

***MINUTES OF THE
MIAMI COUNTY PLANNING COMMISSION
July 5, 2022***

***MIAMI COUNTY ADMINISTRATION BUILDING
COMMISSION CHAMBERS
201 SOUTH PEARL STREET
PAOLA, KANSAS 66071***

ATTENDANCE

CHAIR:	John Menefee
VICE-CHAIR:	Phil Elliott
PLANNING COMMISSION	Kelli Broers, Bret Manchester, and Topher Philgreen
ABSENT MEMBERS:	Joshua Brown, Randy Kitchen, and Mark Oehlert
EX-OFFICIO MEMBERS:	None present
PLANNING DIRECTOR:	Teresa Reeves
ASST. PLANNING DIRECTOR:	Katie Jardieu
PLANNER:	Not present
PC SECRETARY:	Casey d'Augereau
COUNTY COUNSELOR:	Not Present
ECONOMIC DEVELOPMENT	Not Present
COUNTY COMMISSION:	None Present
COUNTY CLERK:	Not Present
PRESS:	Not Present

MINUTES

July 5, 2022

MIAMI COUNTY PLANNING COMMISSION

CALL TO ORDER

Chairman John Menefee called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Roll Call was taken with five (5) members present, constituting a quorum.

DISCLOSURE OF ANY EX PARTE COMMUNICATIONS OR POTENTIAL CONFLICTS OF INTEREST

None disclosed.

ADOPTION OF THE AGENDA

Elliott moved to adopt the Agenda as presented. Broers seconded, and the motion passed unanimously, 5-0, via a show of hands.

CONSENT AGENDA

June 7, 2022, Planning Commission Minutes:

Philgreen moved to adopt the Consent Agenda as presented. Manchester seconded, and the motion passed unanimously, 5-0, via a show of hands.

REGULAR AGENDA

Old Business:

Menefee stated the Antioch Baptist Church Conditional Use Permit (CUP) was continued to August 1, 2022, at the request of the applicant.

New Business:

None.

GENERAL DISCUSSION

Continuing discussion on the Next Comprehensive Plan (beginning with Section 3.4):

Policy 3.4.2. Proper Commercial Site Planning

Amend county zoning regulations to include modern commercial site planning and circulation standards that preserve adequate right-of-way and provide the opportunity for frontage roads and well-connected internal street networks along the US-169, US-69, and K-68 corridors.

Elliott questioned whether Section 3.4.2 makes sense in the commercial zones that we already have. For example, in Section 3.4.2 the language, “*Amend county zoning regulations...*”, seems to be more of an action item. He completely understands where the county would do this but questioned whether this is more about site planning than it is about zoning regulations. Reeves stated it is both noting that site plans for commercial purposes are listed as a section in the zoning regulations. Elliott stated that some language needs to be added here for frontage roads.

Policy 3.4.3. Active Economic Development

Enthusiastically and aggressively work with local municipalities and the Miami County Economic Development Department to attract commercial, employment, and industrial uses to the county.

Broers suggested rather than ending this statement at the period the goal should be to attract all those types of businesses so long as they conform with the overall stated goal of the citizens to maintain the rural character of the county. Reeves agreed noting that although most of the commercial and industrial uses are more appropriately sited in the city’s limits, there are a few commercial uses that would be more adequate in the county, such as a rock quarry. If the infrastructure is in place, commercial/industrial uses could be considered.

Policy 3.4.5. Miami County Airport Support

Consider and plan for the potential long-term benefits of the Miami County Airport as a gateway for professional and corporate air traffic. Market as a competitive advantage and support the implementation of the Miami County Airport Master Plan (2013)

Elliott felt the word “consider” was not the appropriate word for a policy. Menefee agreed. Elliott suggested using the word “analyze.” Broers suggested striking that the first sentence and it does not change much.

Elliott stated there are a lot of comments about economics that should be in the Economic Development Strategic Plan and the transportation language should remain in the Transportation Plan. Elliott questioned whether all of Section 3.4 should be removed and just reference the Transportation Plan and the Economic Development Strategic Plan. These other plans could change and then we will also need to change the Comprehensive Plan. He felt it would help to be less redundant and focus on simplification and referencing other plans.

Policy 3.5.2. Economic Development Incentives

Continue the use of and explore new county-level economic development incentives to encourage industrial and employment development within the county.

Elliott asked if this is a planning goal or a tool, and again stated it should reference the Economic Development Plan, Transportation Plan, Airport Plan, etc.

Policy 3.5.3. Growth Areas

Prioritize the US-69, US-169, and K-68 (largely between Paola and Louisburg) corridors as focal points for industrial and employment growth that capitalizes on existing infrastructure and a high level of access to highways. Reference Figure 3.3 for the potential growth areas.

Menefee stated Section 3.5.3 focuses on areas that are largely agriculturally based. He agreed there will be growth in that area but would prefer it be more residential not commercial or industrial or employment growth. Elliott stated the word “growth area” needs to be replaced with a different term. He suggested using a term that had been used before, i.e., land development zones or something like that. Reeves agreed.

Broers asked if the Planning Commission’s comments are being updated to the Next Comprehensive Plan. Reeves stated that they have not forwarded the information to the consultants yet, noting that they normally meet once a month but that has not happened for a few months. Reeves stated she will follow-up with Olsson.

Policy 3.6.3. Business Infrastructure

Develop an Infrastructure Development Plan that identifies the county’s assets in terms of existing infrastructure, utility rates, and high-speed fiber optic broadband network as well as opportunities for new infrastructure investments to support the county’s employment centers and target industries.

Elliott stated that we need to define who is supposed to do this. Reeves thought that Janet McRae had already done a lot of work locating business infrastructure. If that is the case Elliott suggested the Plan should reference the Economic Development Plan. Reeves thought that was done last year with the Economic Development Strategic Plan but will check into it.

Policy 3.6.2. Economic Development Strategic Plan

Use the Miami County Economic Development Strategic Plan to guide development decisions and create incentives for target industries.

Broers had concerns with the “create incentives for target industries” language and questioned whether TIFs, tax breaks and those sorts of things really belong in the Comprehensive Plan. Elliott stated “incentive” is also used in Section 3.5.2 “*Economic Development Incentives.*” Broers stated maybe that would be solved by referencing the Economic Development Plan as recommended by Elliott. Elliott commented that if the Economic Development Plan says to use them, then ok, but he didn’t feel that a Comprehensive Plan is the right place for it. Elliott felt we need to “stay in our lane.”

Policy 3.6.5. Land Use Compatibility

Protect industrial and employment areas from incompatible land uses or conversions to alternative uses.

Elliott referenced Section 3.6.5, Land Use Compatibility. Broers asked if we shouldn’t be protecting something else. Reeves gave the example of a property in the former Paola growth area, that on the maps was labeled commercial or industrial. One of the houses located in that area was destroyed. So that these people would not be displaced, the city rezoned this property to residential leaving everything else around it commercial. Elliott questioned how to decide which one wins? Broers stated this policy statement really makes her unhappy - she views this as a hot point protecting warehouses. Reeves stated this is a standard practice. Menefee suggested getting rid of the three words “industrial and employment” and leave it as “protect areas from incompatible land uses or conversions to alternative uses.” Elliott stated the only problem with that is Section 3.6 which says, “Address building space, infrastructure needs, and other considerations of target industries.” Reeves stated for zoning and the Comprehensive Plan that is the intent. Elliott

questioned what this is doing here if it is a standard practice. Elliott stated if we rezone something as commercial, industrial, etc. and that is our future zoning plans, then you should already be able to do that within reason.

Policy 3.7.2. Incentive Policy

Develop a county incentive policy that emphasizes development projects within areas of preferred growth within the county and lays out a specific framework for allocation and project approval based on the type of project and relative priority. Strive for consistency in incentive implementation to communicate clear messages to residents and business and development community. Conduct regional research to determine local preferred/best incentive practices.

Elliott questioned whether this is a planning goal or a tool. Menefee stated maybe when this Comprehensive Plan was drafted, maybe their intention wasn't how we are thinking about it, but it really doesn't matter what their intention was if we all perceive it that way. Menefee continued, if we have this in the Comprehensive Plan and a business does want to move in then we can say we want to do that, but we don't have a development plan for it. Elliott stated there are examples in our community that didn't go over very well. Broers questioned what the Planning Commission's role is. Broers stated the citizens of Miami County were surveyed and she doesn't recall any of the comments (maybe there was one or two) but I don't recall that being the overwhelming theme of the comments. Reeves stated the Economic Development Plan is part of the factoring of the Comprehensive Plan, but I agree that it can simply reference the ED Plan. Maybe they are listing some of the policies so everyone will know what they are. Elliott stated then we need to simply link the ED Plan to reference, because the more things you put in this that have to be changed when they change theirs outdates the plan. Broers asked who we have to pay when there are revisions and what is the process, so incorporating by reference makes more sense.

Policy 3.8.1. Protection of Natural Features

Promote the integration of natural areas—mature trees, stream corridors, steep slopes, and other features into the layout and design of new development to protect sensitive landscapes and maximize the protection of open spaces in Miami County.

Policy 3.8.6. Tree Preservation

Encourage the retention of healthy mature trees in both established and developing areas to protect air quality, reduce stormwater flows, promote energy conservation, and enhance the character of the county.

Elliott referenced Sections 3.8.1 and 3.8.6 stating without defining the types of trees he cannot back these. Just because they are mature trees doesn't mean we should keep them. Without defining the types of trees, we might get stuck with hedge, locust and even bradford pear trees. Elliott stated in his professional life he had to deal with a row of hedge trees near the elementary school because the City of Olathe said they are mature trees and have to stay. Menefee agreed with Elliott.

Policy 3.9.1. Appropriate, Complementary, and Diverse Agritourism

Promote the diversification of farm-related activities that are contextually sensitive. Encourage the pursuit of value-added, agriculturally related, accessory commercial uses on working farms. Direct marketing of farm products to consumers should be supported, as well as educational or recreational agritourism (e.g., farm tours, farm classes, farm stays, corn mazes, harvest festivals, and other similar events).

Manchester stated the county has a good start on agritourism. Reeves stated there is a lot of abuse of so-called agriculture. Elliott stated he is concerned that “farm stays” is too similar to Bed and Breakfasts and questioned whether “farm stays” is something the county really wants, noting that it can very quickly turn into an Airbnb.

Policy 3.9.4. Destination Connectivity and Wayfinding

Implement connectivity enhancements to support and further link existing and future countywide attractions to create a day or weekend trip experience for residents and visitors. Work with local attractions to create a unified wayfinding signage system to place along key connecting routes/trails (for drivers, pedestrians, and bicyclists). Encourage the integration of trail-oriented development and services along appropriate routes (e.g., bicycle repair, food and beverage services, and other services). Work with the MARC and other partners to implement regional wayfinding objectives with a Miami County-specific flair.

Elliott stated Section 3.9.4 goes with his notes for Section 4 on cost versus benefits. Elliott noted that we are struggling to maintain the infrastructure we currently have. To add an entire other infrastructure to the county’s responsibility seems a challenge at best. Elliott felt we should utilize existing infrastructure / routes instead of developing new bike trails. Broers stated there is a section of road about four miles long at Hillsdale Lake that is not paved. Everything else around the lake is paved. She stated if we would pave the remainder of the trail then bikers would be able to utilize the trail in its entirety.

Goal 3.10. Encourage countywide placemaking.

Policy 3.10.1. Rural Placemaking Advocacy

Rural placemaking is different than urban placemaking in several different ways. Simply put, the presence of rural areas with distinct identities surrounding more densely populated areas adds appeal and can be a population and economic development attractor. Miami County should clearly identify, protect, enhance, and promote its unique elements and identities by completing an economic assets/placemaking inventory. Work with existing and new attractions, educational centers, natural resource management groups, and more to uncover placemaking opportunities.

Policy 3.10.2. USDA Rural Development Division Partnership

Establish a learning and resource-focused partnership with USDA’s Rural Development Division to encourage rural placemaking efforts by organizations and businesses within Miami County. Placemaking is a collaborative process among public, private, philanthropic, and community partners to strategically improve the social, cultural, and economic structure of a community. Rural communities can benefit from placemaking just like urban communities. Through intentional design, placemaking helps boost the connection between the people in a community and the spaces they share. Community-based collaboration is at the heart of placemaking. The USDA administers a Rural Placemaking Innovation Challenge (RPIC) to help provide planning support, technical assistance, and training to foster rural placemaking activities. Examples of rural placemaking initiatives include broadband access projects, the preservation of cultural and historic structures, and the support and development of transportation, housing, and recreational spaces.

Broers referenced Section 3.10 stating one of the coolest things when she visited Vermont was nearly every road you drive past was a little wooden sign saying: glassblower ½ mile this way, artist studio ¼ mile that way, etc. A lot of times in Miami County you drive right past places like that and don’t even know it. She stated it was so consistent that she had to believe it was some sort

of a government plan. This is her way of saying she supports this idea. Elliott stated that would solve some of the signage issues we have. Reeves stated at one time it was discussed about having specific places for signs throughout Miami County.

Goal 3.11. Ensure all residents are aware of and have access to a range of health and human services.

Policy 3.11.1. Education and Awareness

Collaborate with local and regional health and wellness organizations, schools, the medical community, and other service providers to increase awareness of the types of services that are available.

Elliott questioned whether this is Planning's responsibility and whether this is the right place for the statement "*Ensure all residents are aware of and have access to a range of health and human services.*" Reeves stated we are required by the State to notify all of those agencies including schools of proposals. So, when we do a request for comments, they go out to the water districts and schools. Elliott stated the goal of Section 3.11 and to me Section 3.11.1 don't match. Elliott stated he doesn't have a problem with Section 3.11.1, but his question is about Section 3.11, and it is terminology. Menefee and Reeves agreed. Menefee added it needs to be reworded as it is not Planning's responsibility. Jardieu questioned if it would fall under public safety and welfare, if it were reworded to encompass that better. Elliott stated that would be ok but in Section 3.11.3 it states, "Seek opportunities to strengthen partnerships with public, private, and nonprofit agencies to ensure efficient and effective delivery of health and human services to county residents." Elliott stated he doesn't know who would be responsible for this; would it be the Department of Health or Planning and Zoning? Reeves stated it would not be Planning & Zoning. Philgreen stated this would be helpful with youth camps such as Wildwood. Broers stated when we look at a Conditional Use Permit (CUP), emergency services are within our lane.

Policy 3.12.3. Existing Business Support

Support and encourage the expansion of existing businesses when not in conflict with the county's efforts to diversify its economy through other policies by coordinating with the Miami County Economic Development Department to promote resources available to small businesses and businesses that are either expanding or relocating within the county.

Menefee asked who makes this judgement call? Reeves stated this gets into a gray area for our office noting that she cannot not actively seek out businesses because it creates a conflict with her job. This is an Economic Development task although we do work together on walking an applicant through the process. Elliott stated that whole section says Economic Development to him.

Elliott referenced **Figure 3.2** (Our Future Land Use and Economic Development Framework Map). He asked if the commercial, business employment, and industrial areas shown can be served by sewer. How do we confirm that? Do we hire an engineering firm to confirm if the area is able to sustain a sewer system? Elliott also shared concerns about the Rural Residential designations on the map that are located around Louisburg and north of Paola (light yellow color). Elliott stated Rural Residential is defined as five (5) acres minimum lot size. One of Elliott was concerned that this will put some barriers in place that will restrict the cities growth. Without knowing the cities long term plans, he has concerns about implementing this. West of Paola near Bull Creek, there

are no concerns as the city has stated they have no plans to develop in that direction. Reeves believes most of this is similar to the Rural Residential zoning district that we currently have that requires a conservation design subdivision with 30% open space and the lot sizes can be as small as two to three acres. If this is next to a city, then you will have two to three acre lots that will choke off the cities' ability to cross over an open space that has been designated to a public land trust or HOA. Elliott stated in the Next Comprehensive Plan page 28 states a minimum lot size is five acres.

Reeves stated growth areas are a valuable method to protect the city's ability to grow. We need to use a different description than "growth area" and find a way to make those work with the cities so that we can define what can happen within a certain parameter of the city limits. These areas need to be regulated under that county's authority. Elliott stated it needs to be the county's plan with the city's interests in mind. Broers dislikes the minimum lot size of five (5) acres for Rural Residential and believes the minimum lot size should be ten (10) acres. Manchester stated there are some factors about different lot sizes that are not being taken into consideration such as the ability to sell and mortgage this size of lot. Banks want to loan money on two acre lots not five acre lots. Reeves stated banks must look at the value of the house and the value of the land and maintain ratios. Elliott asked if we want to leave it at five acres or change it to ten acres? Elliott stated he is unable to find the difference between Rural and Rural Residential in their definitions.

Reeves stated "Residential" is designated in areas directly outside of current incorporated community boundaries that could hook into incorporated community utility services whereas Rural Residential is not directly outside of the city limits. Reeves stated if Residential areas are to be served by sewer, the city will just annex it. Elliott stated most cities state they will not provide utilities when it is outside their boundaries. Elliott stated there needs to be a greater definition between the two (2). He is really concerned about the cities getting blocked in.

Business/Employment

The Business/Employment land use category provides for a range of future office, business park, and employment-focused uses. Such uses are largely concentrated around the incorporated communities and main county transportation routes (US-69, US-169, and K-68). This land use category seeks to leverage existing and future multimodal proximity to Miami County Airport and major county transportation routes. Uses within this category can be varied, and may include logistics, distribution, research and development, light manufacturing, and technology industry applications. Such uses can provide significant employment opportunities, tax revenue generation, and can help create a positive and strong county image (if developed with proper site and building design in mind, and with the proper and necessary utilities and infrastructure in place).

On page 30 (Business / Employment, and Industrial) Elliott questioned whether this is more for the cities rather than the county. He wants to understand the cities' long-term plans before the county moves forward.

Environmentally Sensitive Area

The Environmentally Sensitive Area land use category protects and enhances park and recreation areas, open spaces, natural areas, and other important environmental features such as rivers, streams, wetlands, or wooded areas—either publicly or privately owned. Most of these areas are situated around important natural features, such as Hillsdale Lake. Miami County is home to numerous ecological and natural assets; this land use category seeks to protect such areas from

development, incompatible uses, contamination, and degradation, and creates a network of active and passive green spaces within the county. The development of parcels adjacent to Environmentally Sensitive Area areas should consider opportunities for interconnected park land, greenways, and green buffers.

On page 31 (Environmentally Sensitive Area) Elliott felt this is in direct conflict with the LESA statement in the beginning of the Next Comprehensive Plan. Elliott questioned which one wins i.e., Agriculture or Sensitive Areas. Reeves stated she was pulling information on LESA before the meeting and believes Douglas County may have recently adopted something that breaks this down into categories. She stated she will research it and bring something to the next meeting.

Potential Growth Area

Miami County is focused on proper growth management, seeking to balance population and job growth, with preservation of agricultural heritage. "Potential Growth Areas" are identified on Figure 3.3 to provide clarity on where smaller lot residential, commercial, and industrial growth is envisioned within the county. These areas are concentrated along US-169, US-69, and along K-68 between Louisburg and Paola. Development must be limited in other areas of the county to preserve natural areas and protect large swaths of productive farmland.

On pages 32 and 33, (Growth and Preservation Framework Plan) Menefee stated we need to rename the growth area to something different.

Goal 4.1. Develop and maintain an accessible, safe, and efficient multimodal transportation system.

Policy 4.1.1. Transportation Master Plan

While Figure 4.2 represents a Transportation Plan with identified improvements for Miami County, it is important to understand that a dedicated, in-depth study of transportation must be completed. This Plan can only address vehicular and multimodal transportation at a high level. Transportation is a complex and multi-faceted issue. A transportation master plan would evaluate existing conditions, identify infrastructure needs, develop evaluation criteria to prioritize the greatest needs, and create an action plan to implement the recommended infrastructure investments or improvements. The new transportation master plan that is planned to be completed would build on the recommendations from the 1995 Comprehensive Transportation Plan and will address future projects, maintenance programs, and transportation policies, as a complete system.

Elliott referenced Section 4.1.1 stating it talks about developing an in-depth study on Transportation and Infrastructure and that it must be completed. Elliott asked what connection or disconnection the Comprehensive Plan has with transportation and questioned whether this is the same concept we talked about with Economic Development. Do we take out 90% of the discussion and just reference the Transportation Plan? Reeves stated she can look at the current Comprehensive Plan and see how it references the Transportation Plan. Menefee agreed with Elliott and once Reeves looks at the current Comprehensive Plan then we can do away with a lot of the discussion in this section.

Reeves stated that some of the roadway standards listed in the current Comprehensive Transportation Plan are too wide, such as eighty-foot rights-of-way in rural areas.

Policy 4.2.2. Access Consolidation and Alignment

Enhance public safety using common drives and internal access between compatible properties to minimize conflict points and direct access off public section line roadways. Align driveway locations with existing or proposed driveways on opposite sides of streets, especially in commercial and industrial areas.

Elliott referenced Section 4.2.2 stating he struggles with this because of issues with the common access easements. Elliott stated one of the items on the agenda goes hand in hand with this. Elliott didn't believe we should put a policy in here when we are still trying to figure out our common easement requirements. Reeves stated it is her understanding that it is a common engineering practice to reduce the number of entrances to the roads by having common access easements.

Menefee stated we are talking about right-of-way standards and eighty-foot right-of-way with public access. There is no point in having an eighty-foot right-of-way when there was a bridge built one hundred years and you can't get a tractor across it. A half mile from Menefee's house is a bridge that he isn't allowed to use and two (2) miles down the road a massive new bridge was put in. That's nice, but you can't go anywhere. Menefee stated if we are talking about roads, we need to focus on bridges too.

Policy 4.3.1. Network Gaps and Barriers

Actively work to improve east-west and north-south vehicular, pedestrian, and bicycle connectivity and address other network gaps and barriers through the implementation of improvements noted on Figure 4.2 and those that would be recommended through an updated transportation master plan.

Elliott referenced Section 4.3.1, noting the figure referenced is mislabeled as Figure 3.2 on page 45. Elliott stated he still has a real concern with the trails. Menefee agreed with Elliott. Menefee mentioned the map in Figure 4.2 (mislabeled Figure 3.2) still has his house on the map as New Lancaster General Store & Winery. Reeves stated they have not updated the map since the first meeting, but it is on their list of things to correct.

Policy 4.3.3. Regional Transportation Plan

Actively participate in the implementation of—and periodic updates—the current MARC Regional Transportation Plan for the Kansas City metropolitan area. Coordinate with MARC and other regional partners on land use and transportation decisions of mutual importance.

Elliott referenced Section 4.3.3 which references the Mid-America Regional Council (MARC) Transportation Plan for the KC metropolitan area. Elliott doesn't have a problem with this, but if we are going to reference something then we should know what it does. Elliott wants to know more about MARC and what MARC does for the county. Menefee suggested having a link for MARC on the digital form of the Next Comprehensive Plan so people can click the link and learn more about it. Elliott agreed.

Policy 4.3.4. Complete Streets

Seek opportunities to integrate Complete Streets attributes as part of county infrastructure projects to reduce traffic congestion, improve air and water quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and driving. Consider the development of a Complete Streets policy to incorporate safety and access features for non-motorized modes of travel into future roadway design projects.

Elliott referenced Section 4.3.4 questioning if this is even a reality. He doesn't mind putting goals in the Plan and helping direct things, but he doesn't know any of his neighbors (including an avid biker) that are going to bike to work, rather than pleasure. Reeves commented that it probably doesn't work well in the unincorporated areas of the county unless it is done as part of a large subdivision next to or near a city where trails can connect. He added that this might work around Hillsdale Lake like Kelli suggested. Kelli stated that she might consider biking to work if she worked in Gardner or Edgerton with a safe lane to travel. Most of the roads need shoulders, etc. and are not safe.

Policy 4.3.5. Capital Improvement Program *Reflect the county's priorities for multimodal transportation needs as defined by the goals and policies in this Comprehensive Plan in the annual Capital Improvement Program (CIP).*

Elliott referenced Section 4.3.5 questioning whether this is a Comprehensive Plan item or a Transportation Plan item.

Policy 4.4.3. Countywide Wayfinding Study

Set aside funding for and develop a countywide wayfinding study to produce a guide to help understand the value of wayfinding systems, educate on the regulatory process of wayfinding, and encourage consistent approaches to preparing, planning, and designing these projects across the county. Review existing standards and engage regulators, local authorities, and interest groups in multiple workshops and meetings to gather information for the manual to ensure maximum effectiveness. The guide should describe a system of tools that can be implemented to support navigation by vehicle, bike, or walking in the county, with an emphasis on using wayfinding signage to better connect existing and future county destinations.

Broers referenced the wayfinding signs she saw on her trip to the Northeast part of the country noting how nice it was to see a directional sign identifying a unique or specialized shop or trade. She felt this would be a good addition to the county.

Section 4.4

Multi-Level Collaboration and Implementation

The full build-out and implementation of the regional bikeway system could span many decades and is dependent upon the effort and willingness of local entities, like Miami County and its cities, to implement and finance. MARC provides guidance and fiscal support when possible; however, most of the bikeways within Miami County are listed as a low priority level, with some connections (largely situated around Hillsdale Lake) are identified as a medium priority level. It is critical that bike users of all levels and interest are considered in trails planning—from the “interested, but concerned” with a low stress tolerance with biking conditions to the “highly confident” with a high street tolerance for biking conditions. The Kansas City Regional Bikeway Plan includes planning level cost estimates per-mile cost of bikeway to help entities with planning. As is the case with all planning level estimates, the prices provided are approximations with many factors. As such, the facility estimated cost per mile varies widely, ranging from \$2,900 for the most basic improvement of adding signage to an existing route, to over \$470,000 for more robust improvements, including construction and/or road widening. However, there are ways to reduce these costs. One example would be to adopt a policy that every time a street is constructed or reconstructed, bicycle accommodations should be Implemented. Further, if the street project

includes the necessary width for the bikeway, such as a gravel shoulder for the paving of a bike lane, the true marginal cost for the bikeway is significantly less. The most important thing to remember, though, is that the funding and subsequent implementation of these bikeways within Miami County capitalize on a much larger system that makes the impact of the local routes far more meaningful than if they had been built as a single system. This integration and cooperative effort across municipal boundaries will create an alternative transportation system that spans the Kansas City metropolitan area.

Elliott referenced Section 4.4 on page 38 in the box marked “Multi-Level Collaboration and Implementation”, about the 3rd or 4th sentence down it talks about identifying low priority with some connections. Elliott believes if we are going to do this, then we need to include the priorities to be reflected on the map. Elliott thinks we should identify the connections at the county borders, instead of taking the Mid-America Regional Council (MARC) plan and placing it in the middle of ours. This is where he struggles a lot - we don’t have community land with connections to this. Broers commented that if we could add trails onto existing roads, it may solve some of the issues. Reeves stated the County Commissioners were talking about this last week and it is a concept they would like to see discussed in the Plan. Elliott stated he supports the concept, not the map. Reeves stated she remembers being at the meeting when the map was created, and she commented then that it wouldn’t work simply because the trails are crossing private property. Menefee asked if we have any input with MARC? Reeves stated that they did something similar to what we did for the Comprehensive Plan and pulled some people together to get their ideas and put it into play. Reeves stated she thinks it would be nice to see a connection from the Johnson County Streamway Parks to Hillsdale but doesn’t see how the other trail concepts will work. We can connect through subdivisions as they come through. There will need to be a fund to purchase land from the landowners. She also pointed out that no one wants strangers in their back yard or through their pasture. Elliott stated he doesn’t like putting numbers into a plan, he doesn’t believe time sensitive data has a place in the Plan.

Policy 4.5.1. K-68 Corridor Management Plan Adoption

Remain heavily involved in KDOT’s upcoming K-68 transportation project to have a say in design options, public engagement, and eventual construction. Support and lobby for the roadway widening project, as well as the proposed interchange at US-69 and 287th Street, and other identified projects. Adopt the K-68 Corridor Management Plan as part of this Plan.

Broers asked for a brief update on the K-68 Highway project. Reeves stated it has started and they are working quickly and diligently between US 69 and US 169. They are working hard to get the section near the Cider Mill completed before the Cider Fest. The section between US 69 and US 169 is the first phase. Subsequent phases will depend on the funding.

Menefee referenced Section 4.5.1 asking what the Corridor Management Plan is and whether it was already adopted. Reeves reported that it started in 2004, as a study. Elliott stated that we had lengthy discussion on this because part of the plan was to establish an ultimate right-of-way as part of the Corridor Management Plan that was significantly farther back than the existing right of way. The Plan included an agreement between KDOT, Franklin and Miami Counties, and Louisburg, Paola, and Ottawa to restrict development within the future expansion area of the highway to reduce the cost of condemnation when construction begins. Elliott voiced concern about having a structure in that expansion area, noting that if the K-68 Plan was adopted then you would not be able to add onto the structure since it would be nonconforming and couldn’t rebuild from a fire or disaster if it was more than 50% damaged. That was 2004 – we’re now in 2022 and they’re just

now constructing the road. Elliott didn't feel it was right to put that burden on all of those homeowners unless the State was willing to buy that right of way at that time. Elliott stated back then they even looked at insurance options to protect those landowners. Elliott has concern about the proposed Comprehensive Plan stating that we will adopt the Corridor Management Plan as he sees this as a taking of land without just compensation. Reeves stated we have a Plan, but we did not follow through with the Agreement/Resolution, so it was never adopted. Elliott stated this wording concerns him.

Philgreen the blue and red stars were chosen on the map identified as County Destinations on the **Integrated Transportation Framework Plan** on page 45 (currently identified as figure 3.2 but should be figure 4.2). Reeves stated they were trying to identify some of the larger attractions in the county. Philgreen stated Youth front and Wildwood have ten (10) times the visitors as some of the wineries they identified. Reeves stated they must have forgotten these. Philgreen stated coming back to the trail idea going around Hillsdale, Youthfront has property that borders Hillsdale's north watershed, Philgreen loves the idea of having a trail through there, including Wildwood on the south side of the county. Reeves thought they may be looking at Agritourism attractions but Elliott and Philgreen pointed out that it's not worded that way.

Policy 4.6.2. Emerging Transportation Technology Readiness

Integration of AV technology into the transportation system could increase productivity, facilitate freight movements more efficiently, and create new employment opportunities. This technology could increase access to transportation for underserved communities, particularly the elderly and people with disabilities. A critical component of the future of AV technology is maintaining good infrastructure (i.e., pavement conditions, signing, and pavement markings), such that the connected and AVs can reliably function alongside traffic.

Elliott referenced Section 4.6.2 noting a person needs to read the caption to know what "AV" means. It needs to be defined in the body for clarification. AV above means automated vehicles but down below its referencing autonomous vehicles. An acronym shouldn't be used unless it's clearly defined in parenthesis.

Goal 4.8. Support Miami County Airport as a regional transportation hub and economic center.

Policy 4.8.1. Miami County Airport Master Plan

Regularly revisit and update the Miami County Airport Master Plan to understand space, growth, and infrastructure needs.

Policy 4.8.2. Airport Overlay Zones

Maintain the airport overlay zones to protect both the airport and the properties surrounding the airport.

Philgreen referenced Section 4.8 asking who is responsible for the management of the airport. Reeves stated they have an airport board.

Goal 4.9. Improve residents' access to high-speed internet.

Policy 4.9.1. High-Speed Internet Facilitation

The lack of broadband internet—and the accompanying desire for it—in rural Miami County is an issue that must be addressed to enhance quality of life and increase the county's marketability.

Residents are not only reliant on the internet for everyday life, but many of those who conduct business from their homes indicated a dire need for enhanced speed and connectivity. Additionally, farming business and software programs are increasingly online. Collaborate actively with area internet service providers to expand current networks and capabilities to match what is available in the incorporated areas.

Policy 4.9.2. High-Speed Internet Task Force

Independently work to increase broadband internet coverage by creating a task force to investigate the creation of a community-led cooperative internet service provider. This task force will study the capabilities, financial performance, corporate structure, and sustainability of a community-owned internet provider to serve the residents and commercial enterprises of the county.

Elliott referenced Section 4.9 questioning whether this is better suited with Economic Development. Broers suggested adding the word “help” i.e., “*Help improve residents’ access to high-speed internet.*” Regarding the development of a task force referenced in Section 4.9.2, Menefee asked if this is something Economic Development might be working on. Reeves thought this was something that Janet McRae (Director of Economic Development) was working on.

Policy 4.10.1. Utility Master Plan

Develop a utility master plan that fully assesses the county’s utility infrastructure including current conditions, expected lifespan, reliability, and expansion strategies that align with projected growth. Miami County must fully assess the current state and future growth of utility services available to county residents through a utility master planning process. A utility master plan would dive deep into water, wastewater, power, natural gas, and telecommunications infrastructure to assess strengths, weaknesses, opportunities, and threats to the systems, establish the needs as future development occurs, and recommend a course of action to ensure that utility infrastructure can meet current and projected demand. The county’s Geographic Information System must include up-to-date utility data to understand where existing utilities are located.

Elliott referenced Section 4.10.1 stating he isn’t sure what the county’s role is in the Utility Master Plan. Elliott believes the Planning and Zoning document and the Future Land Use Map are what the utilities use to determine where to go. The county isn’t a utility provider and Elliott believes that is what 4.10.2 is alluding to. Reeves noted that most of this applies to a city rather than a county. Menefee agreed.

Policy 4.10.3. Multiple Entity Utility Coordination

Coordination between the county, municipalities, and utility companies should take place on an ongoing basis to ensure utility infrastructure is properly maintained and residents are receiving quality service. Explore and pursue mutually beneficial utility expansion/improvement projects.

Elliott felt Section 4.10.3 was better suited for the county as a helper and part of the discussions, i.e., connecting developers to utility companies, etc.

He noted one thing that is missing whether it’s part of 4.9 or 4.10 is cell services / coverage which is a hit and miss in the county. Whether it is here or with Eco Devo we seem to only be focused on internet.

Policy 4.11.1. Renewable Energy Commitment

Be open to opportunities for renewable energy to illustrate Miami County's commitment to the environment while reducing reliance on non-renewable resources. According to the Kansas Corporation Commission, fossil fuels currently generate most of the electricity produced in Kansas; however, the use of renewable energy—including wind and solar—continues to expand. In fact, the Renewable Energy Standards Act (RESA) establishes a statewide renewable energy standard for Kansas, which is a voluntary goal that 20 percent of a utility's peak demand within the state be generated from renewable energy resources by the year 2020. RESA indicates a statewide push toward the integration of renewable resources into energy portfolios.

Menefee referenced Section 4.11.1 stating he believes there is a typo in the last sentence where they say “generated from renewable energy resources by the year 2020”; Menefee stated he doesn't believe they meant the year 2020 since it has come and gone.

Policy 4.11.2. Renewable Energy Incorporation

With the abundant agricultural land and open space in Miami County, renewable energy is more feasible than in other, more developed counties. For example, wind turbines have a relatively low impact on farmland productivity, soil health, or grazing animals while still offering ample space to accommodate the equipment. Further, Miami County has a unique opportunity to grow crops strictly for energy production. Renewable energy can be incorporated into the county in multiple ways, including energy into the county as a viable alternative to traditional power source, including:

- Wind;*
- Solar thermal sources;*
- Photovoltaic cells and panels;*
- Dedicated crops grown for energy production;*
- Cellulosic agricultural residues;*
- Plant residues;*
- Methane from landfills or wastewater treatment;*
- Clean and untreated wood products, such as pallets;*
- Existing and new hydropower;*
- Fuel cells using hydrogen produced by one of the abovenamed renewable energy resources; and,*
- Energy storage that is connected to any renewable generation by means of energy storage equipment including, but not limited to, batteries, fly wheels, compressed air storage and pumped hydro.*

Menefee referenced Section 4.11.2 stating he has an issue with the wording when they said wind turbines have a low impact on farming activity. To him it appears that we are pushing wind turbines on farmers. Reeves stated it might be heading that direction with more up to date technology. Reeves stated we are currently looking into regulations for solar farms. Broers stated it is just a no to her. Menefee stated he doesn't believe it is our place to push that. Manchester stated it sounds like politics to him. Reeves agreed. Menefee stated we can welcome it if it fits. Elliott stated we need some sort of comment in the Plan about renewable energy, but he is concerned about the detail in this one. Elliott stated Miami County just doesn't have enough wind to make a wind farm a viable solution. Elliott noted that the Spring Hill School District will be doing a ribbon cutting ceremony on August 3, 2022, for solar and everyone is welcomed to attend. This will only service the high school and it takes up a quarter of an acre of a farmer's land. Elliott stated he is not opposed to having something in the Comprehensive Plan about renewable energy, but it needs to say “consider” or “if it fits” or a statement like that instead of stating we are going

to make it a priority. The small-scale renewable energy, all Elliott can say to that is the Codes Department is going have to get ready, it is a very different beast. Reeves stated they have gone through the process of updating the codes, they just haven't written the resolution yet.

Menefee stated that ends the discussion on the Next Comprehensive Plan for tonight and will start with Section 5 at the next Planning Commission meeting (Monday, August 1, 2022).

Discussion Item: Solar Farms

Jardieu stated that there have been several inquiries from landowners and companies regarding the installation of solar farms. On June 29, 2022, the Board of County Commissioners directed staff to gather information regarding large and mid-sized commercial solar farms. Staff prepared a table to compare the regulations from Douglas, Franklin and Johnson counties and included that information in the online packet for tonight's meeting. Reeves noted that it took approximately one and one-half years for Johnson County to get through the public hearing process to get their solar regulations adopted.

Discussion Item: Temporary Hardship

Reeves stated that there was not time to include a report in the packet but noted that someone is in a hardship situation. They have a family member living in an RV without a permit. The regulations allow a temporary mobile home but do not speak about the use of an RV. Reeves noted that the landowner submitted paperwork regarding Park Model RV's which are constructed to a higher standard than an average RV. It looks similar to a tiny home or a cabin on wheels, but it is an RV. Elliott asked if we have a provision in place that allows someone to live in a mobile home for a period of time while building a house. Reeves confirmed that there is a 90-day camping permit and a temporary 1-year permit to live in an RV during construction, but noted the difference with a hardship is that it can be for an indefinite time period, and the hardship language doesn't allow the use of an RV. Elliott opined that if we mirror an existing policy for the hardship with the use of an RV, it sounds like a reasonable accommodation. Reeves stated it is her understanding that RVs were never intended to be used as a long-term residential structure, which is why she is looking for guidance from the Planning Commission. Broers asked if the neighbors would be contacted as part of this process. Reeves replied that if this was a revision to the regulations the neighbors would not be notified, but if it was an application for a CUP, they would. For a hardship, the neighbors are not notified. This is a temporary home and this particular one is already in violation. For clarification Broers asked if the commission would be crafting a new regulation or modifying one, or allowing a specific use for this one? Menefee stated that there is probably more than one doing this. Reeves stated she would provide more information in the future.

Discussion Item: Sign Regulations

Elliott stated he would like to briefly touch on item VIII.D.2 (Sign Regulations). Elliott stated at the last County Commission meeting the Commissioners asked that the Planning Commission take a look into the county's sign regulations. Reeves stated that is correct. Elliott asked if that item can be moved up due to the urgency. Reeves stated the Planning Commission agenda for August is already heavy and it will likely need to be pushed to the September meeting. Reeves added that the Sign Regulations involve a constitutionally protected right and as such she had previously requested bids from attorneys and consultants to rewrite them. The bids were very expensive – upwards of \$40k to \$70k for two documents - the Sign Regulations and Tower Regulations.

Broers asked if Miami County has an attorney on staff. Reeves replied yes but noted that she has been very busy and added that in her opinion Miami County needs a legal team not just one person representing the county. Broers suggested using a different jurisdictions regulation to update our regulations. Elliott thought this might be an issue that MARC could help with, noting this is what they are designed for. Reeves stated she would investigate whether MARC could assist with this. Jardieu asked if the Board wanted to look at the Sign Regulations in whole or specifically wanted to discuss the wayfinding signs. Elliott stated wayfinding. Broers didn't want to end up with piece-meal regulations in the end. Menefee agreed. Elliott asked staff to consider using the county's Transportation Plan and the number of signs necessary to get from a collector or arterial roads to the location using wayfinding signs.

Possible Future Amendments to Zoning and Subdivision Regulations

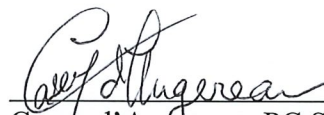
1. Common Access Easement requirements
2. Sign Regulations
3. Telecommunications Regulations
4. Height limits for radio, television, internet antennas and satellite dishes designed for individual residences.

ANNOUNCEMENTS BY STAFF / COMMISSIONERS

Reeves reminded everyone that August's Planning Commission meeting will be Monday, August 1, 2022, at 7:00 p.m. instead of the first Tuesday of August due to the elections on August 2nd.

Broers moved to adjourn the meeting, Philgreen seconded. The meeting adjourned at 9:11 p.m. with a unanimous vote, 5-0.

Approved this 1st day of August, 2022.



Casey d'Augereau, PC Secretary



John Menefee, Chair / Phil Elliott, Vice-Chair

Minutes written by Casey d'Augereau