



TONGANOXIE PLANNING COMMISSION

Agenda

December 7, 2017

7:00 p.m.

City Council Chambers

321 S. Delaware St.

CALL TO ORDER – Planning Commission Meeting

1. **APPROVAL OF PC MINUTES** – October 5, 2017
2. **OPEN AGENDA**
3. **NEW BUSINESS**
4. **OLD BUSINESS**
 - a) Public Hearing - Comprehensive Plan Amendments
5. **GENERAL INFORMATION**
 - a) September Home Builders Association Permit Statistics
 - b) September & October Market Research Statistics
6. **ADJOURN**



TONGANOXIE PLANNING COMMISSION

Agenda

October 5, 2017

7:00 p.m.

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321 S. Delaware St.

CALL TO ORDER – Planning Commission Meeting

1. **APPROVAL OF PC MINUTES** – September 7, 2017

2. **OPEN AGENDA**

Drew Overmiller, 121 E. 2nd Street, doing research on the website, on the planning website – haven't been able to figure out the scope of the update that you're in the process of reviewing. Your comprehensive plan and Retail/Commercial Development plan. Doing research on other cities comprehensive plans – since he hasn't seen the entire document,

3. **OLD BUSINESS**

a) **Review Comprehensive Plan Amendments**

Graham Smith, Gould Evans, staff planning consultant – last time he presented and distributed copies of the proposed changes to the comp plan. Questions, comments, concerns? With regard to the previous comment – we didn't touch street network map – what we did, was we added some character guidelines and additional standards for you to look at as you build new streets and repair old streets. The theme of all of these things were to build in flexibility on connectivity and land use. Process – once the planning commission is comfortable with what has been presented, we need to go through the public hearing process. Gee – thinks that it's a good plan. Mr. Stoltenberg – in light of recent events, defining that barrier – that 3 mile line. Looking at those properties that we've annexed in – where is that 3 mile line, what sort of process governs that “in between” space. Consensus

b) **Review Changes to PC Bylaws**

Change it to the planning commission and the board of zoning appeals – you have separate meetings, take separate actions, but the by-laws can apply to both bodies. Make the document to adopt the by-laws for the Board of Zoning Appeals for the adoption at the next meeting.

Ms. Gee moved to adopt the by-laws for the Tonganoxie Planning Commission and change the wording to meet the requirements for zoning appeals with recommended changes by staff and attorney. Mr. Stoltenberg seconded. All ayes. Motion carried.

4. **NEW BUSINESS**

a) Extension of Time for Preliminary Plat – KCRVR

Requested a one-year extension on their preliminary plat. Currently working with 3 different investment groups. Lost investor last year. Asking for the opportunity to revisit, come back, and meet the conditions for the special use permit and rezoning and work with the community as well.

Mr. Ashley – the citizens and the city residents feel really strongly about what comes in on the perimeter of the town. Would like to see more visibility for the people of this town can weigh in on what they want on the perimeter of the city.

Ms. Gee – it's up to the community to educate themselves. Dale moved to extend preliminary plat for a year's period. Ms. Gee seconded. All ayes. Motion carried. Preliminary plat will expire on October 5, 2018.

b) Training – City Attorney Shannon Marcano

5. **GENERAL INFORMATION**

a) August Home Builders Association Permit Statistics

b) August Market Research Statistics

6. **ADJOURN**

Mr. Dale moved to adjourn. Ms. Gee seconded. All ayes. Meeting adjourned at 8:58 p.m.



THE PUBLIC REALM

The public realm of Tonganoxie is important because it represents how most people experience the community and thus their impression of the community. The public realm defines the framework within in which development occurs, defines the character of the transportation experience and it contributes to the character of the community, neighborhoods and places within Tonganoxie. The public realm of Tonganoxie consists of the public spaces within the community, including the public rights-of-way, generally defined by the street network, civic spaces and parks and open spaces.

There are several unique components that create the public realm in Tonganoxie including the parks, civic spaces (memorials, public uses), the Tonganoxie Creek Greenway, street network, trail system and community gateways. These elements collectively enhance connectivity, support development, define character and context of the City. These elements individually provide small enhancement within specific areas of the community, but as a system can begin to improve the livability of Tonganoxie. The public realm should be a key factor in planning for the future and addressing change in Tonganoxie. A public

realm plan is proposed for Tonganoxie as an update to the Comprehensive Plan.

Public Spaces

The public spaces within Tonganoxie are an important element of the public realm because they provide gathering spaces that help create community. Whether passive, like VFW Park, or active spaces like Chieftain Park and the High School, parks and public uses provide the opportunity for interaction of people within Tonganoxie. These spaces also provide important links in the connectivity network and provide access to people moving throughout the community.

Creating public spaces that are appropriate for the locations that they are serving is important. Spaces are defined by their size and activity, and getting those elements right can mean a well-used public amenity. To provide opportunities for different spaces, three public spaces have been defined – parks, green and greenway.



Figure P-1: Park Standards

Park

Parks come in many shapes and sizes, but in general they are gathering places for people for passive or active recreation. In Tonganoxie, the provision of Neighborhood and Community scaled parks is important to serve residents. The rules of thumb for planning parks are included in Figure P-1.

Green

Greens are typically smaller, passive spaces found throughout a community, both formal and informal. These spaces are most often used for leisure, being well landscaped and treed to provide comfortable areas for gathering. Figure P-2 provides a few rules of thumb for creating greens.

Greenway

A greenway is a linear greenspace that typically adjoins a stream or river and provides recreational opportunities. Passive and active recreation can be found in pockets of space within the greenway that allow for interaction. Often greenways include



Figure P-2: Green Standards

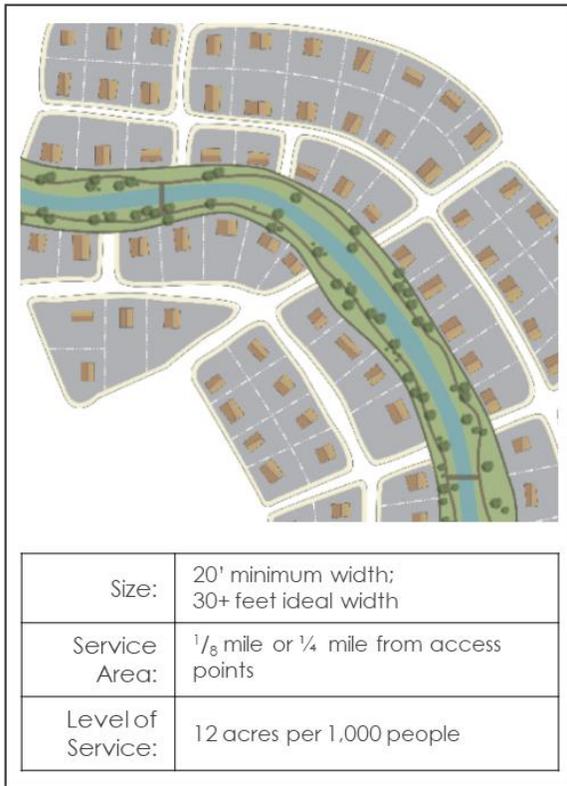


Figure P-3: Parkway Standards

a trail network that encourages their use along the extent of the greenway.

The Tonganoxie Creek Greenway, while largely unimproved, contributes to the small-town, rural character of the community. The portion of the green way that has been improved near Downtown, provides trail access to Chieftain Park, Downtown and other City amenities and destinations. Improvements to the remainder of the greenway will provide additional benefits and access to the city as it continues to grow. The framework for the Tonganoxie Greenway is in place and future improvements should follow the guidelines in Figure P-3.

Street Character

Mobility within Tonganoxie is largely dependent on the street network, providing connectivity and access throughout the community, allowing people to use the city. In addition to the roadway, predominately used by automobiles, the adjacent area (remaining right-of-way) can have a significant influence on how the community is connected and how people experience Tonganoxie. This area, depending on the area of town, can contain many different elements, such

as sidewalks, bike lanes, streetscape, gathering space, drainage ways, natural area, street trees and other amenities. The arrangement of these elements defines the level of connectivity of a place and contributes to the character of the place. Continued improvements to the connectivity network should also focus on the multi-modal elements, specifically pedestrian and bicycle improvements. Contextual improvements that enhance bicycle and pedestrian connections and access will encourage greater use and support adjacent development. More information regarding the connectivity of the community can be found in the Connectivity section of the plan update as well as *Conveniently Connected: Pedestrian and Bicycle Master Plan for the City of Tonganoxie*.

The visual quality of a street is important to reflect the character of the roadway and portray the character and values of the community. The character of the roadway enhances the framework for development and improves the accommodations of different modes of transportation such as walking or biking. The different environments within Tonganoxie, from

| Functional Class | Standard | Natural | Activity | Community |
|------------------|----------|---------|----------|-----------|
| Arterial | ■ | ■ | ■ | |
| Collector | ■ | ■ | ■ | ■ |
| Residential | ■ | ■ | ■ | ■ |
| Parkway | ■ | ■ | | |

Figure P-4: Character Street Application

natural to neighborhoods to Downtown can be enhanced through the contextual design of roadways. For example, in the natural areas of the city a basic streetscape design and trail connection is appropriate versus a more pedestrian-oriented, streetscape design for Downtown. Additionally, contextual design can enhance the user experience in different areas in the community for drivers, cyclists and pedestrians, prioritizing users individually or balancing them collectively.

To improve the visual quality of the street network, the following character types have been created for application within Tonganoxie. These character types are applicable to the classifications of streets, arterial, collector, residential and parkway, based on the context in which the roadway is situated and the development it is serving. The application of the character types is defined in Figure P-4.

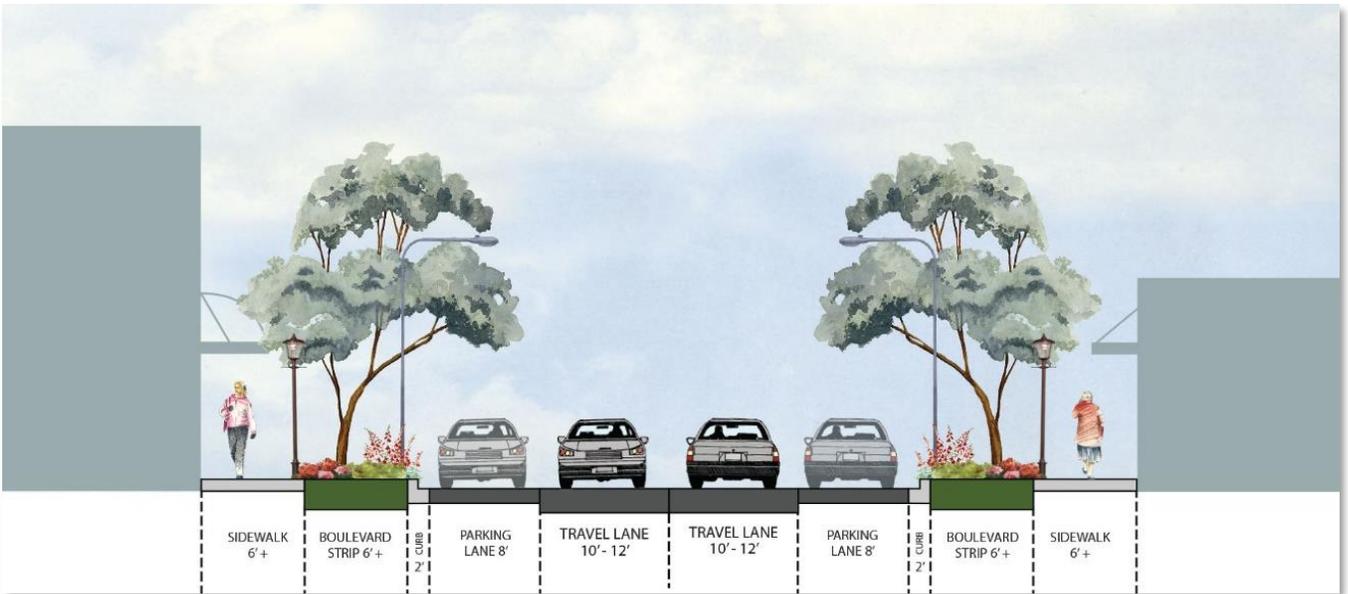
- *Natural Streets* - Natural streets are appropriate for areas that feature natural landscape or enhanced landscape design. Flexibility in cross-section design allows incorporation of natural features and promotion of environmentally sensitive design

that creates or contributes to the character of the area. The Parkway concept as identified in the Comprehensive Plan would be a candidate for Natural Street design as it connects the future growth areas of Tonganoxie. The application of the natural design also reflects the community’s small-town, rural character.

- *Activity Streets* - Activity streets are appropriate for areas where there is, or desired to be, a significant amount of pedestrian activity. Activity Streets typically prioritize on-street parking, pedestrian movement and amenities, and visibility and access for businesses. The increased connectivity within the area is a result of the interaction of pedestrians and slow-moving cars that create an active environment. Downtown Tonganoxie, specifically 4th Street, is one example of where Activity Streets should be encouraged.



Natural - Street Character Type



Activity - Street Character Type

- *Community Streets* - Community streets are appropriate to serve the residential neighborhoods throughout the city through improved street design that focuses on connectivity and access. They are typically designed for slower automobile traffic and prioritize pedestrian and bicycle mobility through sidewalks and trails with streetscapes that establish the neighborhood character and create desirable frontages for development.
- *Standard Streets* - Standard street designs are appropriate where no specific development or urban design character warrants other street design considerations. An improved standard design is proposed for basic streets within Tonganoxie.

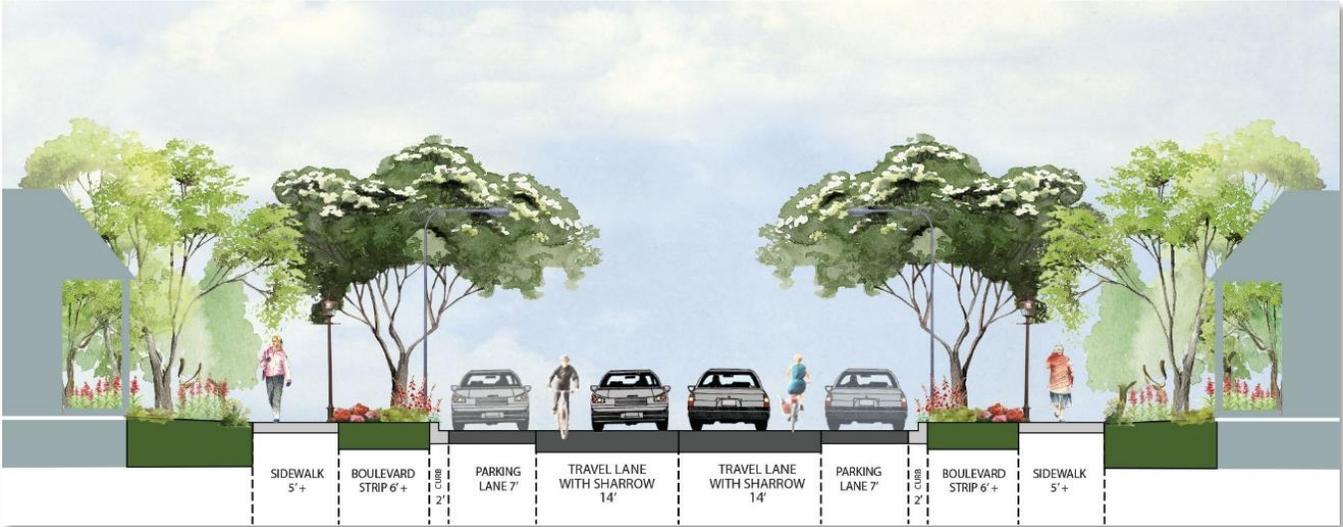
Image Streets

In addition to the basic street connectivity and character there are specific streets that should portray the character and quality of the community. These “image” streets are those that connect or serve primary destination within the

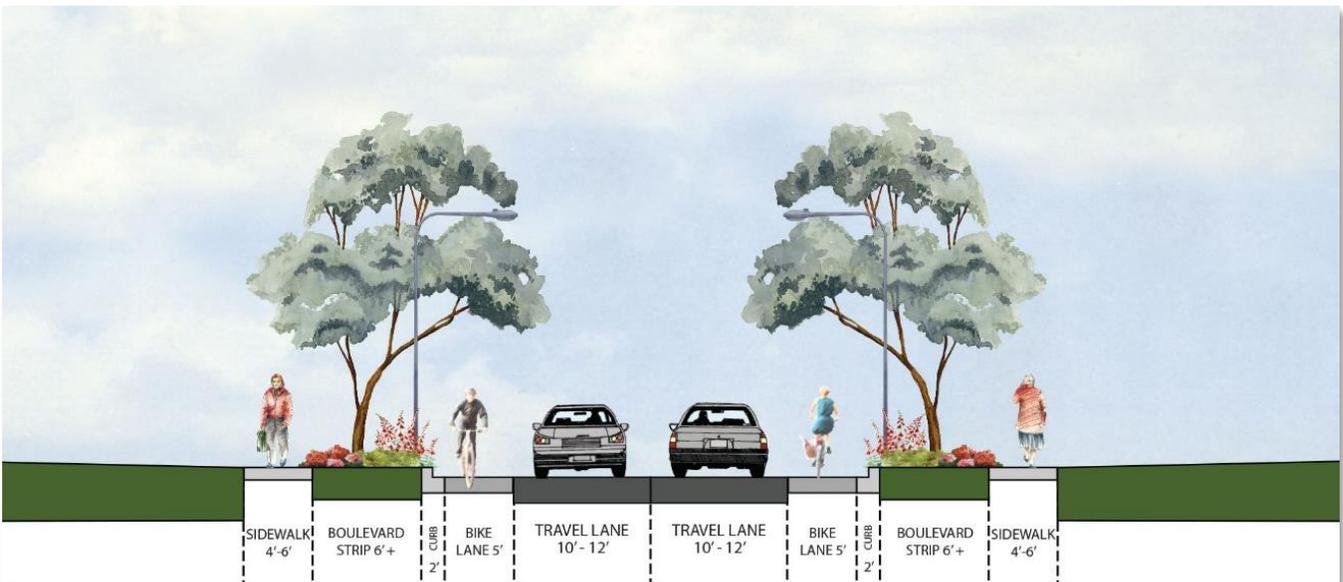
community and should achieve a higher aesthetic design to promote the community values. In Tonganoxie, the primary image streets include, Tonganoxie Drive, Main Street and 4th Street. Each of these streets are key routes for people using the City and when improved should be designed to convey the values of the community to users creating comfortable connections within Tonganoxie. A one size fits all design does not exist for image streets, but their design should respond to, create or enhance the character that is desired for different context within Tonganoxie. To support Tonganoxie’s growth future image streets should be implemented as proposed in Figure P-5.

Trail and Greenway Systems

A key component of the public realm in Tonganoxie is the trail system. The current system connects the Downtown area and the parks district northeast of Downtown. The expansion of this system provides an opportunity to better connect the community for pedestrians and cyclists. The natural features of the community could assist in the expansion of the system.



Community - Street Character Type



Standard - Street Character Type

Connections established throughout the community should focus on connecting people to key destinations including neighborhoods, schools, parks and Downtown. As development, redevelopment and improvements within Tonganoxie occur the City should be opportunistic to create trail connections that will benefit the community-wide system. A concept of this system is included in the public realm plan, Figure P-5. Tonganoxie Creek should play a significant role in the trail network and connectivity on the city.

The trail network proposed includes those trails included in the Conveniently Connected: Pedestrian and Bicycle Master Plan for Tonganoxie with refinement for additional details in the growth areas of the City. (Figure P-5)

Greenway

The floodway and floodplain of Tonganoxie Creek creates a greenway through the community. The greenway, while not ideal for development, can create a development and community amenity. The preservation and activation of the greenway space provides a natural area within the City for residents and visitors to use. The extension of the trail network through the greenway, interacting with the creek, provides a recreational amenity as

well as a connection between neighborhoods and other key destinations in Tonganoxie, including Downtown, the schools and the parks. The greenway, north and southeast of the community should be improved to provide passive and active recreation opportunities and bicycle / pedestrian connections.

Gateways

Gateways provide a method to advertise the community to visitors and passers-by and build pride in the community for residents. Currently, many people drive through Tonganoxie on US 24/40 on their way to someplace else. Often these motorists have not experienced the Tonganoxie community except from the highway. Gateways should serve to pull people into the community by providing a statement about the values and character of the community. This can be accomplished in a variety of ways.

Two types of gateways are proposed for Tonganoxie: Community and Downtown. Community gateways should convey the small-town, family-oriented, natural character of the community. Through development patterns and character, monumentation or other features,

Community Gateways should be first established along US 24/40 (at 14th Street, Main Street and Tonganoxie Drive) to encourage people to experience Tonganoxie. Similarly, Downtown Tonganoxie is a defining feature of the community, its history, character and charm. The exploitation of downtown as a community asset should be used to attract people to the City. The key access points to Downtown from US 24/40 (4th Street and Main Street) should be improved with Downtown Gateways designed in such a manner that encourages people to detour their route to Downtown Tonganoxie. Gateways are identified in Figure P-5.

Public Realm Plan

The Public Realm Plan is focused on making those public improvements that can have a positive impact on Tonganoxie. Policies to guide the implementation of the Public Realm improvements include:

Public / Civic Space

- Expansion of the park and recreation system, both active and passive spaces, should occur

in conjunction with the growth of the community.

- Small scale public spaces should be identified as gathering spaces to encourage interaction within a neighborhood.
- Civic spaces and improvements should be located at prominent places within Tonganoxie.

Street Network

- Use image streets to help define the character of a location and assist with wayfinding.
- Implement the character and image street concept with adjacent development.
- Implement the character streets concept through context appropriate application.

Trails / Greenway

- The trail network should be implemented as growth and development occurs. Larger section of the trail, like the greenway, should be coordinated to provide a consistent, continuous route through portions of the community.

- An improved greenway should encourage community by activating the space through the creation of gathering places.
- The design and development of the greenway should provide an amenity for adjacent development and be connected to the development.
- The greenway should provide a central spine of connectivity for pedestrian and bicycles to improving community mobility and access.

Gateways

- Incorporate gateways at key locations along US 24/40 to identify the Tonganoxie community and assist with wayfinding. Appropriate locations for gateways including:
 - *14th Street* – Community Gateway
 - *Washington Street* – Community Gateway
 - *4th Street* – Downtown Gateway
 - *Main Street* – Downtown Gateway
 - *Tonganoxie Drive* – Community Gateway

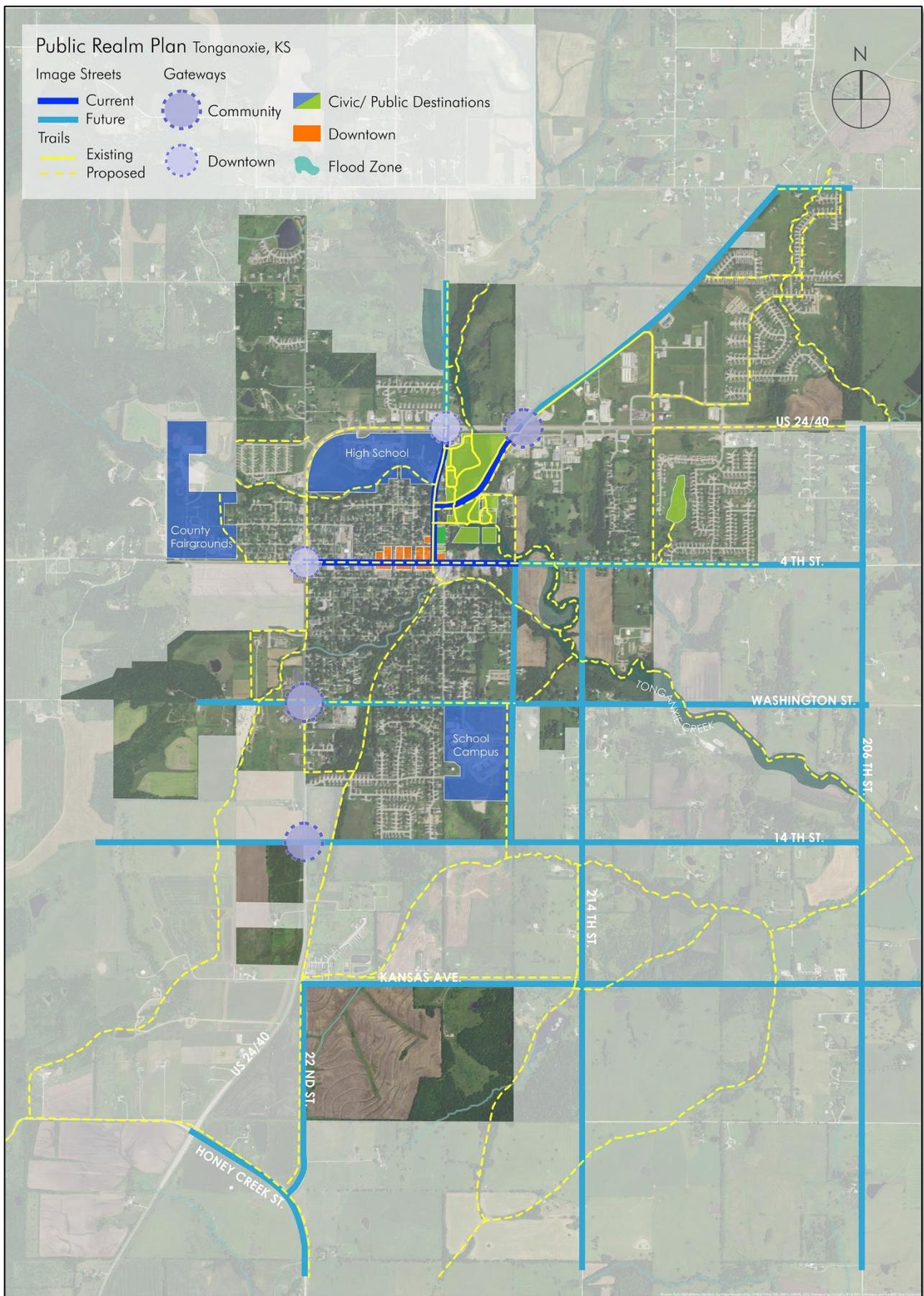
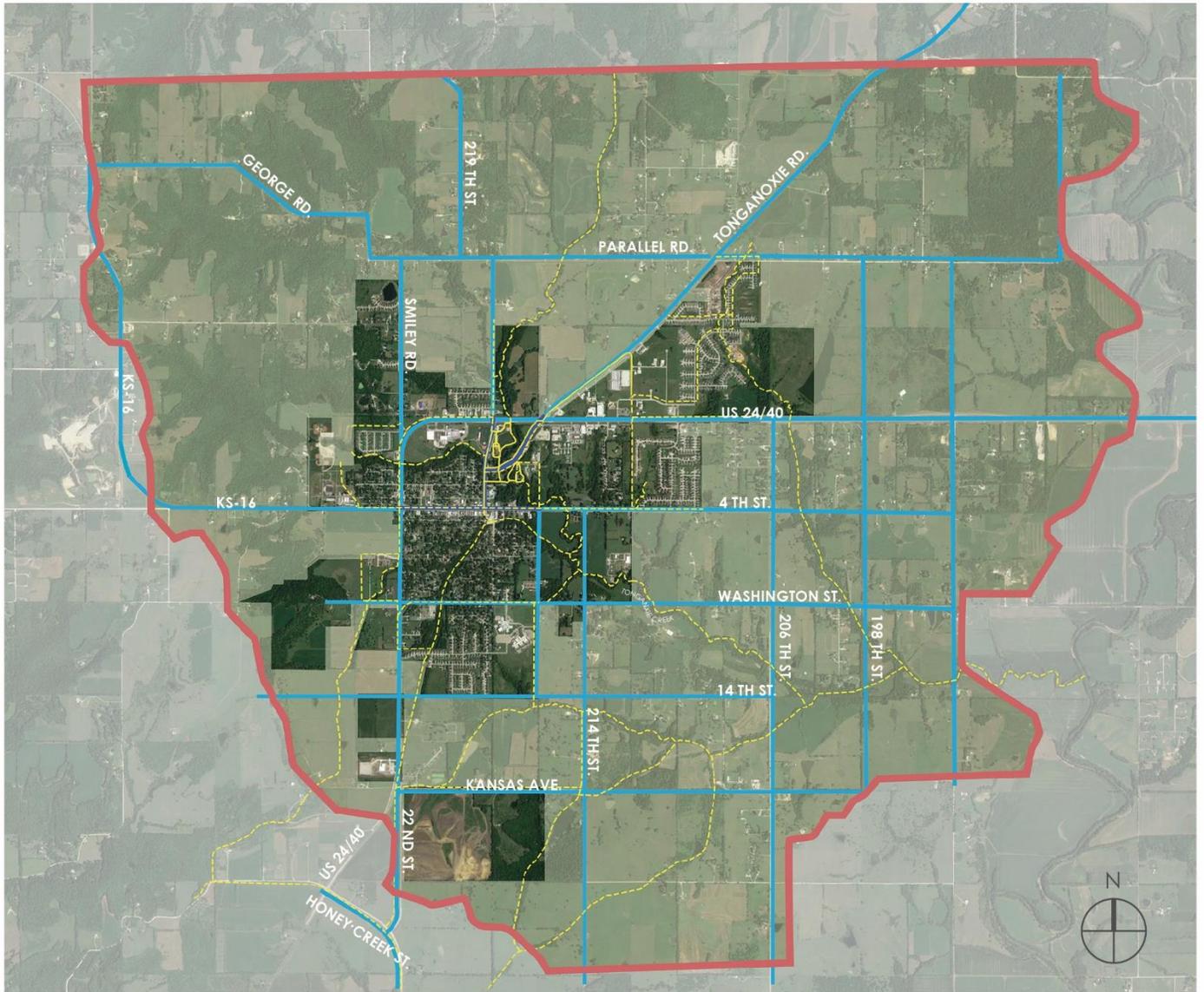


Figure P-5: Public Realm Plan



Public Realm Plan -- Tonganoxie Future Growth Area

LEGEND

- Tonganoxie Growth Area (County Plan)
- Image Streets
- Existing Trails
- Proposed Trails

Figure P-6: Public Realm Plan - County Growth Area



SEPTEMBER 2017

| | Single Family Units ^A | Multi-Family Units [%] | Total Units | S-F Units YTD | M-F Units YTD | Total Units YTD |
|-----------------------|----------------------------------|---------------------------------|-------------|---------------|---------------|-----------------|
| CASS COUNTY | | | | | | |
| Archie | 1 | 0 | 1 | 1 | 0 | 1 |
| Belton | 6 | 0 | 6 | 95 | 0 | 95 |
| Cass County | 6 | 0 | 6 | 68 | 0 | 68 |
| Cleveland | 0 | 0 | 0 | 2 | 0 | 2 |
| Garden City | 1 | 0 | 1 | 3 | 0 | 3 |
| Harrisonville | 1 | 0 | 1 | 3 | 0 | 3 |
| Lake Winnebago | 0 | 0 | 0 | 7 | 0 | 7 |
| Lee's Summit | 4 | 0 | 4 | 31 | 0 | 31 |
| Peculiar | 2 | 0 | 2 | 75 | 0 | 75 |
| Pleasant Hill | 3 | 0 | 3 | 35 | 0 | 35 |
| Raymore | 29 | 0 | 29 | 183 | 0 | 183 |
| Village of Loch Lloyd | 0 | 0 | 0 | 10 | 0 | 10 |
| | 53 | 0 | 53 | 513 | 0 | 513 |
| CLAY COUNTY | | | | | | |
| Clay County | 10 | 0 | 10 | 55 | 0 | 55 |
| Excelsior Springs | 1 | 0 | 1 | 17 | 0 | 17 |
| Gladstone | 6 | 0 | 6 | 18 | 0 | 18 |
| Kansas City | 47 | 0 | 47 | 551 | 0 | 551 |
| Kearney | 12 | 0 | 12 | 100 | 0 | 100 |
| Lawson | 0 | 0 | 0 | 0 | 0 | 0 |
| Liberty | 3 | 0 | 3 | 42 | 0 | 42 |
| North Kansas City | 0 | 0 | 0 | 1 | 0 | 1 |
| Pleasant Valley | 0 | 0 | 0 | 0 | 0 | 0 |
| Smithville | 6 | 0 | 6 | 136 | 0 | 136 |
| | 85 | 0 | 85 | 920 | 0 | 920 |
| JACKSON COUNTY | | | | | | |
| Blue Springs# | 0 | 0 | 0 | 124 | 0 | 124 |
| Buckner | 0 | 0 | 0 | 0 | 0 | 0 |
| Grain Valley | 41 | 0 | 41 | 93 | 0 | 93 |
| Grandview | 0 | 0 | 0 | 2 | 0 | 2 |
| Greenwood | 1 | 0 | 1 | 20 | 0 | 20 |
| Independence | 14 | 0 | 14 | 93 | 0 | 93 |
| Jackson County | 5 | 0 | 5 | 61 | 0 | 61 |
| Kansas City | 1 | 128 | 129 | 55 | 523 | 578 |
| Lake Lotawana | 2 | 0 | 2 | 4 | 0 | 4 |
| Lee's Summit | 35 | 0 | 35 | 359 | 308 | 667 |
| Oak Grove | 6 | 0 | 6 | 37 | 0 | 37 |
| Raytown | 0 | 0 | 0 | 0 | 0 | 0 |
| Sugar Creek | 0 | 0 | 0 | 0 | 0 | 0 |
| | 105 | 128 | 233 | 848 | 831 | 1679 |
| PLATTE COUNTY | | | | | | |
| Kansas City | 10 | 0 | 10 | 132 | 0 | 132 |
| Parkville | 3 | 0 | 3 | 39 | 0 | 39 |
| Platte City | 0 | 0 | 0 | 0 | 0 | 0 |
| Platte County | 17 | 0 | 17 | 145 | 0 | 145 |
| Riverside | 4 | 0 | 4 | 37 | 0 | 37 |
| Weatherby Lake | 3 | 0 | 3 | 12 | 0 | 12 |
| Weston | 0 | 0 | 0 | 3 | 0 | 3 |
| | 37 | 0 | 37 | 368 | 0 | 368 |
| JOHNSON COUNTY | | | | | | |
| De Soto | 1 | 0 | 1 | 16 | 120 | 136 |
| Edgerton | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairway | 2 | 0 | 2 | 9 | 0 | 9 |
| Gardner | 23 | 0 | 23 | 83 | 0 | 83 |
| Johnson County | 6 | 0 | 6 | 44 | 0 | 44 |
| Leawood | 4 | 0 | 4 | 41 | 0 | 41 |
| Lenexa | 16 | 286 | 302 | 156 | 353 | 509 |
| Merriam | 1 | 0 | 1 | 2 | 0 | 2 |
| Mission Hills | 0 | 0 | 0 | 4 | 0 | 4 |
| Olathe | 75 | 0 | 75 | 482 | 30 | 512 |
| Overland Park | 30 | 0 | 30 | 348 | 287 | 635 |
| Prairie Village | 5 | 0 | 5 | 23 | 0 | 23 |
| Roeland Park | 0 | 0 | 0 | 7 | 0 | 7 |
| Shawnee | 11 | 0 | 11 | 149 | 0 | 149 |
| Spring Hill | 10 | 0 | 10 | 76 | 0 | 76 |
| Westwood | 1 | 0 | 1 | 2 | 0 | 2 |
| | 185 | 286 | 471 | 1442 | 790 | 2232 |

| | Single Family Units ^A | Multi-Family Units [%] | Total Units | S-F Units YTD | M-F Units YTD | Total Units YTD |
|---------------------------|----------------------------------|---------------------------------|-------------|---------------|---------------|-----------------|
| LEAVENWORTH COUNTY | | | | | | |
| Basehor | 6 | 0 | 6 | 61 | 0 | 61 |
| Lansing | 0 | 0 | 0 | 5 | 0 | 5 |
| Leav. County | 7 | 0 | 7 | 67 | 0 | 67 |
| Leavenworth | 1 | 0 | 1 | 8 | 0 | 8 |
| Tonganoxie | 11 | 0 | 11 | 45 | 0 | 45 |
| | 25 | 0 | 25 | 186 | 0 | 186 |
| WYANDOTTE COUNTY | | | | | | |
| Bonner Springs | 2 | 0 | 2 | 8 | 0 | 8 |
| Edwardsville | 0 | 0 | 0 | 2 | 0 | 2 |
| KCK/Wyandotte Cty | 16 | 0 | 16 | 270 | 0 | 270 |
| | 18 | 0 | 18 | 280 | 0 | 280 |
| MIAMI COUNTY | | | | | | |
| Louisburg | 0 | 0 | 0 | 17 | 0 | 17 |
| Miami County | 3 | 0 | 3 | 42 | 0 | 42 |
| Osawatomie | 0 | 0 | 0 | 0 | 0 | 0 |
| Paola | 0 | 0 | 0 | 6 | 0 | 6 |
| Spring Hill | 0 | 0 | 0 | 17 | 0 | 17 |
| | 3 | 0 | 3 | 82 | 0 | 82 |
| Totals | 511 | 414 | 925 | 4639 | 1621 | 6260 |

Comparison of Single Family Building Units for Greater Kansas City
(Cass, Clay, Jackson, Platte, Johnson, Leavenworth, Miami, Wyandotte Counties)

| Month/Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| January | 137 | 90 | 188 | 273 | 287 | 240 | 274 | 457 |
| February | 145 | 121 | 182 | 224 | 216 | 260 | 408 | 476 |
| March | 252 | 180 | 270 | 335 | 362 | 393 | 542 | 567 |
| April | 228 | 210 | 277 | 444 | 439 | 437 | 523 | 561 |
| May | 213 | 230 | 294 | 337 | 385 | 395 | 503 | 504 |
| June | 239 | 262 | 268 | 333 | 364 | 438 | 578 | 570 |
| July | 180 | 204 | 288 | 409 | 375 | 399 | 494 | 512 |
| August | 243 | 205 | 260 | 354 | 352 | 425 | 536 | 481 |
| September | 173 | 202 | 379 | 384 | 383 | 462 | 424 | 511 |
| October | 279 | 205 | 331 | 369 | 468 | 459 | 466 | |
| November | 173 | 185 | 283 | 340 | 312 | 360 | 417 | |
| December | 209 | 207 | 279 | 288 | 328 | 432 | 352 | |
| Annual Total | 2,471 | 2,301 | 3,299 | 4,090 | 4,271 | 4,700 | 5,517 | 4,639 |

Comparison of Permits By Units Issued Year to Date 2010 - 2017

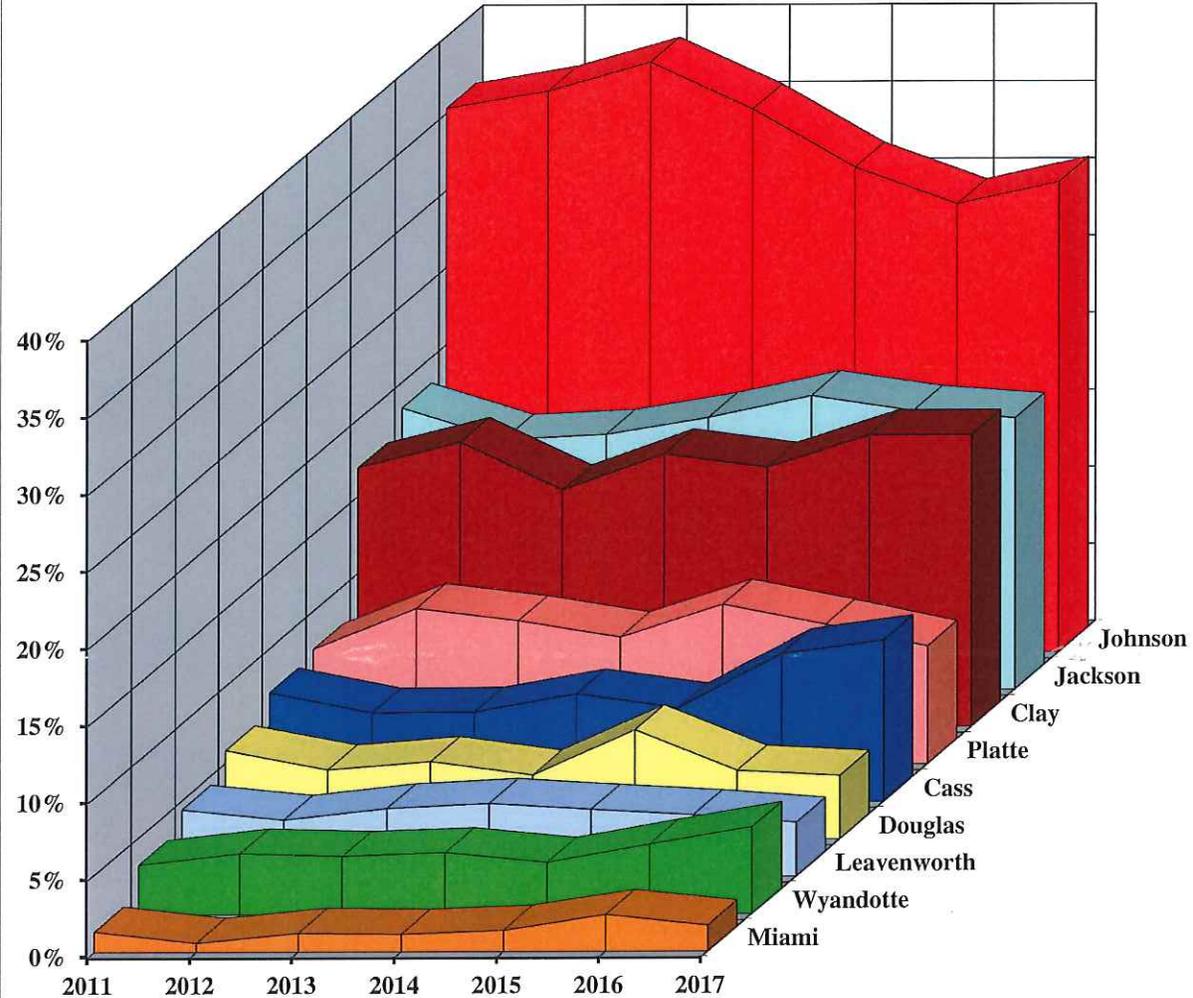
| | S-F Units | M-F Units | Total Units |
|------|-----------|-----------|-------------|
| 2010 | 1810 | 253 | 2063 |
| 2011 | 1704 | 600 | 2304 |
| 2012 | 2406 | 1062 | 3468 |
| 2013 | 3093 | 2098 | 5191 |
| 2014 | 3163 | 3168 | 6331 |
| 2015 | 3449 | 2521 | 5970 |
| 2016 | 4282 | 3521 | 7803 |
| 2017 | 4639 | 1621 | 6260 |

^AThe Single Family number is units and includes both attached and detached units.
[%]Multi-Family units are in buildings with 5 or more units.
[#] Not available at time of report

Permit information reflects the most recent data at time of publication. In order to ensure accurate recording of residential building permit statistics, the HBA may revise monthly and year-to-date figures when updated data is made available. Copyright 2017 Home Builders Assoc of Greater Kansas City. All rights reserved.

Kansas City Metro, KS & MO (9 Counties)

Market Share by County (Based on Building Permits Issued)

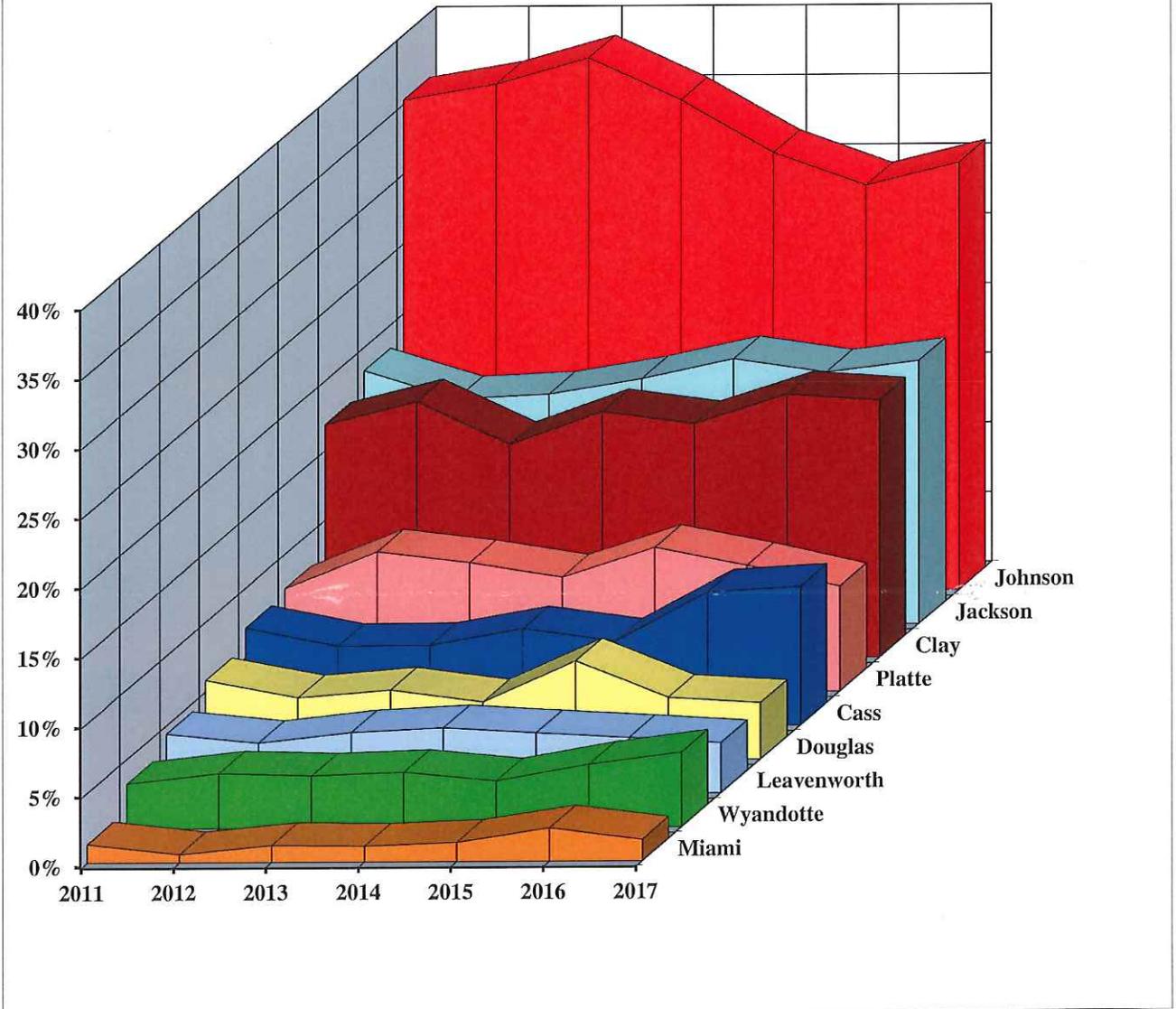


| County | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|-------------|---------|---------|---------|---------|---------|---------|---------|
| Johnson | 35.32% | 36.43% | 38.29% | 35.23% | 31.43% | 29.04% | 30.47% |
| Jackson | 18.33% | 16.28% | 16.58% | 17.66% | 19.06% | 18.06% | 17.58% |
| Clay | 16.88% | 18.51% | 15.40% | 17.73% | 16.84% | 18.92% | 18.93% |
| Platte | 7.55% | 10.15% | 9.34% | 8.27% | 10.37% | 9.05% | 7.65% |
| Cass | 7.15% | 5.81% | 5.85% | 7.02% | 6.09% | 9.57% | 10.44% |
| Douglas | 5.81% | 4.55% | 5.07% | 4.18% | 7.10% | 4.45% | 4.10% |
| Leavenworth | 4.40% | 3.73% | 4.46% | 4.77% | 4.38% | 4.01% | 3.50% |
| Wyandotte | 3.23% | 3.96% | 3.77% | 4.00% | 3.35% | 4.52% | 5.63% |
| Miami | 1.33% | 0.59% | 1.23% | 1.14% | 1.39% | 2.38% | 1.69% |
| | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

Kansas City Metro, KS & MO (9 Counties)

Market Share by County

(Based on Building Permits Issued)



| County | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|-------------|---------|---------|---------|---------|---------|---------|---------|
| Johnson | 35.32% | 36.43% | 38.29% | 35.23% | 31.43% | 29.04% | 30.66% |
| Jackson | 18.33% | 16.28% | 16.58% | 17.66% | 19.06% | 18.06% | 18.86% |
| Clay | 16.88% | 18.51% | 15.40% | 17.73% | 16.84% | 18.92% | 18.45% |
| Platte | 7.55% | 10.15% | 9.34% | 8.27% | 10.37% | 9.05% | 7.54% |
| Cass | 7.15% | 5.81% | 5.85% | 7.02% | 6.09% | 9.57% | 9.94% |
| Douglas | 5.81% | 4.55% | 5.07% | 4.18% | 7.10% | 4.45% | 4.04% |
| Leavenworth | 4.40% | 3.73% | 4.46% | 4.77% | 4.38% | 4.01% | 3.61% |
| Wyandotte | 3.23% | 3.96% | 3.77% | 4.00% | 3.35% | 4.52% | 5.35% |
| Miami | 1.33% | 0.59% | 1.23% | 1.14% | 1.39% | 2.38% | 1.54% |
| | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

October 2017