

**CITY OF SHAWNEE  
CITY COUNCIL MEETING  
MINUTES  
March 24, 2025  
6:00 P.M.**

**Governing Body Present:**

Mickey Sandifer - Mayor  
Sierra Whitted - Ward 1  
Tony Gillette - Ward 1  
Jeanie Murphy - Ward 2  
Dr. Mike Kemmling - Ward 2  
Kurt Knappen - Ward 3  
Angela Stiens - Ward 3  
Laurel Burchfield - Ward 4

**Governing Body Absent:**

Jacklynn Walters - Ward 4

**Staff Present:**

Paul Kramer - City Manager  
Colin Duffy - Deputy City Manager  
Lauren Grashoff - Assistant City Manager  
Jenny Smith - City Attorney  
Stephanie Zaldivar - City Clerk  
Kellie Heckerson - Admin. Coordinator CMO  
Doug Donahoo - Communications Director  
Kelly Grisnik - Human Resources Director  
Kevin Manning - Public Works Director  
Sam Larson - Police Chief  
Rick Potter - Fire Chief  
Corey Sands - Deputy Fire Chief  
Matt Epperson - Emergency Services Chief  
Colby Stanchfield - Division Chief - EMS  
Tonya Lecuru - Parks & Recreation Director  
Mike Inich - IT Director  
Sean Rocco - Finance Director  
Jamie Greer - Human Resources Generalist  
Jason DeWald - City Engineer

(Shawnee City Council Meeting Called to Order at 6:00 p.m.)

**A. ROLL CALL**

**MAYOR SANDIFER:** Good evening and welcome to the March 24<sup>th</sup>, 2025, meeting of the Shawnee City Council. I'm Mayor Mickey Sandifer, and I will be chairing this meeting. I'll do a roll call at this time. Councilmember Whitted.

**COUNCILMEMBER WHITTED:** Present.

**MAYOR SANDIFER:** Councilmember Gillette.

**COUNCILMEMBER GILLETTE:** Here.

**MAYOR SANDIFER:** Councilmember Murphy.

**COUNCILMEMBER MURPHY:** Present.

**MAYOR SANDIFER:** Councilmember Kemmling.

**COUNCILMEMBER KEMMLING:** Present.

**MAYOR SANDIFER:** Councilmember Knappen.

**COUNCILMEMBER KNAPPEN:** Present.

**MAYOR SANDIFER:** Councilmember Stiens.

**COUNCILMEMBER STIENS:** Present.

**MAYOR SANDIFER:** And Councilmember Walters will be absent this evening.  
Councilmember Burchfield.

**COUNCILMEMBER BURCHFIELD:** Present.

**MAYOR SANDIFER:** Thank you.

## **B. PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE**

**MAYOR SANDIFER:** Please join us for the Pledge of Allegiance followed by a moment of silence.

(Pledge of Allegiance and Moment of Silence)

**MAYOR SANDIFER:** Thank you.

Next, I'd like to explain our procedures for public input. In an effort to enhance residents' ability to present information to the Governing Body, anyone interested in addressing the Governing Body is strongly encouraged to sign up to speak by noon on the day of the meeting, but it's not required. Information has been posted online on how to sign up.

By policy, comments are limited to five minutes, and no person may speak more than once to any one agenda item. Only comments related to the City business are permitted. Disruptive acts are not permitted as per Policy No. 7 and will not be tolerated.

After you are finished speaking, please sign the form at the podium to ensure that we have an accurate record of your name and address. Additionally, comments can be submitted to the entire Governing Body via email at:

[GoverningBody@cityofshawnee.org](mailto:GoverningBody@cityofshawnee.org).

## **C. CONSENT AGENDA**

1. Approve minutes from the City Council meeting of February 24, 2025.
2. Approve minutes from the Council Committee meeting of February 24, 2025.
3. Review minutes from the Planning Commission meeting of February 3, 2025.
4. Review minutes from the Planning Commission meeting of March 3, 2025.
5. Review minutes from the Parks and Recreation Advisory Board meeting of February 6, 2025.

6. Consider a Contract for the renewal agreement for the annual software lease and maintenance for CityWorks.
7. Consider Health/Dental/Vision for Plan Year 2025/26.
8. Consider approving the purchase of 18 sets of structural firefighting turnout bunker gear.
9. Consider an Excise Tax Abatement agreement with Bristol Highlands, LLC, for the Bristol Highlands North subdivision 2nd, 3rd and 4th plats, proposed to be developed generally in the vicinity of 80th, Noble and Millridge Streets
10. Consider granting a permanent easement to Johnson County Wastewater on City park ground to allow sanitary sewer main connection for 4820 Anderson Street.
11. Consider a Resolution consenting to the enlargement of sewer district for Johnson County Wastewater to allow sanitary sewer main connection for Preserve at Clear Creek, Third Plat.

**MAYOR SANDIFER:** The next item is the Consent Agenda. Would anyone on the Council like to remove anything on the Consent Agenda? Hearing none, I'll accept a motion for the Consent Agenda.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**MAYOR SANDIFER:** Laurel.

**COUNCILMEMBER BURCHFIELD:** Second.

**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor, say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 1:** Kurt Knappen - Ward 3/Laurel Burchfield - Ward 4: Approve the Consent Agenda as presented. The motion carried 7-0-0.

## **D. BUSINESS FROM THE FLOOR**

**MAYOR SANDIFER:** The next item on the agenda is Business from the Floor. If anyone is here to speak about a specific item on the agenda, please wait until that item is discussed. If you are here to speak on an item that is not on tonight's agenda, now is the time to speak. Did anyone sign up for this?

**MR. DUFFY:** None pre-signed up for Business from the Floor.

**MAYOR SANDIFER:** Okay. Is there anyone in the audience that would like to speak? We'll move on.

## **E. MAYOR'S ITEMS**

**MAYOR SANDIFER:** The next item on the agenda is Mayor's Items. Item Number 1 is SevenDays Proclamation. Communications Director Doug Donahoo will read the proclamation while I present it. I'd like to invite the Board Member Lama Matt Rice up to the front with me, please.

**MR. DONAHOO:** Whereas SevenDays works to overcome hate by promoting kindness through education and dialogue; and

Whereas SevenDays will begin on March 31<sup>st</sup> and includes the Cultivate Kindness Breakfast on April 2<sup>nd</sup> before wrapping up on April 8<sup>th</sup>; and

Whereas SevenDays unites people through daily themes, Love, Discover, Others, Connect, You, Go, and Onward; and

Whereas the organization creates meaningful opportunities for individuals to engage in acts of compassion; and

Whereas SevenDays also inspires action by providing resources to students, community groups, and businesses; and

Whereas we honor the memories of Reat Underwood, Dr. William Corporan, and Terri LaManno by advancing kindness through education and community engagement.

Now, therefore, Mickey Sandifer, Mayor of Shawnee, Kansas, proclaims March 31<sup>st</sup> through April 8<sup>th</sup> as Seven Days of Kindness and encourages all residents to embrace compassion and understanding.

**MAYOR SANDIFER:** Thank you.

#### **F. ITEMS FROM THE PLANNING COMMISSION MEETING OF MARCH 3, 2025**

- 1. Consider an Ordinance for RZ25-02, to rezone approximately 42 acres from RS (Residential Suburban) and AG (Agricultural) to R-1 (Single Family Residential) for the Village at Clear Creek, a 62-lot single family subdivision proposed in the 7000 block of Clare Road.**

**MAYOR SANDIFER:** The next item on the agenda are items from the Planning Commission Meeting of March 3<sup>rd</sup>, 2025. Item Number 1 is to consider an ordinance for RZ25-02, to rezone approximately 42 acres of Residential Suburban and Agricultural to Single-Family Residential for the Village of Clear Creek, a 62-lot single-family subdivision proposed in the 7000 block of Clare Road. Paul.

**CITY MANAGER KRAMER:** Thank you, Mr. Mayor. Doug Allmon, the Community Development Director, will lead us through this item.

**MR. ALLMON:** Good evening, everyone. As the Mayor said, this rezoning request is from RS (Residential Suburban) to AG, excuse me. From (Residential Suburban) and AG (Agricultural) to R-1 (Single-Family Residential). The proposed revised preliminary plat will include 62 single-family lots, 6 tracts and public street right-of-way.

In June 2005, the Shawnee City Council approved Residential Suburban zoning for 74 lots on 71.42 acres. At that time a 5-acre tract directly at the northwest corner of 71<sup>st</sup> and Clare remained AG in anticipation of commercial development in the future.

Although approved, the final plat was never recorded with the Johnson County Register of Deeds Office. Johnson County Wastewater did install public sewer mains throughout the site in 2007 and 2008 in anticipation of the development, and those lines are still in place today.

The original developer did abandon the project in late 2008. And since 2008, approximately 34 acres of the original 71-acre development site has been sold to a single owner for construction of one single-family estate home. The subject site is designated as Traditional Residential Neighborhood and Open Space within the Achieve Shawnee Future Land Use Framework.

Based on that, the rezoning request is in compliance with the City's Comprehensive Plan. The proposed rezoning to the R-1 zoning district will result in the same use and similar intensity and layout as the existing zoning and development plan that was approved back in 2005. The proposed R-1 zoning is the same zoning designation as adjacent phases of the Greens of Chapel Creek subdivision to the east and similar to the existing RS zone. The RS zoning designation allows for smaller lots than the RS district. But in this case, all sizes exceed the minimum R-1 size lot, with many meeting or exceeding the minimum RS lot size requirements.

Approximately one-third of the site is encumbered with floodplain associated with the Clear Creek Streamway system that's on the west side of the property. That limits the number of lots that can be developed on the property.

Denial of the request would not appear to benefit the health and welfare of the community. The proposed development is compatible with the existing and proposed development patterns in the area.

The Planning Commission did hold a public hearing on this item on March 3<sup>rd</sup>, 2025. At that meeting several neighbors did speak in regard to the item. I would say the main focus of those concerns were primarily on traffic and the condition of Clare. The applicant's engineer and staff explained that the traffic impact from the development would not overwhelm the existing street system. And staff also explained that in this case, when the final plat comes in, we will look at temporary improvements along their frontage to at least widen Clare to a 22-foot section, which is an 11-foot travel lane in each direction. There may be alternatives that would be even more improvement than that at this point. But that's something that we would look at in detail and figure out costs with the final plat.

After all of that deliberation and discussion, the Planning Commission did unanimously conclude that the use of the property for Single-Family Residential made sense based on the existing development patterns in the area and in regard to the City's Comprehensive Plan for the general area. And that report from the Planning Commission was attached to your memo.

In your consideration tonight, the Governing Body should look at and consider the *Golden* factors that are listed in your staff report. As no protest petition was submitted for this rezoning request, approval of the rezoning would require five votes of those

present and voting, five votes to remand this item back to the Planning Commission, or six votes to deny by overriding the recommendation of the Planning Commission.

As I said earlier, there was robust discussion on this item with the Planning Commission. But once all of the details and everything were relayed as well as the staff report, they did vote 9 to 0 and recommended that the Governing Body approve the ordinance for rezoning. With that, I would open it up to the applicant if they have anything to add, or if you have any questions of me.

**MAYOR SANDIFER:** Do you have any questions for staff, anybody?

**COUNCILMEMBER KNAPPEN:** Not at this time.

**MAYOR SANDIFER:** Okay. Go ahead.

**MR. CLAUSSEN:** Thank you, Mayor, City Councilmembers. My name is Judd Claussen. Can you hear me okay? Judd Claussen, C-L-A-U-S-S-E-N, with Phelps Engineering, 1270 North Winchester, Olathe, Kansas for the record, appearing on behalf of my client, Prieb Homes, who is the contract purchaser for this property. We're excited to bring this for you, for your consideration here tonight. We really don't have anything additional to add to staff's presentation. The discussion at Planning Commission and Doug's presentation tonight really sums everything up. We were agreeable to the stipulations and stand here ready to answer any questions.

**MAYOR SANDIFER:** Anybody have any questions?

**COUNCILMEMBER KNAPPEN:** I have one. It's not a big deal, but I'm just kind of curious. It seems like usually when these are filed, it's filed by the developer. And in this case you filed it, didn't you, the engineering firm instead. Any reason?

**MR. CLAUSSEN:** We did. As their engineer, we typically do a lot of that because we're running typically point on a lot of responses and coordination and those types of things on their behalf.

**COUNCILMEMBER KNAPPEN:** Okay. I was just curious. Thanks.

**MAYOR SANDIFER:** Anyone else? Any questions for staff?

**COUNCILMEMBER KNAPPEN:** Well, we'll have a time after we hear from the public as well to speak? Then I can wait.

**MAYOR SANDIFER:** Is there anyone signed up to speak on this?

**MR. DUFFY:** Yeah, Mayor. We had two pre-register. The first is Pat Schleicher.

**MAYOR SANDIFER:** Okay.

**MS. SCHLEICHER:** Thank you. My name is Pat Schleicher, and I live across the street from said development that they're trying to do. I have some questions over the whole thing.

They have just less than 40 acres to develop. They don't have 42. Two of that, which 25, or 15 of it that will be undeveloped for a green space, so they say. It's flood zone down there that they can't develop. Of that, they're left just under 25 acres. With the development and what I saw for streets and cul-de-sacs, they're going to lose about 35 percent of that, leaving them with about 16 acres to put houses on. If I'm not mistaken, R-1 would be low density, no more than two or three houses per acre. That would leave them 48 homes to be built on a site they're trying to put 62 houses on. That's a little bit over the recommendation of R-1.

The traffic would be terrible. I've got questions about Clare Road. Clare Road on average from 71<sup>st</sup> Street to the north of their line, their property line is only 16-foot wide. That's painted line. Of that, you have a blind hill.

The bottom of that -- bottom of that hill where that pond lets out to a creek, and this is what we've been left with from another developer. When I moved in that pond only rose up about six inches with the 100-year flood or 100-year rain. That's five inches of rain within an hour. Now, with the old -- with the new developer across the way, Rodrock, that pond now comes up about a foot and a half over that six. So, about two foot from where it used to be. He's planning on putting in 14 houses from that north property line down to 70<sup>th</sup> Street over that creek where that pond lets out and flows. I don't know what they plan on doing there. Do they plan on taking that over to where the sewer drains are, the sewer levels are at. And if they do, that's over -- that's 16 foot of dirt over where that pond lets out. If they restrict that outflow even further from that pond, that would raise that pond level up. And in doing so it would erode more of that pond banking. Rodrock left. Washed their hands of that pond. The City washed their hands of that pond and left it to the golf course. If they were to build those houses over that pond outflow and restrict the flow -- right now it just dumps into a creek, so there's not much of a restriction there. If they do, I would say they would be responsible for erosion control around that pond. I mean, it's, yes, it's the golf course's. But in turn, that developer is going to cause that pond to erode.

Another question I've got is the traffic study. I'm retired. I make it a habit seeing what's going on in my neighborhood. I've never seen a traffic study done out there. Now, the night of the big sonic boom that came across our area there were some parabolic microphones set there, and I'm going to guess that wasn't traffic study because those were set there the day before the sonic boom, and they were taking down a day after the sonic boom. So, I kind of know who put that study out there. I've never seen a traffic study done out in that area.

Consideration of 70<sup>th</sup> Street and more traffic. You've got two blind hills on 70<sup>th</sup> Street that intersect going -- or intersect streets that go into Chapel Creek area. 70<sup>th</sup> Street or 71<sup>st</sup> Street, it should no way should be 35 mile an hour through there. Twenty-five (25) at the best with blind hills and blind entrances. Clare Road should not be a 25 mile an hour road. It should be a 20 mile an hour road. You can't pass. You've got blind hills and it's just -- it's ill-advised. So, that's just a few of the considerations I've got. We've got questions on that.

**MAYOR SANDIFER:** Thank you.

**MR. SCHLEICHER:** Number one, it's overcrowding.

**MAYOR SANDIFER:** Please sign the form on the podium.

**MR. SCHLEICHER:** Yeah. Thank you.

**MAYOR SANDIFER:** Do we have anybody else?

**MR. DUFFY:** Yes. Next, we have John Bricklemyer.

**MR. BRICKLEMYER:** Thank you, Mayor and City Councilmembers. My name is John Bricklemyer. I live in the Greens of Chapel Creek neighborhood.

My concerns with this subdivision, proposed subdivision, relate to traffic as well. I'm particularly concerned about the traffic light at 67<sup>th</sup> and Hedge Lane, which was not part of, apparently not part of the traffic study that was done. This would add probably the majority of those 650 vehicles per day that were projected to be associated with this new subdivision. I would guess that the majority of those would end up going through the intersection at 67<sup>th</sup> and Hedge Lane, which already is a dangerous intersection because one, people don't stop at the stop signs. And you have people going faster than they should be on 67<sup>th</sup> Street in both directions. So, to me, that's something that needs to be taken into consideration is the additional traffic at that intersection.

I'm also very concerned about the traffic on Gleason from the cul-de-sac, from the roundabout over to 71<sup>st</sup> Street. That road as it is today during rush hour, either in the morning or in the evening, there's a lot of speeding on that street. It would be great if we could see some, maybe speed bumps added to that street to slow things down. And then the same thing could be said about 67<sup>th</sup> Terrace and 68<sup>th</sup> Street because those are all the other options to head towards where this subdivision will be. And then either -- if you were to go 67<sup>th</sup> Terrace, you would go down to Clare and across. If you go on my street, 68<sup>th</sup> Street, you go to Belmont and then go across Belmont to 71<sup>st</sup> Street. And during rush hour in the morning, in particular, but also in the evening, there tends to be a lot of fast moving traffic on those streets. So, people trying to save time cutting through our subdivision.

The other concern that I had was with regard to the shared use path. And it wasn't clear from the documentation whether that was going to be part of the existing 71<sup>st</sup> Street or if that would be off to the side of 71<sup>st</sup> Street in the grass area that exists today. If so, maybe that's less of a concern. If it's to be part of the road itself, I have serious concerns over that because, although you can't tell it from the map, there's a big hill there that everybody has to go over. And so, there is -- it's not easy to see who's coming or going in the opposite direction. And so, I would be concerned about having bicycles or pedestrians walking on that shared use path if it's part of the street itself. So, that's all I had. Thank you.

**MAYOR SANDIFER:** Thank you. Kurt.

**COUNCILMEMBER KNAPPEN:** Well, do we have any --

**MAYOR SANDIFER:** No. We don't have anybody else, do we? Would you like to --

**MS. KRIZMAN:** [Inaudible; talking off mic]

**MAYOR SANDIFER:** No, go ahead. Come on up.



**MS. KRIZMAN:** My name is Barb Krizman. I live in the Greens of Chapel Creek. I think in your packet you might have gotten a picture. There's a lot on there, but the thing I'd really like to emphasize on there is the two cars side by side. That was both of our cars. I could not get out of my door. As you can see, one of us is sort of off on the shoulder. Most of Clare is that way. And with all those blind spots as the other neighbors said, it is really dangerous, and people just fly on that street because it's not really patrolled. So really, the traffic is a big concern.

The other concern too is, as we talked about in the earlier meeting in March, the sidewalk. I know the neighborhood is going to put a sidewalk on 71<sup>st</sup> Street, which is fantastic. We, in our neighborhood, on two blocks do not have any sidewalks. So, as neighbors said, they can't walk their dog. Access to the park is pretty dangerous. So, their sidewalk is really the sidewalk to nowhere. So, it would be really helpful too if that was looked at. Thank you.

**MAYOR SANDIFER:** Thank you. Is there anyone else that would like to speak on this issue? Come on up.

**MR. DUDGEON:** Hi. John Dudgeon, Greens of Chapel Creek as well. I live at 71<sup>st</sup> and Apache, just one block. And to add on to Barb's comments about the sidewalk. So, I am literally -- if, you know, when you're talking about improved, possibly adding improvements, a sidewalk on 71<sup>st</sup> for two blocks from Clare to Apache, my corner, and Apache to Belmont would allow that entire new subdivision to be able to walk to Erfurt Park or ride their bikes to Erfurt Park. I think, Kurt, you may have been spear -- you may have helped spearhead entries into Erfurt off of our subdivision on Belmont and down in Gleason a few years back. I know there's a young girl that came in from our neighborhood at the time and she helped get some sidewalks and some crosswalks. So, that was my main concern. If we could just get some, you know, fill in those two blocks, put in a sewer line, put in a nice sidewalk. They did something similar at 75<sup>th</sup>, and I think it's Hedge Lane. They put in a new apartment complex there. They didn't widen 75<sup>th</sup> at all, but they put in a -- they did put in a, and it's probably the developer, put in a curb and a sidewalk for those people. I don't know where they're walking to because there's not much out there. But my point is that subdivision in our street, that Apache Street, where pretty much everybody has spoken, I think it comes from, we have no way to get to that park. I walked that -- I walk 71<sup>st</sup> every single morning with my dog, and I have to take the ditch for most of it. Otherwise, I'm just gonna, you know, cars have to go around me. And I walk very early in the morning, 6 a.m. The sun is not up, so it's pretty dangerous. And that's the only comment I had is possible improvements on 71<sup>st</sup>. I realize you're not going to make that entire 71<sup>st</sup> from Gleason all the way to Mize any wider or sidewalks. But if you did two blocks, it would really help out not only our neighborhood and our street, but the new development as well. Thank you.

**MAYOR SANDIFER:** Thank you. Is there anyone else that would like to speak on this issue?

**MR. SEIFERMAN:** Ben Seiferman, and I, too reside at 71<sup>st</sup> and Apache, a part of Greens at Chapel Creek.

I'm going to trust the Governing Body that they will do their due diligence, of course, on the housing, on the density studies of what's actual, usable acreage. I felt like those are some good points that were brought up in a manner when we look at what streets and

what green spaces and everything else that are going to be developed along with it. But if we could move the -- is there any way to slide the ticker box just a little to the left? I just want to kind of illustrate, and I understand that, you know, the neighborhood, we're looking for community improvements and everything. When you look at this photo, it just looks like a natural attrition for future consideration for the Council. When you just imagine where 67<sup>th</sup> would come through at the top of where the existing Greens of Chapel Creek would come along that top line of the development into Clare Road. And, you know, we hear a lot of issues with not only the traffic through Gleason. I will, you know, agree with there's a lot of reckless because it seems like it's easier to cut through our -- the Greens of Chapel Creek neighborhood rather than take Hedge Lane which bypasses it. It's just -- it's an awful intersection. You've got the apartment complex, which when you look at the amount of overall units that are within the apartment complex, there's a lot of traffic. So, I would second the idea of looking at some type of traffic control device within 67<sup>th</sup> and Hedge Lane. But when you look at this, this is a natural attrition. If there would be consideration to further develop 67<sup>th</sup> into Clare, widen Clare down to the 71<sup>st</sup>. It makes it also more appealing for anybody else that's coming in and out. And I know there will probably be some opposition to that as well because it's Clare Road. It's viewed as a private road. It's viewed as a motorcycle -- I see a lot of cyclists. We see a lot of pedestrians attempt to walk it. And we all can agree that it's not a safe avenue at all to take, nor is 71<sup>st</sup> a safe avenue to take. With the amount of traffic that's already on 71<sup>st</sup>, anybody that drives out there and goes from Hedge Lane down to Mize and then sees the amount of deterioration that 71<sup>st</sup> has endured by normal everyday traffic. You know it's the idea, like something's going to have to be done regardless in my professional opinion. So, it's one of those why not make this development a little bit more appealing to get to Erfurt Park -- Erfurt and everything else that flows, allow myself too that has no viable option of that Apache segment, that dog leg that goes through. Because it is another kind of like where that hidden little segment of Greens that doesn't have a necessary cut-through or a walkway. This kind of multiplies and allows a few improvements to benefit multiple residents than just the, you know, 23 houses along the Apache corridor. So, that's my portion of it, but just some considerations for further development would be greatly appreciated. Thank you.

**MAYOR SANDIFER:** Thank you. Is there anyone else? Come on up.

**MR. JAMES:** My name is Mike James. I'm in the Greens as well. And I think the traffic is a really, really big issue. I don't know why we're trying to divert all this traffic into the Greens by cutting Clare because that's just going to take more traffic through the Greens. That roundabout is something else in the morning. You wouldn't believe it. I go there every morning. And at Hedge Lane and 67<sup>th</sup> Street, they never stop at that stop sign there. So, I don't know if there's been any discussions of just taking 71<sup>st</sup> Street all the way to 7 Highway. It dead ends right there. You know, people can jump on 7 Highway over to Shawnee Mission Parkway, then go all the way north to -- or south to Olathe. You've got I-70 down there. I mean, I just don't understand why -- that would just be a simple thing for me, I think. Instead of trying to divert all this traffic in through the neighborhoods. I think it would just be a little bit more, a lot more traffic coming through there. I mean that's the way I feel anyway.

**MAYOR SANDIFER:** Sign your name and address on the podium, please. Is there anyone else that would like to speak on this issue? Hearing none. Kurt.

**COUNCILMEMBER KNAPPEN:** Yeah. First of all, thanks for all the public input. We appreciate it. And I want to clarify a couple of things. So, first of all, Barb is absolutely

right when she shows this picture. I drove out there this weekend and it was a lot worse than that where I was at. I had an opposing car come. And I actually, on their side it dropped way down, so I actually moved over as far as I could and almost into the woods for them to pass. It's probably one of the most -- it's definitely one of the most dangerous roads that we have. But to clarify, I believe that with this plan, the portion that involves the new development, they will widen the street. Is that correct, from the 16 feet to the 22 feet?

**MR. ALLMON:** Yeah. For this subdivision along Clare, 71<sup>st</sup> Street is just the trail improvement. And just to clarify for that person, it is in an easement. It's not on street. So, it would have ditch section and then you'll have the trail on the north side of that.

**COUNCILMEMBER KNAPPEN:** Good.

**MR. ALLMON:** For this, at a minimum, the developer would be required to look at the existing street section from their property line south to 71<sup>st</sup> and gaining a minimum 22-foot total pavement width uniformly to that corner. It may involve some re-ditching. It may involve use of the opposite side of the right-of-way, but those are the kind of things in detail that we will look at with the final plat when you start talking about subdivision plats. But we're not going to allow them to plat lots and start building homes without having the street brought up to at least two 11-foot travel lanes.

**COUNCILMEMBER KNAPPEN:** Thank you. And this is for Doug or for Paul. So, that leave -- that would leave, I'm not sure exactly how far, but it's on down to 67<sup>th</sup> Street that the -- would the City then tack on and plan to finish that stretch because the whole stretch is dangerous.

**CITY MANAGER KRAMER:** That would ultimately be the decision of the Governing Body through the CIP process. Usually, each year we talk about what the priorities are for our planning purposes. But that does make a lot of sense, and we have talked about that 67<sup>th</sup> Street over to Clare and the continuation of Clare. So, if that was a priority project of the Council, then it's something we could definitely look at. We don't have any numbers on that right now, but it does make a lot of sense for traffic flow in the area and continuing to improve Clare to modern standards, or at least modern lane widths.

**COUNCILMEMBER KNAPPEN:** Thank you. And I know that this would add to the traffic in general out west, which is a concern, but it's also a way to build out Clare in particular and make it much, much safer.

The second thing I wanted to clarify. I think it was Mr. Schleicher referred to calculations that I guess you did. I kind of defer to the engineers and stuff on the platting and how they're planning it out. But he said by his calculations it would be 48 houses available. And that kind of draws into conflict what you mentioned, Doug, which is that every one of these 62 houses is a bigger lot size than is required at minimum for R-1.

**MR. ALLMON:** Yeah. I can speak to that. First, density is figured on gross acreage. It's not figured on net acreage. That's not a common practice. It would be no different than the Greens of Chapel Creek when those homes were developed, and that was at a date and time when we did have density figures in our Comprehensive Plan. We didn't take out the golf course and the open green space areas to figure out the units per acre. It sounded like to me he was using a figure of two dwelling units per acre on the net

acreage. But in this case, you're still talking about an R-1 zoning. Are the lots pushed away from the floodplain? Yes. And that's mandatory because there's a stream corridor there that we now are mandated by our codes and federal code to protect. So, they don't get into the floodplain areas, and they don't deforest those areas. But to be sure, an R-1 zoning district allows a 9,000 square foot lot, just like the lots across the street in the Greens. And they are exceeding in most cases, in all cases exceeding the R-1. And in a lot of cases, they're actually getting up in the lot sizes above 12,000 square foot that is required for RS. So, the zoning is actually -- it's actually appropriate for what they're wanting to do.

**COUNCILMEMBER KNAPPEN:** Thank you. And then my last point and then I'll hand it over to everyone else. The mention of adding two blocks of sidewalk, I know it's not directly related to this project, but do we know if -- is that on our CIP at this point along 71<sup>st</sup> Street.

**MR. ALLMON:** I would defer to Kevin, but I don't believe it is. This is kind of how planning evolves over time. When the Greens were developed and that was a ditch section road, the City didn't require any improvements to Clare or to 71<sup>st</sup> Street because we didn't have a Green Street standard where you could actually get a sidewalk or a trail with a ditch section road. The reason they're able to do that on this development is because we have adopted those Green Street standards in our comp plan.

So, as far as the Capital Improvement Plan, I don't think that a sidewalk section is shown through there. But we could engineer something probably within the right-of-way to get connectivity. The issue with that would be is the amount of right-of-way that we have and what we what we platted with that original subdivision. I'm not sure what those widths are. In this case because we have a clean slate. We're able to get the right-of-way necessary to do that Green Street section and get that trail in on the north side.

**COUNCILMEMBER KNAPPEN:** I appreciate that answer. Just we have this big, beautiful park that so many people can't get to, including the folks on the other side at Town & Country. So, long term I think that's something we should make a priority. But anyway, that's not really in regards to this specific project.

**MR. ALLMON:** I would say if the Greens were to come in today, there would be a trail on that side.

**COUNCILMEMBER KNAPPEN:** Yeah. Thank you.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** Thank you. Thank you, Doug. So, I've had some people just e-mail me. One in particular was talking about construction vehicles. So, I can understand the neighbors out there are being very concerned about that with the roads being so narrow. And so, they're worried about them cutting through like 67<sup>th</sup> Street. And then, of course, the roads in general being, you know, with the big heavy equipment and those kinds of things. I mean we're always glad to see R-1 zoning. I'm glad to see homes being built. I don't think I'm hearing, you know, so much complaint about that. But I do agree. The traffic, it's increased quite a bit out in that area. And you know, I think there's just a lot of concerns about, you know, people turning on and off. And then the speed, I think, was mentioned by one of our conferees out here. And

I do -- I can see what they're talking about as far as hills and things like that. And so, I don't know in those kinds of areas how they think about traffic studies, you know, as far as how many trips a day are people coming in and out. And then, of course, the construction vehicle part of this. And then this speed, if there's hills and things like that, is that generally a 25 mile per hour?

**MR. ALLMON:** I would defer to Kevin on those questions. I would say with the construction traffic though the developer is present. We can certainly talk about that more if this is approved and they get ready to assemble their final plat. But generally, for construction traffic, we try to keep those on our collector streets until they get to basically the subdivision entrance. We could enforce that. Cut throughs and those sort of things up towards 67<sup>th</sup> Street. I would say I wouldn't limit Gleason though because Gleason, when the Greens was constructed, was actually built to a higher standard. If you look at an aerial of that street there aren't driveways facing that street. And it was built to a wider standard in anticipation of capacity for development that was going to happen to the west to get down to 67<sup>th</sup> Street. It was never intended that all traffic this far west was going to use Hedge. You basically every half mile, every mile you have a collector street, and Gleason is designed that way. But that's something we would certainly talk with the developer about if we got to that point where they were wanting to build homes. Obviously, we want to keep them off Clare would be the main point of that too.

**COUNCILMEMBER STIENS:** And is Kevin Manning here?

**MR. ALLMON:** I believe Kevin is here. And they have a traffic engineer too.

**COUNCILMEMBER STIENS:** Kevin, your favorite topic - traffic.

**MR. MANNING:** Yeah. So, what questions can I help you with?

**COUNCILMEMBER STIENS:** Well, as far as -- remind me, how many trips a day would like, what is it, 42, I believe, or 62. I'm sorry. So, 62 plots. And then as far as like with the hills, you know, that area of just being so narrow and those hills. And I think a gentleman brought that up about, you know, when you have all that, and it's -- is it 25 out there? Does that sound right? I thought it was a little bit higher than that. Is it 25 around some of the curves? So, what is -- is that the standard speed limit generally in that kind of an area where you have curves and hills?

**MR. MANNING:** Well, so speed limits generally are set based on the 85<sup>th</sup> percentile speed, which is basically the speed that 85 percent of the vehicles are traveling at or below. And so out there, if anything, you're 85<sup>th</sup> percentile is probably greater than 25 miles an hour that's essentially probably set that way because of those, some of those challenges with the vertical curves, and then, you know, you have the extremely narrow area to the north. And so, I think that was set that way. I mean, theoretically you could set it higher, but then you would be having like a lot of warning signing. Basically like, you know, if you're on a more rural road, you see a lot of like curve signs, return signs to 25 miles an hour. And so, I think the idea is you could go out there and have a ton of signage or a warning and everything like that, but in this case, just due to the geometrics of the road, it's probably just a better situation to have it a little bit lower.

**COUNCILMEMBER STIENS:** Lower than 25.

**MR. MANNING:** No, I think 25 is --

**COUNCILMEMBER STIENS:** Oh, 25 is about the --

**MR. MANNING:** That's why it's 25. I mean, if Clare, for instance, was improved at some point, it would probably be designed more to a 35 or 40 mile per hour standard. And that goes back to how the curves are designed. You know, obviously if it's a higher speed your curve radius is a lot longer where a more residential street or a street with a lower speed limit, those curves can be tighter. So, I think 25 miles per hour is appropriate out there. But like I said, if we were going out and designing a collector type roadway, like for instance, when we do Clear Creek or Monticello, we're not designing that for a 25 mile per hour speed limit where the curves are a little bit longer and so you can have higher speed because it's intended to be a higher speed roadway than a residential roadway.

**COUNCILMEMBER STIENS:** And then the trips like for --

**MR. MANNING:** Yeah. And so --

**COUNCILMEMBER STIENS:** Say a 60, this particular one with the 62 lot, what is that a day would you say?

**MR. MANNING:** Yeah. So, for single family, pretty easy rule of thumb is that the single-family house will generate about 10 trips a day. That's a good rule of thumb. And recall if I -- if I'm talking about trips, if you leave, that is considered one trip. And then coming back is another trip. So, when I say that, it's basically five round trips for a single-family vehicle, or excuse me, a single-family home. And then also in the peak hour, generally, once again, rule of thumb, usually in the afternoon, you're going to see one trip per home.

So, this particular subdivision, you would be looking at about 63 trips in the PM peak hour. So, that's kind of your highest amount of traffic during the day. And then, like I said, it's about 630 total trips over the day, just ten times the amount of houses.

**COUNCILMEMBER STIENS:** Thank you.

**MAYOR SANDIFER:** Is there anyone else that would like to speak on this issue? No? Anybody? Go ahead, Jeanie.

**COUNCILMEMBER MURPHY:** Just for clarification, now having read the minutes from the Planning Commission, there was a traffic study done; isn't that correct?

**MR. ALLMON:** Yes. There was a traffic study done and submitted by a professional traffic engineer that they hired. And Kevin, as our design professional, reviewed that for consistency and accuracy.

**MAYOR SANDIFER:** Tony.

**COUNCILMEMBER GILLETTE:** Yeah. Thank you, Mayor. Probably questions for Kevin, so I'll give you a heads up. A little bit of the cart before the horse. One, we want to thank the developer for bringing some good quality single-family project to the western Shawnee area. This is not my ward. I have traveled up and down Clare Road

in the past. And I know as you go northbound on Clare, as you approach 63<sup>rd</sup> Street, it's very blind. And it is a very, very dangerous corner. So, I think in the long term, I think what the citizens kind of want to know is does the City have a long-term plan for improvements of 63<sup>rd</sup> Street, or excuse me, of Clare from 63<sup>rd</sup> all the way down to 71<sup>st</sup> Street. And I think that what we found tonight is the developer is willing to, and by our codes is going to be able to handle the part closest from 71<sup>st</sup> going northbound.

My question is what, Doug, for you probably is, to the north edge of this development as you approach and go north towards 63<sup>rd</sup> Street, what's the -- what's the long-term plan for the rest of that area to be platted for additional homes as well, or what's the long term prognosis?

**MR. ALLMON:** So, that's a good question. You know, if you would have asked me even five years ago, I would have said there would have been more homes north of this up to at least 67<sup>th</sup>. But as I said, those parcels have been on the market forever since the mid-2000s, since the great recession. And they have since been purchased. There's about 30-plus acres that have been purchased for one single-family home. And I believe there's another person on the north side of 67<sup>th</sup> who has, I think, bought possibly 20 acres and is planning on doing one single-family home.

So, my crystal ball for today would say that it's going to be for the long term, probably large lot acreages, five acres and more. You know, you don't really get up even north of there, north of 63<sup>rd</sup> clear up to 55<sup>th</sup> on the west side are already established large lot single family. The only subdivision that's really happening is at Clear Creek Parkway and Clare Road, and that is improved. Clear Creek Parkway was improved through benefit districts, and they're entering their seventh phase now. So, I think just from the availability of sewer standpoint and from these lots being taken down rather than subdivided into 12,000, 9,000 square foot lots, it's probably going to be that way for -- until their kids' kids decide they want to split it out somehow.

**COUNCILMEMBER GILLETTE:** And you're speaking specifically about the west side of Clare Road.

**MR. ALLMON:** The west side, yes.

**COUNCILMEMBER GILLETTE:** Okay. I assumed that.

**MR. ALLMON:** There is a tract at 67<sup>th</sup>. I think it's the Bichelmeyer farmstead. They did a subdivision called Beaver Farms. They did one phase. It's my understanding they do not plan on finishing that, and they're marketing it for one or two houses. So, the density that we're talking about is --

**COUNCILMEMBER GILLETTE:** Does 67<sup>th</sup> Street go through --

**MR. ALLMON:** Excuse me.

**COUNCILMEMBER GILLETTE:** Excuse me. Does 67<sup>th</sup> Street go through to Clare Road today?

**MR. ALLMON:** It does not.

**COUNCILMEMBER GILLETTE:** I'm not aware that it does. The map doesn't show that.

**MR. ALLMON:** It actually dead ends where that farmstead starts because there's not ever been a development proposal for it. You know, if we were to use --

**COUNCILMEMBER GILLETTE:** 67<sup>th</sup> Terrace does, but not Street.

**MR. ALLMON:** 67<sup>th</sup> Terrace does, correct.

**COUNCILMEMBER GILLETTE:** And there's a retention pond it looks like right in the way --

**MR. ALLMON:** Uh-huh.

**COUNCILMEMBER GILLETTE:** -- of where the street would go through.

**MR. ALLMON:** But that's something that holistically if we were to start talking about a capital plan for Clare, we would no longer than that stretch is, and I would hope they at least consider wrapping it into that project so that we get good connectivity directly to 67<sup>th</sup> from Clare, so that people won't be cutting through. There would be virtually no reason to cut through that subdivision up to that point.

**COUNCILMEMBER GILLETTE:** Thanks for the clarification, Doug. And for Kevin, I know there's long term plans for fixing Clare Road, you just haven't -- it hasn't made it to a CIP program just yet. But I think most of the folks on this Governing Body is pretty aware of that coming at a future date. Maybe that future date is coming faster than we know. But I just wanted the public to understand kind of the problems that we're facing with the growth and development of that particular area going forward. I think we're sensitive to it and we hear you on the traffic side. And certainly, sidewalks are something that this Governing Body can add to it at a later time in a different manner as well. But I just -- I'm looking forward to this being single-family homes in a growth area there. We just have to make sure that we develop it properly for the citizens and for the future of Shawnee.

**MR. ALLMON:** And just to follow up on that too. There is almost a chicken and egg type thing. You can't really justify improvements, major improvements without the trips and the traffic, which without single-family development, it's kind of a, you know, nothing will ever happen in terms of safety and improvement of the street for years if there's not a merit or a warrant for it. So, I wanted to clarify that too.

**COUNCILMEMBER GILLETTE:** Thanks, Doug. Appreciate it. Thank you, Mayor.

**MAYOR SANDIFER:** Anyone else? Hearing none, I'll accept a motion.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**MAYOR SANDIFER:** I have a motion. Do I have a second?

**COUNCILMEMBER STIENS:** [Inaudible; talking off mic]



**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor, say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 2:** **Kurt Knappen - Ward 3/Angela Stiens - Ward 3:** Approve an Ordinance for RZ25-02, subject to the conditions listed in the staff report. **The motion carried 7-0-0.**

## **G. STAFF ITEMS**

### **1. Consider approving a contract for the replacement of playground equipment and safety surfacing at Jaycee Park.**

**MAYOR SANDIFER:** The next item on the agenda are Staff Items. Item Number 1 is to consider approving the contract for the replacement of playground equipment and safety surfacing for Jaycee Park. Paul.

**CITY MANAGER KRAMER:** The Parks and Rec Director is making her way up here, and she will -- Tonya will handle this item tonight.

**MS. LECURU:** Good evening. This evening before you we have a contract for the replacement of the playground at Jaycee on Quivira Road. That playground is approaching 28-29 years old. It is at its end of life, so there's a number of concerns for that moving forward. So, this contract would replace both the surfacing as well as the playground with a new updated playground specific to that location. And so, in the amount of \$138,688. This is from the Fund 216 and was originally budgeted for \$149,000.

**MAYOR SANDIFER:** Are there any questions for staff? Jeanie.

**COUNCILMEMBER MURPHY:** Living right down the street and walking that way, I'm -- I just want to say I'm excited about the idea. That poor little park is very sad. And in the 20 years that I've lived in the neighborhood, I have seen a decrease in the number of people using that park. And I think this is really going to be a great way to get it back up and running again.

**MS. LECURU:** It is a nice reinvestment into that playground. And with the Quivira Road project in and all that the residents around there have lived with for a couple of years, it will be nice to be able to replace that playground.

**MAYOR SANDIFER:** Anyone else? Is there anyone signed up to speak on this? Is there anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Angela.

**COUNCILMEMBER STIENS:** Move to approve.

**COUNCILMEMBER BURCHFIELD:** [Inaudible; talking off mic]

**MAYOR SANDIFER:** I have a motion and a second. All those in favor, say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 3:** Angela Stiens - Ward 3/Laurel Burchfield - Ward 4: Approve the contract with Next Generation Recreation LLC for the replacement of the playground and safety surfacing at Jaycee Park in the amount \$138,688.00 and authorize the Mayor to sign the contract. The motion carried 7-0-0.

**2. Consider approving the County Assisted Road System (CARS) program for 2026 to 2030**

**MAYOR SANDIFER:** Item Number 2 is to consider approving the County Assistance Road System (CARS) program for 2026 through 2030. Paul.

**CITY MANAGER KRAMER:** Kevin Manning, the Director of Public Works will handle this item.

**MR. MANNING:** All right. So, this item is basically -- the CARS program is basically run through the county and provides funding for certain types of roadways. And similar to our CIP, they basically have kind of a five-year look ahead period. And so that's what we're looking at tonight where we've submitted kind of our plan over the next five years. This isn't set in stone. It can change on a year to year basis just like our CIP can, but they like to have an idea of what we're looking at.

**MAYOR SANDIFER:** Are there any questions for staff? Anyone signed up? Anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Kurt.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** Second.

**MAYOR SANDIFER:** I've got a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 4:** Kurt Knappen - Ward 3/Angela Stiens - Ward 3: Approve the County Assisted Road System (CARS) program for the proposed projects for 2026 to 2030. The motion carried 7-0-0.

**3. Consider a proposed substantial amendment of the 2025 Community Development Block Grant Annual Action Plan.**

**MAYOR SANDIFER:** Item Number 3 is to consider a proposed substantial amendment of the 2025 Community Development Block Grant Annual Action Plan. Paul.

**CITY MANAGER KRAMER:** Thank you, Mr. Mayor. This item will be handled by Lauren Grashoff, our Assistant City Manager.

**MS. GRASHOFF:** All right. Good evening. So, while we have actually not formally submitted our 2025 Annual Action Plan to HUD, we are going through basically the process to allow for a substantial amendment. Essentially what happened was HUD passed new guidance, which we are finally going to use 2020 census data in order to determine income eligibility. The difference that this has made is that the area, you can kind of see on the right hand side of your screen, which is generally sort of the downtown Shawnee area and a little bit south of Shawnee Mission Parkway at our eastern boundary, that area is no longer eligible to receive CDBG projects for basically what's called an area benefit. So, typically we use area benefit in order to qualify our infrastructure projects. So, because of that change, we have to modify the approved project for 2025. This does remove essentially what we were also targeting for the rest of our five-year plan for 2026 through 2029. We will no longer be able to use CDBG funds in order to do street improvements downtown. So, if that's part of, you know, your future CIP discussions about other funding opportunities, that has unfortunately been removed as an option for CDBG.

So, at this time, we're looking at just amending what was previously approved as the 59<sup>th</sup> Street and 59<sup>th</sup> Terrace improvements and changing that to a stormwater pipe replacement project that's on Renner Road. There are two different pipes that are in that section of roadway, generally between Midland Drive and West 68<sup>th</sup> Street. Those currently have failed, and that information is included in your packet.

As I mentioned, we have not submitted the plan. We don't have our exact funding award. We estimate around \$184,000 of CDBG funding for the project for '25 as well as a few other remaining funds from 2019. So, I just wanted to mention again that this will change our future plans for use of those CDBG funds for at least probably the next five years. It does give us opportunity to look at other potential infrastructure, whether that's stormwater or street and stormwater projects as we go through the process annually of adopting that action plan. So, I'll answer any questions.

**MAYOR SANDIFER:** Anybody have any questions for staff? Laurel.

**COUNCILMEMBER BURCHFIELD:** Thank you. Lauren, I just -- I see in the memo, but I just want to clarify. This will not impact the construction that's happening on Midland in the future, correct?

**MS. GRASHOFF:** That is correct. So, right now the detour is Maurer Road.

**COUNCILMEMBER BURCHFIELD:** And I also see that if the funding comes in lower than expected, it may change how we approach this project. Can you speak a little bit more about that?

**MS. GRASHOFF:** Yeah. So, as I mentioned, we don't have our official 2025 award. Essentially how we do it is we estimate based on our prior year award, and then what we do if the award goes over kind of our last year award, we throw that additional funding into an infrastructure project. If it's under what we had for 2024, then basically proportionately reduce all of the project funds. And so, it's really an estimate. Typically, it only varies somewhere around 10 to \$30,000 a year. Overall total award.

**MAYOR SANDIFER:** Anyone else? Is there anyone signed up for this? Anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Sierra.

**COUNCILMEMBER WHITTED:** Move to approve.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** [Inaudible; talking off mic]

**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 5:** **Sierra Whitted - Ward 1/Angela Stiens - Ward 3:** Approve the Substantial Amendment of the 2025 Community Development Block Grant Annual Action Plan due to eligibility restrictions on the previously approved project and to authorize the Mayor to sign the grant application. **The motion carried 7-0-0.**

**4. Consider approving an agreement with Johnson County for CARS funding related to the Shawnee Mission Parkway Project from I-435 to K-7 Project.**

**MAYOR SANDIFER:** Item Number 4 is to consider approving an agreement with Johnson County for CARS funding related to the Shawnee Mission Parkway project from I-435 to K-7 project. Paul.

**CITY MANAGER KRAMER:** Thank you, Mr. Mayor. Kevin Manning will handle the next several items.

**MR. MANNING:** All right. This first item, I think you're all familiar with this project. This is going to be the, you know, overlay that we've talked about previously, basically from Hedge Lane all the way potentially over to Lackman. We may cut off at 435. But this is the agreement with the county for reimbursement of funding, and we're anticipating about \$1.88 million after this project is complete.

**MAYOR SANDIFER:** Thank you. Anyone have any comments? Angela.

**COUNCILMEMBER STIENS:** I just have one. Thank you. Kevin, this is great. Obviously, we're getting a lot of -- I know Kurt and I, I mean, I don't know who else on

the Council has, but -- to get this done. And I just want to commend you guys for getting a lot of this funding, that's great, through CARS. I don't know how that works exactly, but between Lauren coming up here and talking about grants and you guys, you do a great job of really applying for things and getting those extra funds. So, thank you.

**MR. MANNING:** Thanks.

**MAYOR SANDIFER:** Anyone else? Anyone sign up for this? Is there anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Tony.

**COUNCILMEMBER GILLETTE:** Move to approve.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** Second.

**MAYOR SANDIFER:** I've got a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 6:** **Tony Gillette - Ward 1/Angela Stiens - Ward 3:** Approve an agreement with Johnson County for CARS funding related to the Shawnee Mission Parkway Project from I-435 to K-7 Project and authorizing the Mayor to sign the agreement. **The motion carried 7-0-0.**

**5. Consider Bids and Award Contract for the 2025 Bridge Repair Program (P.N. 3618) to Lochner Inc.**

**MAYOR SANDIFER:** Item Number 5 is to consider bids and award the contract for the 2025 Bridge Repair Program, P.N. 3618, to Lochner, Inc. Paul.

**CITY MANAGER KRAMER:** Once again, Kevin Manning.

**MR. MANNING:** So, this item, you know, we have basically a biannual inspection process on all of our bridges. So, that process is complete, and we basically compile a list of more minor maintenance issues. So, what's before you tonight is not bridge replacements. But they can be things like scouring or other minor issues with the bridge that we don't want to defer anymore. We need to get it taken care of. So, the inspection is done. This is for the design contract and the construction that would follow after that. So, that's what's before you tonight is a \$32,000, approximately, design contract with Lochner.

**MAYOR SANDIFER:** Thank you. Is there any questions for staff?

**COUNCILMEMBER KNAPPEN:** I've just got one comment/question. So, we all saw the Francis Scott Key Bridge fall. And I saw several articles this week about the percentage of bridges that are not up to standards nationally. So, just to confirm, you're saying that we do biannual inspections, and then every one of our bridges is meeting full standards at this time, right?

**MR. MANNING:** Yeah. There's a lot of different, I guess, criteria on how bridges are rated. I mean, just to be just to be clear, like our bridges are safe to drive across. If there was any kind of a critical issue that was found during an inspection, the bridge would be closed immediately. So, that's not the case that we're talking about tonight. These are minor issues that, you know, if nothing was done over the next ten years, could progress to more of a serious issue, but we want to get in front of that.

**COUNCILMEMBER KNAPPEN:** Thank you.

**MAYOR SANDIFER:** Anyone else? Tony.

**COUNCILMEMBER GILLETTE:** Yeah. Kevin, just a real quick question. I was just looking at the chart and recalling my question from reading the packet. The Woodland Road Bridge, that's the one that's adjacent to the -- there's a dog park or a dog facility. Is that Woodland and just north of Shawnee Mission Parkway, right?

**MR. MANNING:** Yeah. I mean it should be very close to Clear Creek.

**COUNCILMEMBER GILLETTE:** It's to Clear Creek. The one that goes over -- by Clear Creek. Okay. Thank you. Just wanted clarification on that.

**MAYOR SANDIFER:** Anyone else? Anyone sign up for this? Anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Tony. Kurt, I mean.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**MAYOR SANDIFER:** Sorry.

**COUNCILMEMBER KNAPPEN:** That's all right.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** Second.

**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 7:** **Kurt Knappen - Ward 3/Angela Stiens - Ward 3:** Approve substantive terms of the contract with Lochner Inc., for the 2025 Bridge Repair Program, P.N. 3618, in the amount of \$31,638, and

authorizing the Mayor to sign a final agreement as approved by the City Attorney. **The motion carried 7-0-0.**

**6. Consider approving final plans and authorizing Staff to bid for the Justice Center STAR Bay Expansion Project, P.N. 3613.**

**MAYOR SANDIFER:** Item Number 6 is to consider approving final plans and authorizing staff to bid the Justice Center STAR Bay Expansion Project, P.N. 3613. Paul.

**CITY MANAGER KRAMER:** Thank you, Mr. Mayor. Kevin Manning will handle this item. And Chief Larson is here if there's any questions related to police operations.

**MR. MANNING:** So, this project to expand the bay is due to the new Mobile Command Unit from the Police Department doesn't fit into the existing bays, and so we need to make this bay a little bit larger. Final plans are complete, and so we're looking for authorization to bid this project.

**MAYOR SANDIFER:** Any questions for staff? Anyone sign up for this? Anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Jeanie.

**COUNCILMEMBER MURPHY:** Move to approve.

**MAYOR SANDIFER:** I have a motion and a -- Laurel.

**COUNCILMEMBER BURCHFIELD:** Second.

**MAYOR SANDIFER:** I've got a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 8:** **Jeanie Murphy - Ward 2/Laurel Burchfield - Ward 4:** Approve final plans and authorize Staff to bid for the Justice Center STAR Bay Expansion project, PN 3613. **The motion carried 7-0-0.**

**7. Consider approving final plans and authorizing Staff to bid for the Windsor Neighborhood and Quivira Drive and Albervan CMP Replacement Project.**

**MAYOR SANDIFER:** Item Number 7 is to consider approving final plans and authorizing staff to bid the Windsor Neighborhood and Quivira Drive and Albervan CMP Replacement Project. Paul.

**CITY MANAGER KRAMER:** Once again, Kevin Manning.

**MR. MANNING:** This project is one of our many SMAC projects we've been working on. Design is complete. We're ready to go out to bid. And just to give you an idea of funding, we -- our current construction estimate for this project is about \$1.7 million and almost about 930 of that, we're anticipating coming from the county. So, once again we're getting a large chunk of county funding here, which we're very grateful for.

**MAYOR SANDIFER:** Thank you. Any questions for staff? Tony.

**COUNCILMEMBER GILLETTE:** Yeah. Kevin, real quick. Do we have a timeline on this particular project?

**MR. MANNING:** Yeah. I mean, we're going to be going out for bids quickly. More than likely construction will be starting in May or June.

**COUNCILMEMBER GILLETTE:** Of this year.

**MR. MANNING:** Of this year, yes.

**COUNCILMEMBER GILLETTE:** That's what I thought. Thanks. Appreciate it. I just wanted to double check.

**MAYOR SANDIFER:** All right. Anyone else? Anyone signed up? Is there anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Tony.

**COUNCILMEMBER GILLETTE:** Move to approve.

**MAYOR SANDIFER:** Sierra.

**COUNCILMEMBER WHITTED:** Second.

**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 9:** **Tony Gillette - Ward 1/Sierra Whitted - Ward 1:** Approve final plans for the Windsor Neighborhood and Quivira Drive and Albervan CMP replacement project and authorize Staff to bid the project. **The motion carried 7-0-0.**

## **8. Consider Bids and award the contract for the 2025 Mill and Overlay.**

**MAYOR SANDIFER:** Item Number 8 is to consider bids and award the contract for the 2025 Mill and Overlay to McAnany Construction. Paul.

**CITY MANAGER KRAMER:** Again, Kevin Manning.



**MR. MANNING:** So, we've got the 2025 Mill and Overlay Program. We talked a little bit about this last time. But this program will be pared down quite a bit this year. We're going to be doing about 16 lane miles where typically we maybe do anywhere between 40 and 50. And that's basically because we've got our Shawnee Mission Parkway project. So, we're going to be doing a huge amount of mill and overlay on that. To make sure we can afford that, we're paring this project back. So, even though this particular project will be smaller than our typical mill and overlay, we're actually going to be doing more lane miles of mill and overlay this year when you add in that Shawnee Mission Parkway project.

**MAYOR SANDIFER:** Thank you. Tony.

**COUNCILMEMBER GILLETTE:** Kevin, is McAnany going to be part of the bidding process for Shawnee Mission Parkway as well then or?

**MR. MANNING:** I'm not sure [inaudible].

**COUNCILMEMBER GILLETTE:** No early indications from them.

**MR. MANNING:** No.

**COUNCILMEMBER GILLETTE:** Okay. But there's a potential that they could be a winner in that, one of those bids as well.

**MR. MANNING:** Yeah. I mean, that project in particular, it's a larger project and it's fairly straightforward. We may get some different contractors than we normally get that maybe don't really want to work in the residential areas. That's more of like almost a highway type project. And so, we may get bidders, our typical bidders, but we could also get some different bidders on that one.

**COUNCILMEMBER GILLETTE:** Yeah. That was going to be my next question is I think that project is going to lend itself to maybe some different folks than we have --

**MR. MANNING:** Yeah. You could have some larger contractors that have some interest.

**COUNCILMEMBER GILLETTE:** Typically for this large mill and overlay, are they the only one that we usually see a big bid up, or is there anybody else that competes?

**MR. MANNING:** So, you're talking about for our mill and overlay program?

**COUNCILMEMBER GILLETTE:** Yeah.

**MR. MANNING:** So, JM Fahey and McAnany are usually the two prime asphalt contractors. And then we actually have quite a bit of concrete replacement on this as well, enough that concrete contractors are sometimes the prime as well. So, there's two concrete contractors that occasionally have been the prime as well. So, we've had -- we've had different primes. McAnany is kind of the mainstay. And even if there's a concrete contractor that is the prime, they typically are a sub on the asphalt side. But it kind of flip flops depending on the nature of the program.

**COUNCILMEMBER GILLETTE:** Yeah. That was going to be my next question because concrete is becoming more and more expensive. So, different story on that side.

**MR. MANNING:** Yeah.

**COUNCILMEMBER GILLETTE:** All right. Thank you.

**MAYOR SANDIFER:** Thank you. Anyone else? Is there anyone signed up for this? Anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion. Kurt.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** Second.

**MAYOR SANDIFER:** I've got a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 10:** **Kurt Knappen - Ward 3/Angela Stiens - Ward 3:** Approve the contract with McAnany Construction, Inc., for the 2025 Mill and Overlay in the amount of \$2,626,262.26, and authorizing the Mayor to sign a final agreement as approved by the City Attorney.  
**The motion carried 7-0-0.**

**9. Consider Final Change Order to Contract No. 2024-052 with Infrastructure Solution LLC for 50th Street and Rene CMP Replacement Project, P.N. 3578.**

**MAYOR SANDIFER:** Item Number 9 is to consider Final Change Order to Contract No. 2024-052 with Infrastructure Solutions LLC for 50th Street and Rene CMP Replacement Project, P.N. 3578. Paul.

**CITY MANAGER KRAMER:** Oh, once again, Kevin Manning on this item.

**MR. MANNING:** So, this stormwater project is complete. We've got a negative change order, so that's a positive, meaning that we're saving \$55,000. And that was primarily due to basically underwriting quantities of about \$30,000 in pavement repair and then \$26,000 in sanitary sewer encasement. So, we ended up spending less money than anticipated.

**MAYOR SANDIFER:** Very good. Thank you. Anyone have any questions? Hearing none, anyone sign up? Anyone in the audience that would like to speak on this issue? Hearing none, I'll accept a motion.

**COUNCILMEMBER STIENS:** Move to approve.

**COUNCILMEMBER KNAPPEN:** Second.

**MAYOR SANDIFER:** I've got a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 11:** **Angela Stiens - Ward 3/Kurt Knappen - Ward 3:** Approve Final Change Order to Contract No. 2024-052 with Infrastructure Solution LLC 50th Street and Rene CMP Replacement Project. P.N. 3578, representing a decrease of \$55,405.64 for a final contract amount of \$873,394.36. **The motion carried 7-0-0.**

**10. Consider Final Change Order to Contract No. 2024-032 with VF Anderson for the Quivira Road Improvement Project from 75th Street to 64th Terrace, P.N. 3560.**

**MAYOR SANDIFER:** Item Number 10 is to consider Final Change Order to Contract No. 2024-032 with VF Anderson for the Quivira Road Improvement Project from 75<sup>th</sup> Street to 64<sup>th</sup> Terrace, P.N. 3560. Paul.

**MR. MANNING:** Again, Kevin Manning.

**MR. MANNING:** Once again, this project is complete as well. This one does have a larger change order that's unfortunately a positive one. And so, at about 358,000. A significant portion of that, probably around 200,000, was due to additional stormwater work that we did as part of the project. I think everyone here is familiar that when we do our roadway projects, we want to make sure the pipes underneath are in good shape, and so we do video all of those. And I think initially in design we were hoping that we weren't going to have to do as much replacement as we did. But as we got into construction, we had several large pipes that we ended up having to line or do other work on to make sure they're continuing to function under the roadway we just built. We also had an intersection at the 71<sup>st</sup> and Quivira signal that basically we had to kind of -- the old wire was just starting to crumble. And so, we ended up having to replace basically the entire wiring of that signal as well, which added some cost to the project. And we did a little bit of work at 66<sup>th</sup> and Quivira as well due to some drainage issues out there, just kind of changing the grade of the intersection to make sure it drained well. So, on that and some other change orders on the project ended up being about 358,000 to bring us to a total project cost of over \$4 million.

**MAYOR SANDIFER:** Thank you. Any questions for staff? Kurt.

**COUNCILMEMBER KNAPPEN:** Yeah. I've just got a follow-up question. I mean, that's pretty significant. That's 358,000 more. How does that impact our budget? Does it come out of -- just comes out of General that we didn't plan for?

**CITY MANAGER KRAMER:** Right. Just our Capital Improvements budget. You know, so over the course of the year projects come in below, we have a small contingency. So, it's all within budgeted funds that the City has for these types of projects.

**COUNCILMEMBER KNAPPEN:** Okay. And similarly, like for example, we have a sinkhole near Mill Valley right now. That's unforeseen.

**CITY MANAGER KRAMER:** Yeah.

**COUNCILMEMBER KNAPPEN:** Do we build extra into our budget for things like that?

**CITY MANAGER KRAMER:** Well, we did. And right now, it looks like that project will deplete our stormwater reserve. However, we have some funding that we can transfer into that so that we will continue to have an emergency fund. But a project like that and a fund that's relatively small that pretty much uses most of the reserve that we have.

**COUNCILMEMBER KNAPPEN:** Thank you.

**MAYOR SANDIFER:** Thank you. Anyone else? Tony.

**COUNCILMEMBER GILLETTE:** Yeah. Kevin, while you're there and you spoke that you ran into some additional problems, were there any other concerns of any other cross streets as we were going through this project that we're worried about long run that we weren't before?

**MR. MANNING:** You're referring to like cross pipes under the roadway?

**COUNCILMEMBER GILLETTE:** Uh-huh.

**MR. MANNING:** No. I mean, I think we tried to knock them all out when we -- because the last thing we want basically is to have a sinkhole develop under a brand new road.

**COUNCILMEMBER GILLETTE:** Yeah. I meant adjacent to the project, to the actual specific project zone as we were going through there. Once you went out, was there any other ones that were red flagged at that time?

**MR. MANNING:** I mean there will be, I mean to some degree, apart from the project, there will be pipes that will need to be replaced. But it's kind of one of those situations where you kind of have to draw a line as to where you're going to stop. And so, I'm not saying that, you know, basically anything under the roadway has definitely been addressed, or anything maybe parallel to the roadway that, you know, would cause us to be out there in short order. But if you've got a parallel street, unless it's parallel to Quivira or, you know, you're 100 feet off the street, we didn't necessarily address those.

**COUNCILMEMBER GILLETTE:** Okay. Thank you.

**MAYOR SANDIFER:** Jeanie.

**COUNCILMEMBER MURPHY:** So, this project ended up actually 358,000 over the original budget amount?

**MR. MANNING:** That's correct.

**COUNCILMEMBER MURPHY:** Okay.

**MAYOR SANDIFER:** Anyone else? Hearing none, is anyone signed up for this? Anyone in the audience that would like to speak on this issue? I'll accept a motion. Angela.

**COUNCILMEMBER STIENS:** Move to approve.

**MAYOR SANDIFER:** Laurel.

**COUNCILMEMBER BURCHFIELD:** Second.

**MAYOR SANDIFER:** I've got a motion and second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 12:** Angela Stiens - Ward 3/Laurel Burchfield - Ward 4: Approve Final Change Order to Contract No. 2024-032 with VF Anderson, for the Quivira Road Improvement Project from 75th Street to 64th Terrace, representing a net increase of \$358,483.16, resulting in a final contract amount of \$4,093,903. The motion carried 7-0-0.

**11. Consider approving the Supplemental Proposal for Engineering Services related to the Midland Drive Project.**

**MAYOR SANDIFER:** Item Number 11 is to consider approving a Supplemental Proposal for Engineering Services related to the Midland Drive Project. Paul.

**CITY MANAGER KRAMER:** The final one for Kevin Manning.

**MR. MANNING:** So, the Midland Drive project is nearing the end of design. So, we're trying to get a really good idea of, you know, what our construction limits are going to be. We will need quite a few construction easements as part of the project. And so, this to engage Olsson, who is our designer, to basically start work on determining what the limits of those easements will be, exactly in terms of the legal language, and then going out and acquiring those easements as needed prior to construction.

**MAYOR SANDIFER:** Thank you. Any questions for staff? Anyone sign up? Oh, you got a -- Tony.

**COUNCILMEMBER GILLETTE:** Yeah. Thanks, Mayor. Just something crossed my mind. And since Jacklynn's not here, I'll speak on her behalf. We spent a lot of time with this Midland project and a lot of residential input. So, as we go through there, and I know Olsson is going to do very good job at this, I think we did a community meeting at the clubhouse, Tomahawk Clubhouse before. So, I hope we're going to be doing those kinds of things to continue to engage with the public from a staff level to keep them involved in, you know, the progress of this. This is a major project, and this is going to

impact a lot people's homes and a lot of trees, I think, along that route. And that's going to be the biggest thing.

The takeaway we had from the Monticello Road Improvement Project is I don't think we looked foresighted enough to a lot of folks who lost trees. And that created a huge angst of a lot of folks. Again, it's not my ward, but I think that it's going to be important for us to, you know, keep folks informed, number 1. And number 2, come up with creative solutions for those that lose, you know, very large trees and that was formerly their land and property. And, you know, we're going to run into those situations that the street is going to come up pretty darn close to a tree. But the drip line is going to be there and it's going to kill it, or it's got to get removed. So, there's going to be those battles there and we need to be very cognizant of listening to our residents' concerns and finally come up with some creative ways to help replace those things for them because this is going to be a big impact for them. So, just wanted to get that on the record. Thanks.

**MAYOR SANDIFER:** Anyone else? Hearing none, anyone sign up for this? Anyone in the audience that would like to speak on this issue? Seeing none, I'll accept a motion. Kurt.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**COUNCILMEMBER BURCHFIELD:** Second.

**MAYOR SANDIFER:** I've got a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 13:** **Kurt Knappen - Ward 3/Laurel Burchfield - Ward 4:** Approve the supplemental agreement with Olsson for design services in an amount not to exceed \$172,880 related to the Midland Drive Project and authorize the Mayor to sign the contract. **The motion carried 7-0-0.**

## **12. Discuss traffic control at Shawnee Mission Parkway and Vista.**

**MAYOR SANDIFER:** Item Number 12 is to discuss traffic control for Shawnee Mission Parkway and Vista. Paul.

**CITY MANAGER KRAMER:** Thank you, Mr. Mayor. I'll start on this item, and we do have Kevin Manning here to answer any questions you may have. As we talked about just a few minutes ago, we will be milling and overlaying Shawnee Mission Parkway this summer. As part of those discussions, starting earlier this year and then at a Council meeting on February 10<sup>th</sup>, we talked about the intersection of Shawnee Mission Parkway and Vista.

The original plan was to potentially look at a signal at this area. It wasn't part of the project necessarily, but we did have that discussion. It doesn't make sense at this point

to add that signal. As Kevin mentioned at that meeting, it's right on the edge of warrants. It would be a go either way. However, we did have quite a bit of public input at that meeting.

So, now that we are pretty far into design, if we are going to put a traffic signal in with this project, we would need Commission consensus or Commission direction on that. I know that there were some differing viewpoints on that, so I didn't feel comfortable at the staff level to make that decision. So, I wanted to bring it to the Governing Body.

So, what are some of your options?

We can look at adding a signal. That's as simple as a consensus tonight. We ask Kevin to add that to the design process and we go forward.

We could do nothing at this point and go through with the mill and overlay project. Continue to study it in the future.

If you would like to look at other options, and we've talked about those over time, and Kevin can talk about some of them tonight, whether that's a turnaround farther east or west, whether that is some other type of traffic control, we would probably need to do a traffic study to give you the options that would be available. I don't know that there's a lot of leeway because of the bridge because of the divided highway, but we certainly would want -- wouldn't want to rush you into a decision if the consensus tonight was we want to see other options.

So, because it is under design and because there was some desire to look at a traffic signal at this location, we would need some direction tonight if the Governing Body wanted to add that to this project.

So, I'm going to open it up for a conversation. If you have any specific traffic questions of Kevin or any questions of me, happy to answer those. The cost on this is somewhere around half a million dollars on a project of this size and scale and scope. The City certainly has adequate resources to put that in and add that to this project. So, with that, I'll open it up and answer any questions you may have.

**MAYOR SANDIFER:** Would this have to come from our reserve, or is this something that we have?

**CITY MANAGER KRAMER:** The project has a pretty conservative budget, and we expect a very competitive bidding order. I would probably hesitate against doing it as an add-alternate. I think you either make the decision to add it or you make the decision not to add it. And then the City would -- staff would come up with our funding plan if you chose to add it to the project.

**MAYOR SANDIFER:** Kurt.

**CITY MANAGER KRAMER:** Thank you for that. Kevin, you're the star tonight. You've had like every item. So, I know, apparently, we have some different ideas, honestly, and maybe I'm just simple thinker. But in my view, it's like the light is the only option that I can really see or not the light. In your professional opinion, are there other options that would be worth going down a track to really research and put money into?

**MR. MANNING:** So, there's always different options at intersections, and a lot of it depends on how you're basically kind of restricting access. So, I think one thing that's been discussed out here -- so, one thing to think about is if we wanted -- you know, at this type of intersection, your main concern is typically you're lefts out essentially. So, if you're coming south on Vista, getting across and you're turning left. Getting across Shawnee Mission Parkway eastbound and westbound is going to be your most challenging movement. Similar to that, if there's development on the south side there and you're going north making that left turn is going to be the biggest challenge.

So, one thing different entities have done is basically restricted that movement. So, they basically put a, kind of an S-shaped median across the intersection. This may be a little bit tough to see your mind's eye, but it basically allows left turns onto the side street. So, if you're on a Shawnee Mission Parkway, you'd still be able to make that left turn, but it also basically creates a right in-right out. So, you can't make that left turn out. The way other entities have, you know, allowed for that left is further on down. I mean you're still going to have people wanting to make that left turn. So, if you don't do anything else, what they're going to end up doing is, let's say I'm coming out of Vista, and I want to make a left. I can't make a left because there's a median across there. They're going to end up taking a right and coming down to Woodland and pulling a U-turn. Same thing if you're going northbound and you want to take a left, you can't because there's a median in the way. You're going to go east down to Barker or Midland and do a U-turn there.

So, what some entities have done, instead of having that U-turn at those intersections, they've basically created a U-turn in the median out there. And that's also -- you may have heard of an RCUT or a J-intersection. So, that's another potential option out there. So, you're basically -- you would restrict access at the intersection to a left in and then right in-right out. Your left outs would basically have to turn right, go farther down, go over a few lanes on Shawnee Mission Parkway, and there would basically be a paved area in the median where they could basically sit and wait until there was a gap to make their U-turn.

**COUNCILMEMBER KNAPPEN:** Yeah. Thank you. A lot of information. So, my two cents, and I hate stopping at lights. I really do. But people fly on Shawnee Mission Parkway right through that area. I am concerned. I don't want a fatality there. And there is a daycare. I thought the ladies who spoke were very compelling, honestly. And I came home and bounced it off who I always do, my wife and my daughter, and they were like, yeah, that's a dangerous intersection. So, for my part, I would support putting a light in. It sounds like we have the funding that we can wrap it in. But I look forward to hearing what everybody else thinks.

**MAYOR SANDIFER:** Angela.

**COUNCILMEMBER STIENS:** Thank you. Yes. I would say a light might be the best option too. I mean, I would be open to listening, I mean, to what you were saying about some of those. I mean I'm worried about people making U-turns and those kinds of things as well.

Is there a difference, Kevin, as far as like, maybe this isn't an open-ended question, but as far as like when traffic, is there less accidents? You know, because I know we discussed that before. Like people say, oh, stop lights, sometimes that causes more accidents. But I agree with Kurt. There's a lot of traffic moving out that way, especially



between -- obviously in the morning and then in the evenings when people are returning from work. When you were talking about it, what did you call that, an SJ or --

**MR. MANNING:** A J-turn or an RCUT.

**COUNCILMEMBER STIENS:** A J-turn. Okay. Is there any kind of difference with that when it comes to accidents, or does it just kind of depend on the area in general?

**MR. MANNING:** Yeah. I mean it can vary. So, you know, I've had this conversation I know with the Governing Body. But like the idea would, you know, when you're looking at installing signals, and when we talk about signal warrants, that's kind of the statistical tipping point where if a signal meets warrants, it's -- you're probably going to see increased safety. Now, that's not an exact science necessarily. It's looking at, you know, lots of different examples, on average it's going to be safer. And that's why if, you know, there may be residents that come in some time and maybe they're interested in a signal somewhere. And if it's not warranted, I'm not going to recommend to install it because -- like just as an example at this intersection here. Let's just say there was only one or two buildings on Vista. So, there's only a handful of vehicles coming out of there. I wouldn't advocate for a signal out there because every time that light turns red on Shawnee Mission Parkway, which it will on occasion, you're going to have to stop that traffic, and the vast majority are going to stop fine. But there is going to be a small percentage that, you know, they're looking at their phone. They're not paying attention. You're going to see rear ends. I mean, one thing to keep in mind out here is there's probably like 30,000-40,000 vehicles a day that travel this roadway. And so, I'm trying to think over the course of a year, 365 days, let's see. I think that's like 12 million. And so even if one tenth of 1 percent isn't paying attention or one hundredth of 1 percent, you're still looking at issues out there.

However, when you start having more vehicles coming southbound, what ends up happening is the number of gaps that you have to accept it gets harder. We've all experienced that. You're coming up to an intersection. You know, you're waiting. Traffic is going by. You're waiting some more. You're waiting some more. And then you feel yourself, you're creeping out. And then you're more willing to peel out as opposed to you just pull out to an intersection for five seconds, you're not just going to go around that turn on two wheels. And so that's what ends up happening here. If you've got more traffic and you don't have a traffic signal and a signal is warranted, people will start accepting basically shorter gaps than they should, and they're more likely to get hit. So, that's kind of the science behind when I talk about signal warrants.

And so, the bottom line is, like we're kind of on the border here. So, I'm, you know, I'm comfortable installing it if that's what the Governing Body wants to do. But, you know, there are other -- I think I've talked to the Governing Body before where there are other intersections where I wouldn't recommend that because there may be sufficient gaps for people to get out and we don't want to stop traffic unnecessarily at a location if there are those sufficient gaps. But here, once again, we're getting to that where it's tougher and tougher to get out.

And I do think if we had development on the south side of the roadway, that's going to make it extremely difficult. Because right now on Vista, you can kind of pull out into the middle of the intersection into the median and sit. Well, now, if you've got people coming westbound on Shawnee Mission Parkway and turning into a development on the south side, there's a lot more potential conflicts there. There may not be room to sit

in that middle intersection. So, there's just a lot more action and more potential for people getting into collisions as a result.

**MAYOR SANDIFER:** What is the cost of the U-turn you were talking about? Do you have an idea?

**MR. MANNING:** I don't have -- I can get you that. I don't have an exact number off the top of my head.

**MAYOR SANDIFER:** Is it considerably cheaper?

**MR. MANNING:** I wouldn't say -- I would say I would expect that, because we're still -- we would still have to do some improvements at the intersection. I would say that the two would probably be somewhat comparable.

**MAYOR SANDIFER:** But the U-turn you think would be more feasible for the -- for this period of time?

**MR. MANNING:** So, you know, the U-turn a lot of times is used on locations where you don't have any traffic signals with the idea that you want to provide full access, but you don't want to stop people on basically the major road. So, there's nothing saying we couldn't do it here. It just, a lot of times you see them more in like concurrent, like a lot of locations in a row. Similar to like -- I'll use the roundabouts as an example. A lot of times, I mean every once in a while you see, you know, one roundabout, but many times you have more of a corridor. It's the same idea where you may have a corridor of RCUT intersections or J-turns rather than one isolated, just with the idea that you want ideally consistency along a certain type of roadway. No different than like, you know, grade separated, and we've had that conversation too. Like on a highway, you don't want a signal, interchange, signal, interchange. You either want to say, hey, we're going to signalize this and turn into more of an arterial or you want it to be all like basically grade separated. Does that makes sense?

**COUNCILMEMBER STIENS:** Well, and I just might add too. I just want whatever is safest. And I'm sure we would all agree on that. But whatever is safest. If it's a signal or whatever it may be, you know, just so we can make that safe with all the traffic out there. So, thank you.

**MAYOR SANDIFER:** Tony, you had something.

**COUNCILMEMBER GILLETTE:** Yeah. Thanks, Mayor. Kevin, you took the words out of my mouth. I call that a Michigan left.

**MR. MANNING:** Yeah.

**COUNCILMEMBER GILLETTE:** For those of us that know and has traveled the state of Michigan making left hand turns. Would there -- knowing that from familiarity in driving in that part of the country, would we have the ability to add additional turnaround lanes or J-lanes as you're calling them. J-turn lanes.

**MR. MANNING:** I think there's definitely the room to do it from like a design perspective. Like looking at this arrow right now, basically west of Vista Drive, you'd probably be looking at, you know, closer to the railroad, you know. The idea is when

you're putting those in, theoretically, you need to give them some distance because like, once again, I'm going to use the example if you're coming south on Vista Drive and you want to make -- do the J-turn, you still have to go across two lanes of Shawnee Mission Parkway. So, you need to give them some room to be able to accelerate and get over two lanes and then slow down and get into the J-area. You don't want people basically veering over. And so, you want them, you know, once again, that would be part of a larger design discussion. But the idea is you want them a fair distance away from the intersection that you're turning, you know, away from, so you don't have to cut across several lanes of traffic in a short period.

**COUNCILMEMBER GILLETTE:** So, we had a similar problem a few years back, maybe ten-plus years back at K-7 and 75<sup>th</sup> Street where K-7, again is, you know, it's 60 miles an hour. Shawnee Mission Parkway is 55. You're coming off of a stoplight at Barker Road and people are accelerating. And you're going to ask them to stop again at another stop light at Vista right when they're just getting up to speed. You're asking for just as many rear-end problems as you're going to try and solve. And so, the Michigan left idea thing or J-turning lane, I think is a less expensive way to go. You can always adjust whether or not you're going to close off Vista from crossing straight across.

We do not have any development or commercial development going on the north side of Vista and Shawnee Mission, or excuse me, on the south side of north Vista and Shawnee Mission Parkway just yet. There's some land that's available. It's going to be years down the road from what we can tell. So, I just don't see it as a light. You know, unless you're going to take the speed limit down to 45 miles an hour and put a stop light in there, you're going to tick off a lot of people that move to western Shawnee that get to downtown, get to their retail developments. It's a three-mile stretch. People are used to it. It's been that way for 30 years, and you're going to make a mess out of it if you start messing around with speed limits. I've seen it on Highway 152 in Missouri. And so, you're asking for a lot of troubles if you put too much stop light along the way there and start to change speed limits, so. I think to turnaround thing is the most prudent thing to do at this time. And to come up with a creative solution to do that doesn't cost us a lot of money and is less disruptive. Thanks.

**MAYOR SANDIFER:** One other thing. Doesn't Shawnee Mission Park own a good part of the property that's on the other side of Shawnee Mission Parkway and Vista on the south side. Because I know we gave somewhere a certain amount of acreage, the Parks Department did or we did to Shawnee Mission Park, so we could close the railroad crossings back there. And I think it -- I don't know how far up it went.

**MR. MANNING:** So, once again looking at this aerial. They may own property south of basically what you can kind of see. But I think -- I'm looking at the, you know, kind of the bluish roof building just immediately south of Shawnee Mission Parkway. I don't believe that the Parks and Rec owns that.

**MAYOR SANDIFER:** Okay.

**MR. MANNING:** It should be a private entity, I believe.

**MAYOR SANDIFER:** Okay. Jeanie.

**COUNCILMEMBER MURPHY:** I'm looking, I know we've got daycare, but I'm also looking at the Mill Creek Activity Center. I don't know how many activities happen there. I don't know how many people might get done there with an activity at the same time. But the idea of potentially having families and kids having to look for a break to cross over two lanes of Shawnee Mission Parkway so that they can go east and then wait for another break, to me, that doesn't seem safe. We had a family that actually spoke to us at a previous meeting that had, I believe, been rear-ended at that point because there wasn't a light. But when they slowed down to make the right turn, I believe somebody hit them and their child was afraid to go back to their activities. So, there's a lot of ways to look at this. If that's going to be a busy area, I see that more as a light than trying to teach people how to do a bunch of J's and S's and hoping to -- because again, they're still going to have to dash across two lanes of people who are potentially looking at their phones and not paying attention.

**MAYOR SANDIFER:** Sierra.

**COUNCILMEMBER WHITTED:** Yeah. I do understand. I mean, I drive this road every day, and I do understand the impulse to enjoy a nice stretch of road without lights between Barker and Woodland. But I'm looking at that distance and comparing that to a little later, like with Monticello and Hilltop. And it -- I don't have the exact numbers. I'm obviously using an estimate, but there doesn't seem to be much of a difference and there's lights at both of those areas, between those. And if anything, I'm wondering if that might help with speeding as we're going on down here. As we're growing, getting more people going through here, these are busier roads. We're going to need more traffic control from what I'm seeing. To me, putting a light here seems more like an investment long term in the growth that we're building out in west Shawnee. So, I would -- I would support putting a light in.

**MAYOR SANDIFER:** Laurel.

**COUNCILMEMBER BURCHFIELD:** [Inaudible; talking off mic] I'm not on. Sorry about that. So, I do support a light. I agree that this is something that I'm glad that we're looking at it now as we're doing work on this road and we're thinking about future development. It feels like we're getting ahead of the curve rather than trying to be reactive as things happen that we're not happy to see in our city, whether that's increased traffic or automobile accidents. So, I'm glad that we're having this conversation. I'm grateful that staff brought this to us now. Thank you. And I would support a light because I think it's the best investment for the long term of this stretch of road.

**MAYOR SANDIFER:** Did they tell you what you need to know?

**CITY MANAGER KRAMER:** I'd like to see a hand show of hands or --

**MAYOR SANDIFER:** Who was in favor of the light? Okay.

**COUNCILMEMBER KNAPPEN:** Last thing. I just want to thank you as well for putting it on the agenda quickly after we got that feedback. That's huge. Sometimes these things take forever.

### 13. Development Update Staff Report

**MAYOR SANDIFER:** Okay. Item Number 13 is a Community Development Update Staff Report. It's for information only.

**CITY MANAGER KRAMER:** Thank you, Mr. Mayor. I invited Doug to come sort of go through a Q1 development update. He'll keep it relatively brief for you tonight. He gave this to City employees at the Shawnee Scoop and at Leadership, and I thought it was kind of neat to see what's going on in the City in the first quarter. So, Doug is going to go through just a few numbers and a couple of projects and stand for any questions, and then we will be done for tonight.

*[Development By the Numbers (2024 Totals) slide]*

**MR. ALLMON:** I've been given five minutes, so I'm going to fly. Just to kind of go over what this is, is I put together some '24 numbers, and then just kind of drove around and found pictures and things of interest that are going on. I'm sure you guys get questions from constituents of what certain things are. So, this is in no way encompassing of every single project that's going on in the City of Shawnee right now.

But just some development by the numbers in 2024. We did issue 157 commercial permits. And those permits alone generated over \$800,000 in permit revenue for the City. And we did add commercial valuation of over \$28 million to our tax base.

We also issued 1,210 residential permits generating about \$550,000 in permit revenue for our General Fund with an estimated valuation of \$4.4-ish million. You notice on that slide 99 single-family homes permit issues -- permits issued. That's the first year we've been under 100 for some time, but you can still see that's pretty robust. We're still one of the largest producers of single-family homes in the metro area. It's a combination of things, interest rates, availability of lots, many things that are kind of affecting that. But as we continue to plat new lots, I see that number probably increasing back above 100 in the next few years.

Again, Shawnee's population is growing, but we have leveled off. We saw the multi-family boom where we saw an increase in some years of over 600 new residents. Based on my calculations and straight line projection, in 2025, we have about 72,100 people. That was an increase of 280 people over 2024.

*[Projects Under Construction - Heartland Logistics/JOCO Softball Phase II slide]*

Some projects under construction. I'll go through these very quickly. You've been involved with a lot of these. Heartland Logistics continues to build out at 43<sup>rd</sup> and K-7. It's amazing to me that what was a bean field that in my career I thought would never be developed has sewer now and is becoming a logistics center for car parts. That's one of the main users of these buildings that we're finding. And so, it is -- that Building 3 is nearly done.

Right down the street, Valley of Champions, the Phase II of the Johnson County Softball Project and Baseball Project, it's underway. You can see construction equipment out there, conversion of fields. They're adding a new food venue and parking improvements. So, if you go up and over the bridge, you look to the right, if you're heading west, you'll be able to see everything that's going on. So, dollars spent in an economic development way.

*[Projects Under Construction - Kraft Tool Expansion - Perimeter Park slide ]*

Other projects under construction. I think you guys remember we went through all of the detention issues and getting a business association formed and got everything out in Perimeter Park cleaned up well. Well, Kraft Tool, as you remember, you approved, I believe some IRBs for a building expansion. Kraft had run out of room. They were actually maybe going to leave possibly. But they found a vacant building across the street and are now under construction on a 70,000-plus square foot building addition to the vacant building so that they could stay and continue producing all of the great things that they produce over on the east side of the street in their current facility. That is moving along as well.

*[Projects Under Construction - Enclave of Mill Creek slide]*

I said single family, we're doing well. But we're also doing multi-family developments. There's infill developments of attached housing all over. I took a picture of this. This is Enclave of Mill Creek. Some of you may not even know that it's there. But it's a really neat for-sale project that is attached. I call them dumbbell or pinwheel development. And those are -- you can see the individual lots are "condoed" out. And they have been very successful. And they're to the point where they're almost done with that cul-de-sac in that development.

*[Projects Under Construction - Kenneth Estates slide]*

Cruising right along. You guys remember Kenneth Smith. Some of you were on the Council when that rezoning went through. That was an infill project. It has actually turned out to be a really good development for the City. Shawnee Mission schools, and they are at, at about the point where I think the subdivision will probably be done in the next year or two. I did take a picture there. You can see the farm-style housing. But that's the actual Kenneth Smith original office and home that was added on to with the three-car garage. And they took a lot of effort to maintain the -- to maintain the character of that area, even including the rock road, the rock stone wall along the road there.

*[Projects Under Construction - Bristol Highlands slide]*

The next thing, other projects under construction. You know we did the Zarah TIF area. So, we built 80<sup>th</sup> Street with TIF dollar, capital improvement dollars, and it is actually booming. You can see the road is in, and they just are in the process of platting, I think their fourth plat. There was an excise tax abatement on the agenda tonight for the second, third, and fourth. Those plats are actually recorded and they're pulling permits in that subdivision. There was some blasting that went on out there to get utilities in, but that's all done, and now they're pulling permits. So, it's very popular and is going to probably continue to be a major generator of single-family homes for the next ten years hopefully.

*[Projects Under Construction - U-Haul Climate Control Facility - Oakview Storage slide]*

Other projects under construction. I put this on here because people ask me if there are apartments going up on Silverheel all the time. The picture on the left is actually the tilt-up for U-Haul storage control, climate control storage facility that's going to go there. The special use permit that we went through is actually coming about.

And the other is, it's not an office building. If you see dirt moving to the east of Walmart on 65<sup>th</sup> Street on Maurer Road, that is actually another climate control storage facility that looks like an office building. There's a desire and a need for that use because of the apartments that are located there. Okay. I'm over five, so I got to keep rolling.

*[Projects Under Construction (Downtown) Marigold slide]*

Marigold is still under construction. You can see the photo I took over on the south end of that building. They're working on the liquor store first, so that then the liquor store can move down to the south end when it's done. And then they'll start doing the north end with all the tenant spaces that you all saw when they went through there, their development agreement stuff.

*[Projects Under Construction (Downtown) Hank's and Gilda's slide]*

Hank's is open. I think you guys probably all know that. I heard a rumor, maybe not a rumor, that they actually ran out of food this weekend. They were so busy with basketball and all the popularity. I know there have been a lot of articles in the various business journals promoting that use. It was busy when I took the photo, and the fact that it was standing room only, and I do believe they ran out of food.

Gilda's is the one with the green face that you can see. The stucco is actually on that building now. I saw ladders in there. I think they're getting ready to stock and staff and so they'll be opening soon as well.

*[Coming Soon slide]*

Other things that are coming soon. We had a call today as a matter of fact. Westlake Hardware will be submitting for their final development plan, I believe tomorrow. They're going to build -- their first phase will be the hardware store with the intent of doing multi-family and another restaurant out on Silverheel. That's about a 15,000 square foot --

**CITY MANAGER KRAMER:** Multi-tenant.

**MR. ALLMON:** Yeah. Multi-tenant.

**CITY MANAGER KRAMER:** Yeah. You said multi-family.

**MR. ALLMON:** Oh, sorry. Thank you. No multi-family. I'm trying to go fast. Multi-tenant. That's the bottom photo. Nobody is going to be living there. Sorry about that. Thanks for catching that.

*[Coming Soon - Insko Corporate Headquarters slide]*

Other things that are coming soon. The Insko project there just to the west of the softball complex on Johnson Drive, their corporate headquarters. They're moving dirt now, and it's to the point where that will be occupied probably in the next year or less.

*[Coming Soon - Commerce Bank slide]*

Also coming soon. Commerce Bank up on Nieman Road. They're going to scrape that old building and put a new branch bank there, including some pedestrian connectivity to our park that we need.

*[Coming Soon - New Truist Credit Union slide]*

All right. Last thing. Another credit union is coming out to Grey Oaks. I think they're going to have their ribbon cutting soon, if not already.

*[New Businesses of Interest slide]*

And last thing, I did include this. Sometimes you guys wonder what's going on from a business standpoint. I had Mary do a review of some of our more unusual business licenses in the last quarter/first few months of this year.

Buenos Aires Restaurante and Bakery is next to Servaes. They do lunch, dinner, book club. They actually do tango dancing and lessons there.

Mariscos is a, I believe, a seafood place that was the former Garrett's building at 65<sup>th</sup> and Nieman is now open.

Simon's Pasta has a pasta chef who's doing drive-thru there, where Sheridan's and where -- it was formerly Saints Drive-thru Express has opened. They're at 63<sup>rd</sup> and Widmer.

Toni's Italian has opened up out west in the Shawnee Crossing Shopping Center.

Alsuper down next to Sharks as you come into Shawnee on Shawnee Mission Parkway is a grocery store. They also have a Chipotle-style sit-down restaurant that you can also carry out. And they cook authentic Chihuahua cuisine and other popular Mexican food.

For those of you that want golf carts, golf -- Kansas Golf and Turf has occupied a building in Perimeter Park at 8320 Hedge Lane Terrace.

And for you long-time residents, if you remember Bob Mazza out on Renner, 59<sup>th</sup>, just north of the Justice Center, his large horse stable and tack facility that he has ran or had ran for probably in the past 40 years, he sold that to Danielle Saggars, and she's boarding and training performance horses in that facility and just opened about two weeks ago.

That was 10 minutes, and I apologize. That's all I have, you guys. If you have any questions.

**MAYOR SANDIFER:** Thank you.

**MR. ALLMON:** Lots of stuff going on.

**MAYOR SANDIFER:** Laurel.

**COUNCILMEMBER BURCHFIELD:** Yeah. No. Thank you. I'm very excited by everything that you've shared with us tonight. I appreciate it. And I'm also excited to see the housing developments that we have that we've been able to move forward last year. Do you have a sense of how many of those houses may be considered affordable under 400K or so?

**MR. ALLMON:** So, I don't have any data on that. If you're talking about single family out west, I'm not going to sit here and tell you that those are going to be probably classified as affordable. I don't know the price ranges. The developer tonight that's doing Canyon, I think the signs out there say somewhere in the -- starting in the fives would be my guess. It continues to be an issue in terms of land cost and just the cost of construction to do actual affordable units.



I was actually -- my daughter is working now and is ready to move. And I said you should look at one of these houses down the street off of Nieman that I think Kevin Tubbesing is doing. And those houses on Zillow were around four. So, that just kind of gives you an idea of where we are in terms of housing stock and the cost of that housing stock.

**MAYOR SANDIFER:** Thank you. Anyone else? Tony.

**COUNCILMEMBER GILLETTE:** Hey, Doug. I just wanted to give you and staff kudos for continuing to bring commercial development. Our success at 43<sup>rd</sup> and K-7 is monumental in helping keep our tax base at a minimum where our local residents that have, you know, single-family homes, or even multi-family developments aren't getting taxed to death for our future development and water and waste needs that we have, which seemingly never ends in the City. But that's a big success. And so, you know, job well done by everybody in keeping that moving forward. And it's great to see that success out there in those industrial developments because it bodes well for the future of our community. So, I just wanted to say thank you.

**MAYOR SANDIFER:** Anyone else? Okay.

## **H. MISCELLANEOUS ITEMS**

- 1. Ratify the semi-monthly claims for March 24, 2025, in the amount of \$8,178,937.15.**

**MAYOR SANDIFER:** The next item on the agenda is Miscellaneous Items. Item Number 1 is to ratify the semi-monthly claims for March 24<sup>th</sup>, 2025, in the amount of \$8,178,937.15.

Anyone sign up for this? Anyone in the audience that would like to speak on this? Hearing none, I'll accept a motion. Kurt.

**COUNCILMEMBER KNAPPEN:** Move to approve.

**MAYOR SANDIFER:** Laurel.

**COUNCILMEMBER BURCHFIELD:** Second.

**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. Motion passes.

**Motion 14:** **Kurt Knappen - Ward 3/Laurel Burchfield - Ward 4:** Ratify the semi-monthly claims for March 24, 2025, in the amount of \$8,178,937.15. **The motion carried 7-0-0.**

- 2. Miscellaneous Council Items**

**MAYOR SANDIFER:** Item Number 2 is Miscellaneous Council Items. Paul, do you have anything you'd like to discuss?

**CITY MANAGER KRAMER:** Nothing tonight. Thank you.

**MAYOR SANDIFER:** Okay. I'd like to remind everybody we have the State of the City across the street at Aztec on Thursday at 4:00 starting. So, if anybody would like to show up and watch it that would be great.

Anybody else have any Council items? Tony.

**COUNCILMEMBER GILLETTE:** Yeah. Just a quick shout-out to Shawnee Mission Northwest Boys Basketball Championship. They did it back-to-back, so congratulations to them. I know we always give kudos to Mill Valley out west, but Shawnee Mission Northwest, well done, Cougars.

**MAYOR SANDIFER:** They have a 7' 4" player on their team. He was at my house before the game. And I've never had anybody that had to duck to come in my front door and to duck to come in my living room. One of my granddaughters had taken him out for a "women pay all" dinner from school. They've been friends for years. And I asked him -- he's a very humble and a very, very quiet young man. And he's a junior. And I said, how do you think you're going to do on the playoffs? He says, well, I hope we're going to win. But, you know, somebody's got to win and somebody has to lose. And I said, well, that's a nice way to look at it. And he said, well, it's the only way you can look at it. You know, and he's just as quiet and humble as you could be. He's just a fantastic young man. He's got about six colleges already all over him, you know.

So, anyone else? Angela.

**COUNCILMEMBER STIENS:** Thank you. I just have a couple of quick items. First of all, I did receive some contact from neighbors out at 47<sup>th</sup> and K-7. And I just wanted to express my condolences to the Courtneys. That was Doug and Shannon that lost their lives there. It was about three weeks ago, I believe. And so, I just wanted the neighbors to know that we, you know, we do hear you. This is something very serious. We certainly -- it's never good to see anything like that happen. And so, talking about traffic tonight obviously kind of made me think about a lot of this. But please know that we are looking at this and seeing what we can do as a Council as well. So, I just want to make sure that people know that we are taking this very seriously and for any accidents that have happened at that area, it's a very busy area to say the least.

And then also I wanted to give a shout-out to our police officers, and -- because one of the things that we talked a lot up at the state legislature is mental health. And I hear that a lot. And I'm like Shawnee has co-responders. And one of the things that I got to do was go tour the 988 Center call center. And so, I'm just bringing this up tonight because this is statewide. And I had never heard of this. So, I just, I brought a magnet. Sorry I didn't bring a magnet for everybody. But if you do know someone in a mental health crisis, you can call 988. It's a main number. And it's something I want to spread locally here, whatever we can do here in Shawnee and other areas. I know schools are doing this too, but it's a suicide and crisis lifeline. All you do is kind of like 911, you dial 988. So, I just wanted to give a shout-out for that because I think that's something really great and important that we can do. Thank you.

**MAYOR SANDIFER:** Anyone else? Hearing none.

**I. ADJOURNMENT**

**MAYOR SANDIFER:** I'll accept a motion to adjourn.

**COUNCILMEMBER STIENS:** Move to adjourn.

**MAYOR SANDIFER:** I have a motion. Do I have a second?

**COUNCILMEMBER BURCHFIELD:** Second.

**MAYOR SANDIFER:** I have a motion and a second on this item. All those in favor say aye.

**COUNCILMEMBERS:** Aye.

**MAYOR SANDIFER:** Opposed, nay. We are adjourned.

**Motion 15:** Angela Stiens - Ward 3/Laurel Burchfield - Ward 4: Adjourn.  
The motion carried 7-0-0.

**COUNCILMEMBER KNAPPEN:** Council Committee will start in approximately five minutes.

(Shawnee City Council Adjourned at 7:47 p.m.)

CERTIFICATE

I certify that the foregoing is a transcript to the best of my ability from the electronic sound recording of the proceedings in the above-entitled matter.

/das April 3, 2025

Deborah A. Sweeney, Recording Secretary

APPROVED BY:

\_\_\_\_\_

Stephanie Zaldivar, City Clerk