City of Raytown Planning and Zoning Commission on **Thursday, February 12, 2015 at 7:00 p.m. in the Raytown City Hall Council Chambers located at 10000 East 59th Street, Raytown, Missouri**

The Raytown Board of Aldermen will also hold a public hearing regarding the above-described proposed amendments on **Tuesday, March 3, 2015 at 7:00 p.m. at Raytown City Hall located at 10000 East 59th Street, Raytown, Missouri.**

You are invited to attend either or both of the public hearings to learn more about the application ask questions and / or provide comment regarding the proposed amendments to the design standards for the Crescent Creek subdivision.

A copy of the proposed amendments is provided for your review on the next page. Additional information regarding this application or the public hearings can be obtained from the City of Raytown Development and Public Affairs Department located in Raytown City Hall at 10000 East 59th Street, by telephone at (816) 737-6075 or by e-mail at jbenson@raytown.mo.us.

If you will require any special accommodation (i.e., qualified interpreter, large print, reader, hearing assistance) in order to attend either of these public hearings, please notify the Community Development Department at Raytown City Hall at (816) 737-6014 no later than 48 hours prior to the applicable public hearing date.

Proposed amendments to the adopted design standards for the Crescent Creek Subdivision, dated February 25, 2004, which was adopted by Ordinance Number 4952-04.

Existing design standards proposed to be replaced:

Garage doors shall not face a street if alley access is available. Where a garage door faces a street, no more than nine (9) feet of a garage door shall extend no further than nine (9) feet beyond the plane of the sidewall of the primary structure on the lot.

Proposed amendments:

In the event that a lot does not have alley access or is a lot configuration that requires front access, the developer shall incorporate the following to minimize its impact on the streetscape:

- 1. Limit the number of houses in a row that have this condition.*
- 2. Set the garage back a minimum of eight (8) feet from the primary front plane of the house, porches not included.*
- 3. Use single opening garage doors with a pillar in between the single-doors on a double car garage.*
- 4. Use a single lane driveway to point in line with the front plane of the house that minimizes concrete areas in between the front of the house and the street.*
- 5. Consider other architectural elements in the front elevation of the garage to make it less dominating and more interesting.*

Owner Name	Site Address	Owner Address	Assess (if different)
Beth Shalom Congregation	5529 Ditzler	14200 Lamar	Overland Park, KS 66222
Mount Carmel Cemetery	5529 Ditzler		
Robert & Jo Ann Smith	9316 E. 57th Terrace		
Stanley & Sally Rinehart	9320 E. 57th Terrace		
Gregory Miller	5725 Oxford		
Richard & Ellen Garcia	5729 Oxford		
Roger & Sharon Dains	5733 Oxford		
Freda Fisher	5737 Oxford		
Christopher & Sherri Lytle	5801 Oxford		
Daniel Thewes	5805 Oxford	22 Maple Ave	Newton, NH 03858
Jeremy & Donna Bowman	5809 Oxford		
James & Ladonna Campbell	5813 Oxford		
Megan Pace	5817 Oxford		
Rycom Instruments Inc.	9351 E. 59th Street		
Betty & Kinsella Doughty	5900 Crescent		
Tammy Young	5908 Crescent		
Cynthia Rountree	5901 Crescent		
Michael Young	5905 Crescent		
Heaven Sent Community Baptist Church	5907 Crescent		
Doreen Alewel	5900 Arlington	200 SE Cromwell Street	Blue Springs, MO 64014
Paul & Nancy Kenworthy	5904 Arlington	4616 NE Seabrook Lane	Lee's Summit, MO 64066
John Hedger	vacant lot	9210 Pitcher Road	Independence, MO 64050
Gerald Peterson	5900 Raytown Trafficway	8629 Chrysler Ave	Kansas City, MO 64138
Lon & Dean & Hobbs Sutherland	5925 Arlington		
Raytown Area Chamber of Commerce	5909 Raytown Trafficway		
Professional Office Buildings LLC	5845 Raytown Road	9508 E. 63rd Street	Raytown, MO 64133
Cirese Real Estate Holdings LP	vacant lot	7611 State Line, 301	Kansas City, MO 64114
Cirese Real Estate Holdings LP	vacant lot		
Arthur & Steven Clifford Trustee	vacant lot		
Arthur Clifford Trust	5631 Raytown Road	5631 Raytown Road	Raytown, MO 64133
Arthur Clifford Trust	5631 Raytown Road	10616 E. 56th Terrace	Raytown, MO 64133
Arthur Clifford Trust	5629 Raytown Road	10616 E. 56th Terrace	Raytown, MO 64133
Thomas & Karen Dunn	5615 Raytown Road	10616 E. 56th Terrace	Raytown, MO 64133

Cirese Real Estate Holdings LP	5855 Raytown Road	Raytown, MO 64133	7611 State Line, 301	Kansas City, MO 64114
TJL Auto Investments LTD	5620 Raytown Road	Raytown, MO 64133		
Everett Dulaney	9507 E 57th Street	Raytown, MO 64133	9409 Olmstead Road	Kansas City, MO 64138
Taylor Hineley	9501 E 57th Street	Raytown, MO 64133		
Mark & Tania Williams	9509 E 57th Street	Raytown, MO 64133		
Angel Martinez	5700 Arlington Ave	Raytown, MO 64133		
Brian Barnhill	5704 Arlington Ave	Raytown, MO 64133		
Diana Brown	5708 Arlington Ave	Raytown, MO 64133		
Eddie Bryant	5728 Arlington Ave	Raytown, MO 64133		
Rachel Kiser	9538 E 57th Street	Raytown, MO 64133		
James Harpool & Nancy Pede	9546 E 57th Street	Raytown, MO 64133	8024 W 114th Terrace	Overland Park, KS 66210
James Harpool & Nancy Pede	9550 E 57 Street	Raytown, MO 64133	8024 W 114th Terrace	Overland Park, KS 66210
Crescent Creek Revitalizaiont LLC	9521 E 57th Terrace	Raytown, MO 64133	7509 NW Tiffany Springs TFWY STE 200	Kansas City, MO 64153
Judith Collins	9541 E 57th Terrace	Raytown, MO 64133		
Ralph & Rosemary Boudreaux	9549 E 57th Terrace	Raytown, MO 64133		
Christopher & Dawndy Bendet	9545 E 57 Terrace	Raytown, MO 64133		