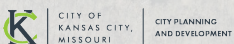


# MARTIN CITY AREA PLAN

## DRAFT

MARTIN CITY  
AREA PLAN



KANSAS CITY, MISSOURI

Approved by the City Planning Commission on 02/18/2020  
Approved by the City Council on 00/00/000  
by Resolution 000000



# ACKNOWLEDGEMENTS

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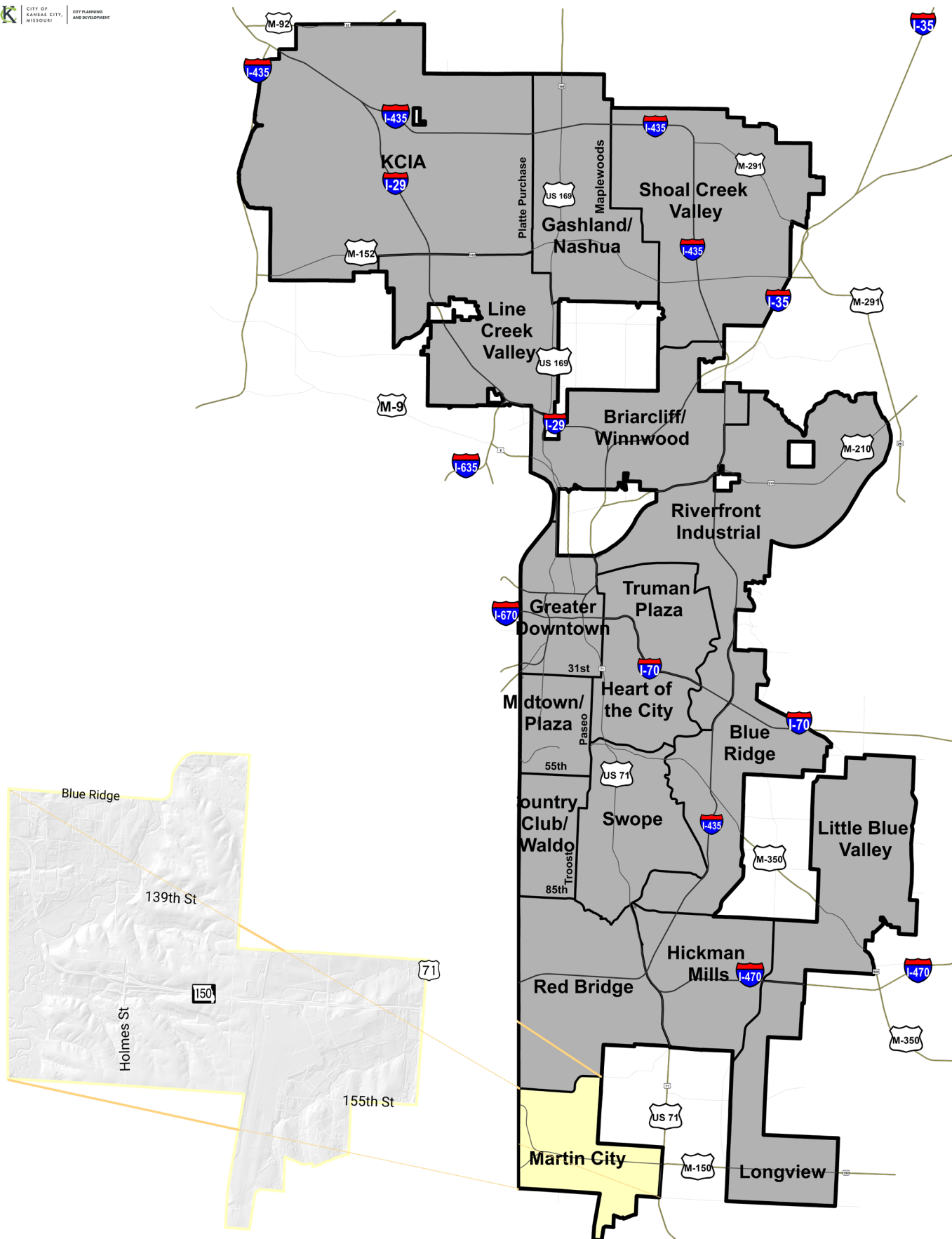




1

# Introduction & Area Overview





MAP 1.0 : AREA PLAN MAP



# INTRODUCTION

## Purpose of an Area Plan

Kansas City, Missouri is divided into 18 geographic areas for which area plans are being prepared (see area map 1.1). Area plans recommend strategies to help realize a community's long term vision for the future and provide a comprehensive framework to guide public decisions on land use, housing, public improvements, community development, and city services. Area plans provide both proactive strategies (phased action steps which are outcome driven) and reactive guidelines (evaluation tool to guide future decision making). These plans are used by the City and the Community alike and become an element of the City's Comprehensive Plan.

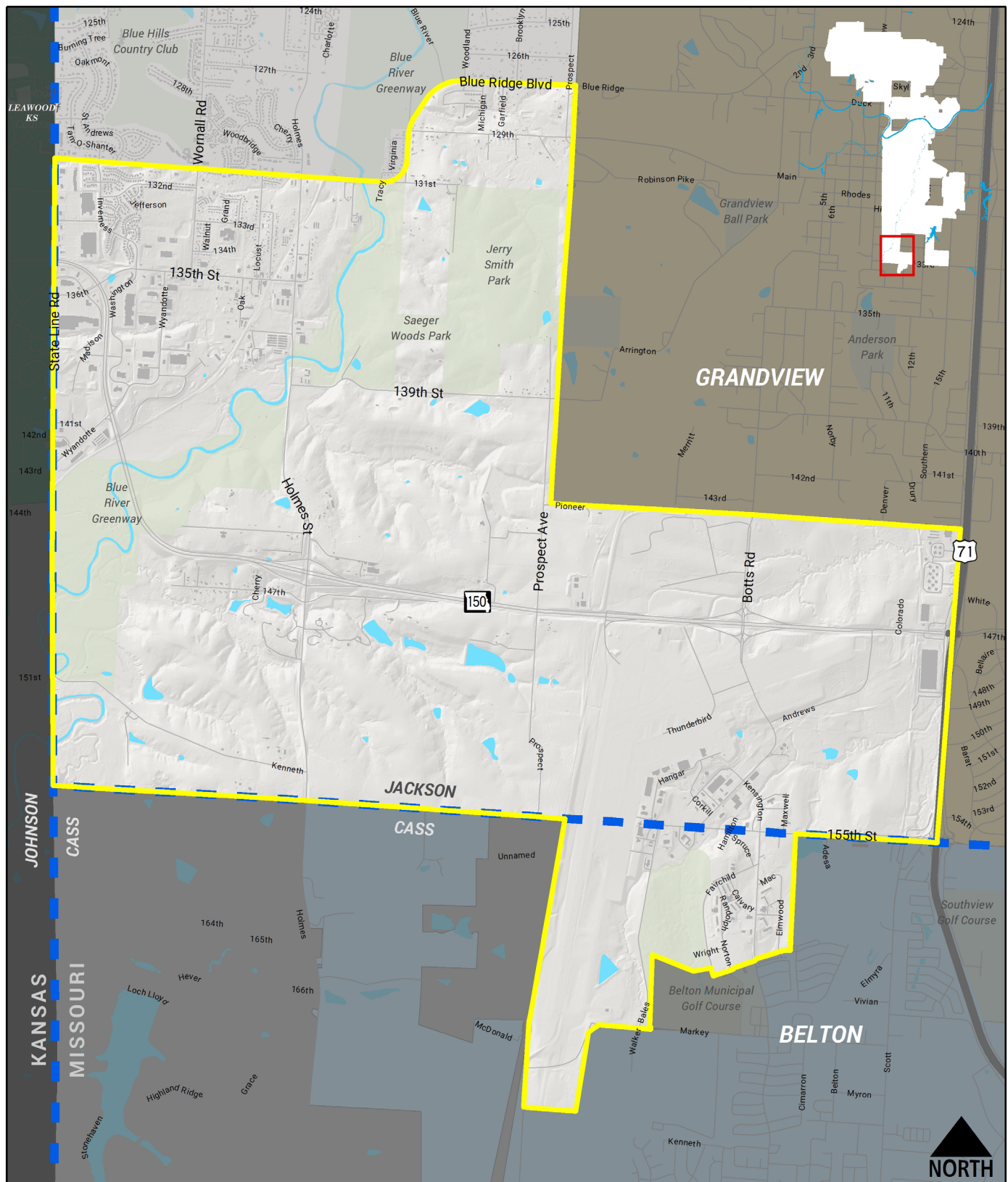
Area plans are guided by a range of Citywide planning documents including the FOCUS Kansas City Plan, the City's comprehensive plan, the Trails KC Plan, and others. The area plan applies the broad citywide policies from these documents to a smaller area of the city, typically at a higher level of detail. Area plans sometimes recommend amendments to these upper level plans, but generally try to work within their policy framework.

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*Planning is the process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on development, infrastructure and public services*

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MAP 1.1 : AREA PLAN OVERVIEW



# AREA OVERVIEW

## Planning Area Location

The Martin City Planning area encompasses approximately 11.5 square miles of land in the 6th Council District of Kansas City, Missouri. Historically it was founded near 135th and Holmes Streets was originally named Tilden in 1887. The town name was changed in 1895 to Martin City, most likely because there was another town of Tilden in Dallas County, MO.

The planning area boundary is generally defined as:

- North: Blue Ridge Boulevard
- South: Belton City Limits
- East: Grandview City Limits/71 Highway
- West: State Line Road

## Area Description

Currently, almost 60% of the plan area is undeveloped, mostly near the Blue River Corridor, due to the lack of infrastructure, stream setback issues, and a significant amount of property owned by the public. The northwestern portion of the plan area, north of 150 Highway, is what people often consider to be "Downtown Martin City." It is a mix of mainly residential and commercial uses anchored by the 135th Street and Holmes Road Corridors. The eastern portion of the plan area is largely industrial uses and is the location of the former Richards-Gebaur Airport Facility - which now serves as a light industrial center - and the Honeywell development in the vicinity of Botts Road and 150 Highway.

While the population is modest in this area, approximately 2,200 residents, the private sector investment and associated jobs are significant. Since 2012, led by the Honeywell development, over \$900 million in private investment has occurred in the area. Overall, the area is a job importer having approximately 7,500 people working there every day, while exporting approximately 10% of that number to other areas of the City.

The plan area is well served by the highway system, which includes 150 Highway running through the center of the area providing access to the regional interstate system. The area is also well served by rail, which is important for the industrial uses. Currently, public transportation service is limited to one bus route which connects the state line retail shops located in the traditional urban neighborhoods directly to the north of the plan area. There is great potential for the development of trail and bicycle infrastructure in the area due to the amount of property along the Blue River that is owned by the City and Jackson County. The system is limited at this time as those facilities are not developed.



# Planning Process

## Overview

As stated earlier, there have been significant changes within the Martin City area as development patterns began to evolve over the last 20 years. Over time, Martin City became known regionally as a district of restaurants and retail, while the former Richards-Gebaur Airport seemed a likely component of the community's future. New challenges and opportunities have arisen putting the area's future in a state of flux. Some of these changes include the construction of 150 Highway which provides improved access to the area while bypassing "Downtown Martin City." In addition, regional developments like the big box retail center at 150 Highway and Stateline Road, the privatization of the former Richards-Gebaur Airport to an intermodal freight hub, and the location of the Honeywell Facility at 150 Highway and Botts Road have served to redefine the area. These changes spurred a revisit of the plan area and an update of the Martin City Area Plan.

In order to be successful, the plan must address the community's primary issues involving public participation from those who live, work, and play in the area. The vision, goals, guiding principles, and final recommendations in the plan are all the result of an extensive, inclusive, and transparent public process to identify and address the areas challenges and opportunities. The planning process included interaction with area residents and stakeholders utilizing:

- **Steering Committee** composed of residents, neighborhood leaders, property owners, institutions and businesses. The committee was utilized to articulate the overall direction and review principles and concepts throughout the planning process.
- **Technical Committee** composed of representatives of City departments and other agencies provided technical expertise and guidance on a range of issues.
- **Project web site** utilized to post documents and provide information about the project and upcoming meetings.

## Previous Plans

### *The Martin City/Richards-Gebaur Area Plan (2001)*

The planning process involved a two-tiered public planning approach with the City's Aviation Department undertaking a process to determine the future use of the former Richards-Gebaur Airport and the City Planning and Development Department for the remainder for the study area. These efforts were on parallel tracks and resulted in a coordinated plan for the entire area.

During the initial planning process, a group called the PAC (Planning Advisory Committee) served as a "Steering Committee" for the plan. The PAC was composed of community leaders and stakeholders in the general planning area and at Richards-Gebaur specifically. Additionally, a series of community meetings were held with the general citizenry. The purpose of those meetings was to share information and give input on key planning decisions.

The early part of the process was dominated by aviation decisions – specifically the future of airport facilities at Richards-Gebaur. The PAC ultimately recommended that no future aviation facilities operate at Richards-Gebaur. With that decision made, planning and land use issues were addressed.

Several community meetings were held to allow the community at-large to provide input to the PAC and consultant team. These meetings provided basic "grass roots" participation for planning decisions.



## *Martin City / Richards-Gebaur Area Plan*

The Aviation Department's plan for the re-use of the former base was adopted by the City Council on April 19, 2001 by Resolution No. 010511. Two weeks' afterword, the entire Martin City/Richards-Gebaur Area Plan was adopted by the City Council.

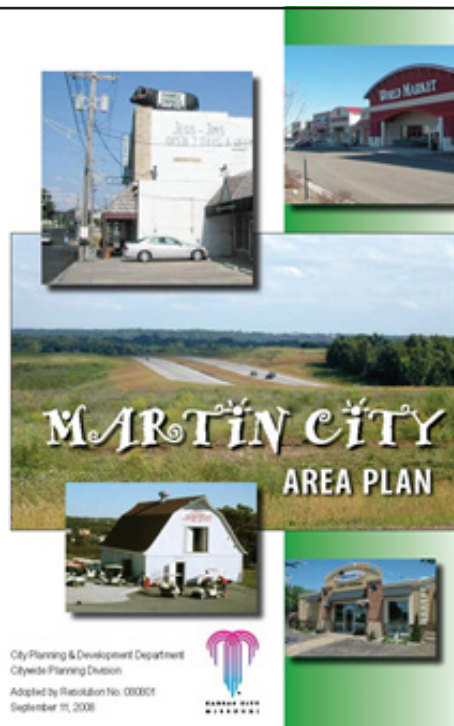
Since its adoption, there has been significant progress in implementing the policies of the plans. Examples include the continuing development of the former Richards-Gebaur Air Force Base to an intermodal hub and the formation of the Martin City Community Improvement District (CID).

## *Martin City Area Plan Update (2008)*

During the fall of 2007 and spring of 2008, the City Planning and Development Department coordinated updates to the 2001 Area Plan concurrently with the Martin City Community Improvement District (MCCID) Master planning process adopted by City Council on September 11, 2008 by Resolution #080801. The effects of the update were limited and only intended to "fine-tune" the existing Plan to the City's accepted Area Plan standards. Updates to the 2001 Area Plan included incorporating the City's new future land use district categories and appropriate references to the City's new Development Ordinance, adding appropriate references to the City's Wet Weather Solutions Program, revising the Future Land Use Map based on recent or proposed developments that have occurred since 2001, and incorporating appropriate revisions based on the MCCID Master Plan.



*Approved by*  
City Plan Commission: May 1, 2001  
City Council: June 14, 2001 by Resolution Substantive Resolution Number 010511  
Last Amended March 2002



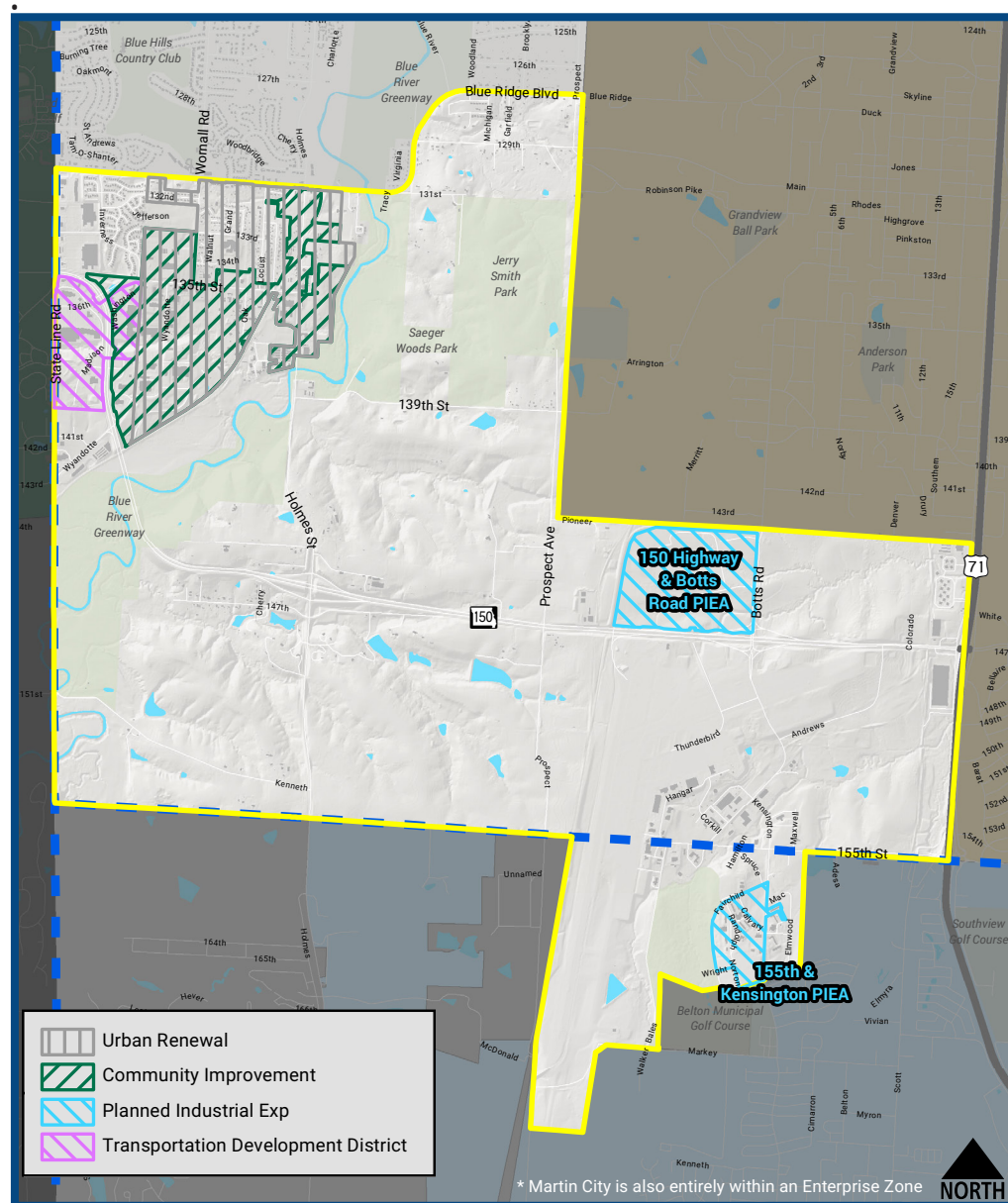


### *Martin City CID Master Plan (2008)*

In the fall of 2007 and early 2008 the Martin City Community Improvement District (MCCID) undertook a master plan for the development of the district and its surrounding environs. The plan was closely coordinated with planned improvements to 135th Street between 150 Highway and Holmes Road.

The MCCID Master Plan process was intended to:

- Provide a vision for future development and redevelopment of the area;
- Guide development by recommending land uses, densities, priorities, and necessary improvements to support development;
- Establish an urban design plan with standards and guidelines for mixed-use design, pedestrian and transportation system improvements, streetscaping, and public spaces;
- Integrate storm water management strategies and guidelines stated in the City's on-going Wet Weather Solutions Program; and
- Promote the citywide initiatives established by the City's Comprehensive Plan, the FOCUS Kansas City Plan, as well as other city ordinances and initiatives.
- The MCCID Master Plan was prepared with the assistance from the City Planning and Development Department and has been incorporated into the Martin City Area Plan.



MAP 1.2 : INCENTIVES

## Martin City Area Plan Update (2019)

The plan update process used many of the concepts within these earlier plans and made updates to bring it up-to-date to reflect the changes which have occurred over time.

The continuing purpose for the Martin City Area Plan is to:

- Serve as the “Plan-of-Record” for the area;
- Provide a strategy for public infrastructure investments;
- Identify design guidelines to reinforce and enhance the Plan Area’s unique districts and sense of place;
- Provide a strategy for a transportation system that balances all modes;
- Guide future land use, development and zoning;
- Serve as a resource for developers, property owners, business owners, residents and interested citizens;
- Provide a strategy to revitalize existing neighborhoods and housing;
- Incorporate “sustainable” approaches to development to mitigate stormwater impacts and to enhance natural areas; and
- Outline an action plan for implementation.

## Companion Products

### Data Book

The data book is a collection of background and supporting information for the development of the Martin City Area Plan. The Data Book provides the following:

- Relevant facts, trends and key issues that serve as a foundation for recommendations
- Information about past, on-going and planned initiatives in the Plan Area
- A preliminary list of planning issues to be addressed in the plan



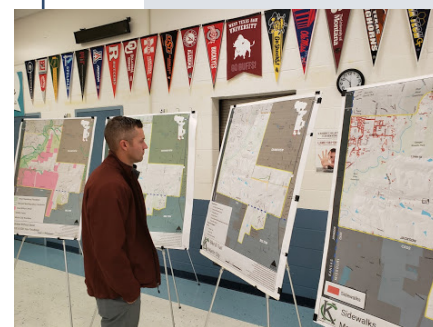
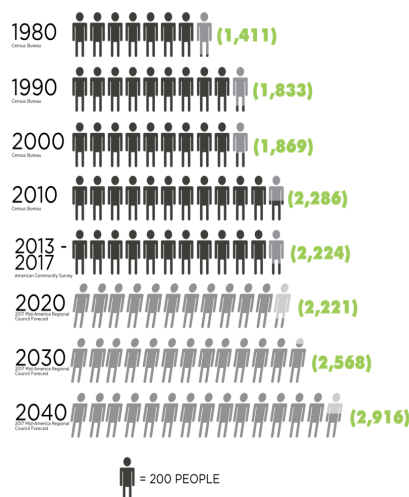
### Summary of Issues Identified in the Data Book

There are three major themes for the Martin City Area identified in the databook: Area of Stability, Health and Condition of Area neighborhoods, and Area Mobility. The following are examples of information within this project area:

#### Area Stability

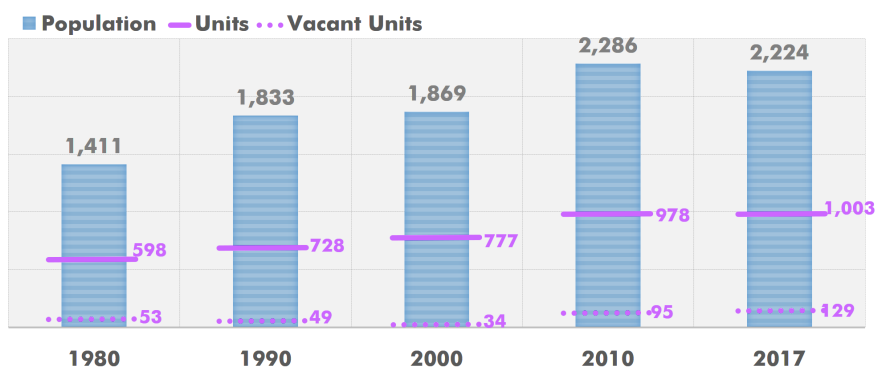
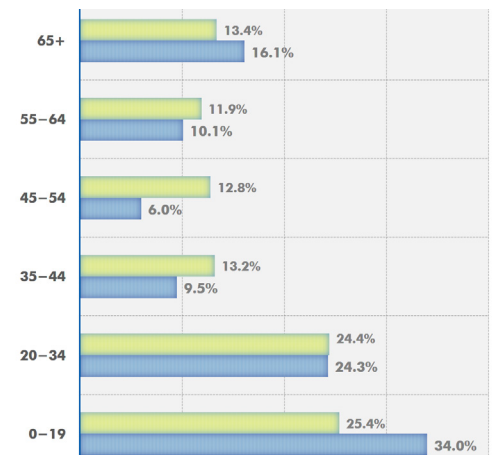
Downtown Martin City is an established area with homes, restaurants, commercial/retail establishments, and recreational facilities along with some industrial businesses. Each sub-area within downtown Martin City has a distinct use that creates a unique place for citizens. The following are major themes that emerged from the data that describe Martin City:

- **Change in Population:** Population has steadily increased in the past 30 to 40 years. As of 2017, the population was about 2,200 people with a projected increase of about 12%, to over 2,500 people, by the year 2030.

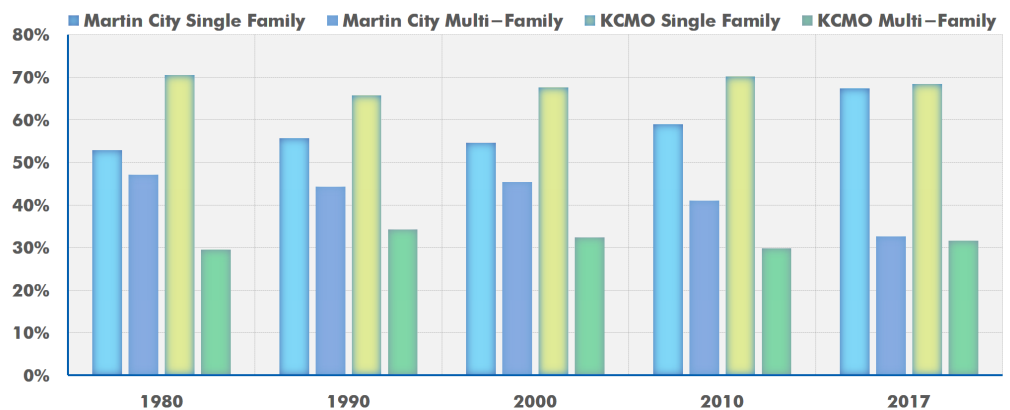




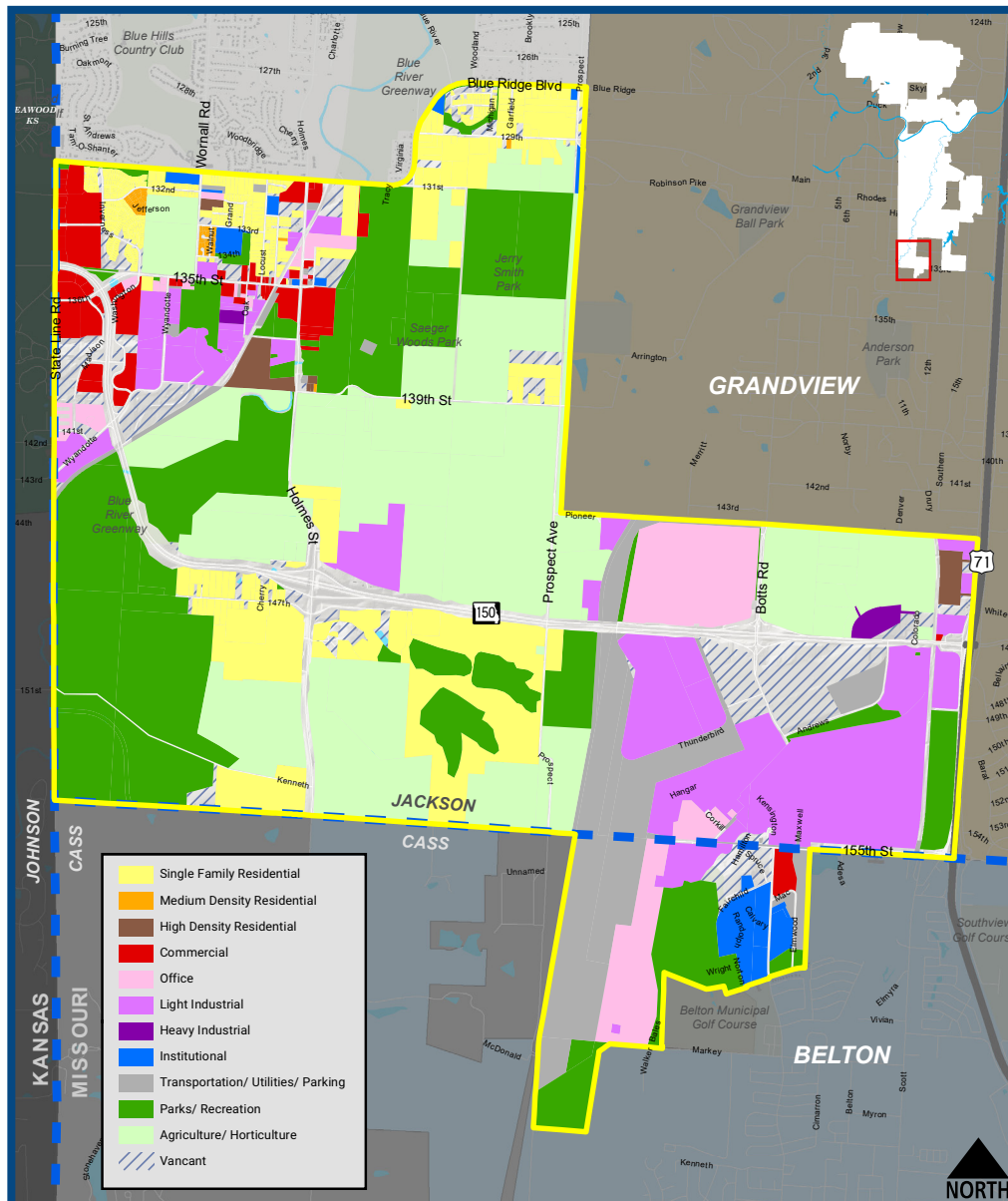
- Population by Age:** The age of the population was dominated by people 19 years and younger which accounted for 34 percent of the population. The wage-earners, usually identified as those who are 35-54 years old, were the lowest share of the population at about 16 percent.
- Change in Housing Units:** Overall, the number of housing units continues to increase with 978 units in 2010 which was about a 26 percent increase from previous census year data. Citywide the number of housing units only increased by 10 percent during the same time period. The trend of increasing housing units in the area can be attributed to the single-family units added in the New Castle Subdivision.



Source: 1980, 1990, 2000 and 2010 Censuses; and 2013-2017 American Community Survey

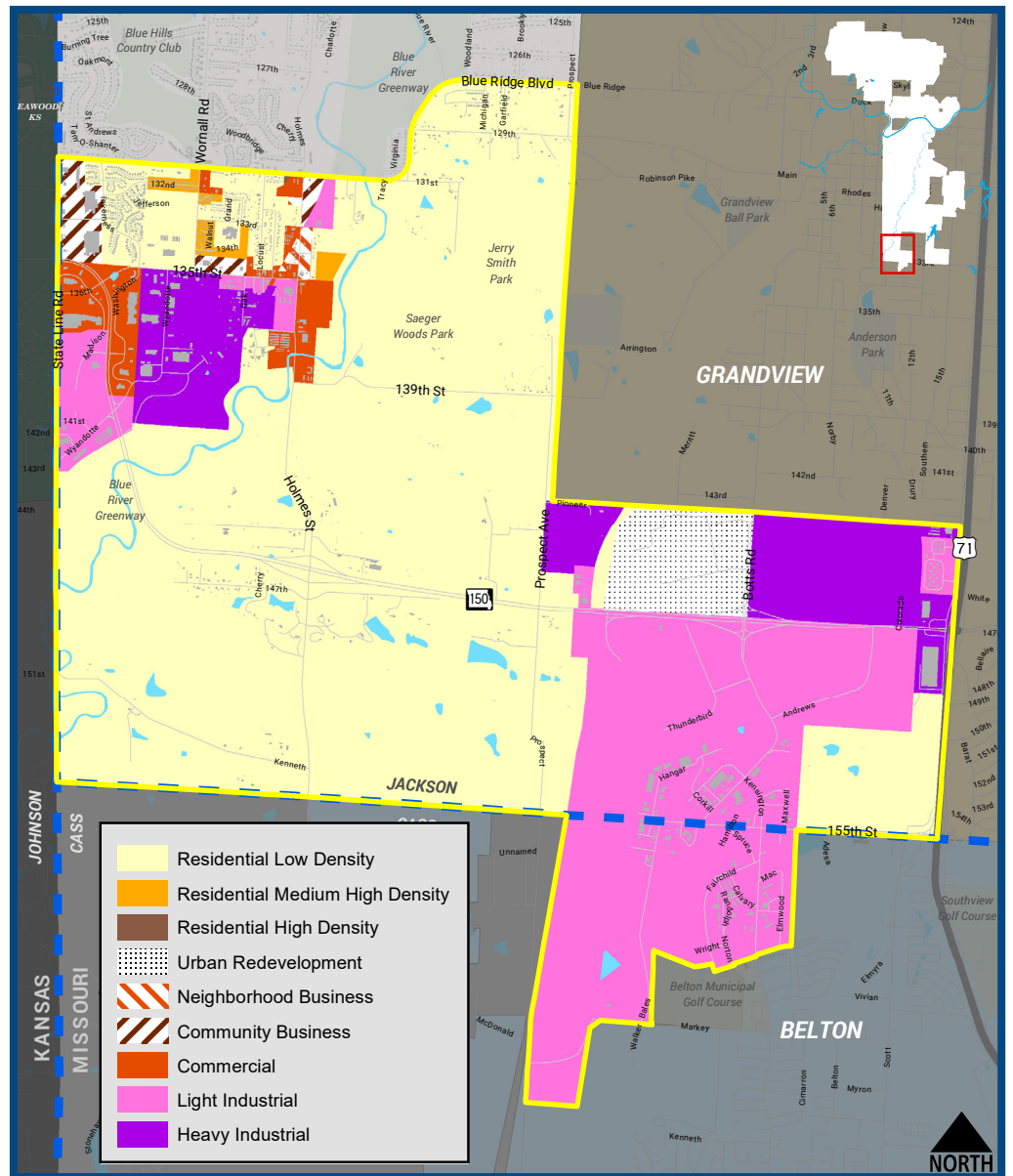


- **Existing Land Use and Zoning:** Since most of Martin City (60%) is undeveloped, Agriculture/Open Space and Parks & Recreation account for the vast majority of the land use. There are areas where existing land use does not match the current zoning. any conflicts with land use and zoning are due to properties having two zonings – because the properties front a commercial district and back to a residential use. Any inconsistencies may require a change of zoning to match the land use taking place on properties



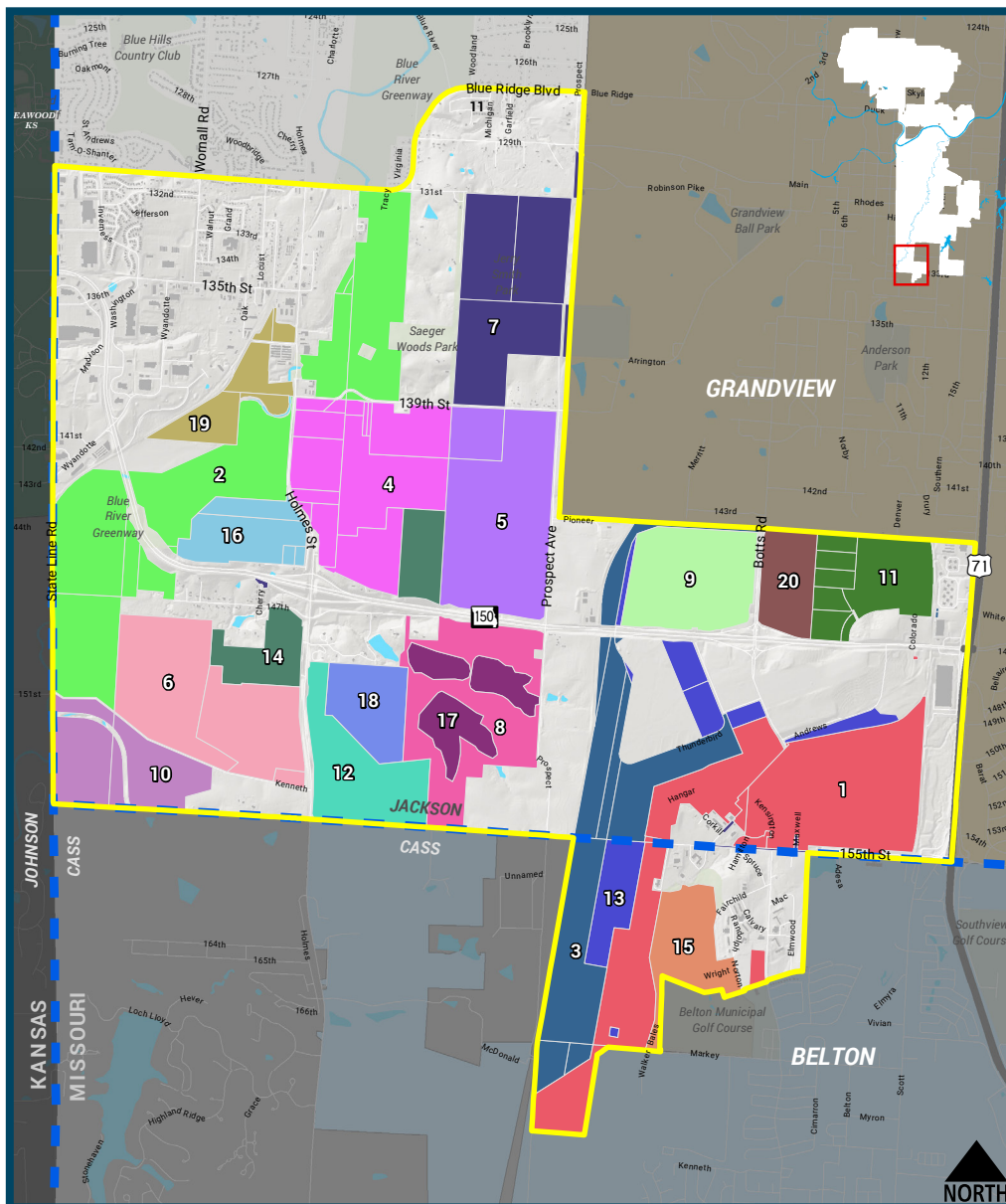
MAP 1.3 : CURRENT LAND USE





MAP 1.4 :CURRENT ZONING

- Major Land Owners. The top 20 property owners in the area mostly consist of government entities and private/LLCs. The top 20 property owners own over 70 percent of the land in the area.



MAP 1.5 : MAJOR LAND OWNERS

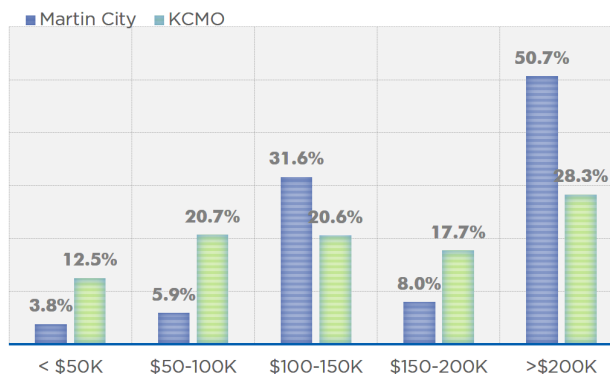
Map ID	Owner	# of Parcels	Acres	% of Martin City
1	Port Authority of KCMO	22	1031	11.9%
2	Jackson County Missouri	13	597	6.9%
3	United States of America	5	536	6.2%
4	Smith Thomas H	13	428	4.9%
5	Centerpoint Kansas City One LLC	11	424	4.9%
6	Saddle & Sirloin Club of Kansas City	13	326	3.7%
7	The Kansas City Southern Railway Co.	7	307	3.5%
8	Rosenfelt Marcia K - Trustee	2	306	3.5%
9	City of Kansas City, MO	13	301	3.5%
10	Benjamin Enterprises LLC	3	292	3.4%
11	Botts Road Development LLC	1	216	2.5%
12	Smith Darren & Julie	1	200	2.3%
13	Baty Lee M & Ellen W	5	191	2.2%
14	Planned Industrial Expansion Authority of Kansas City	2	176	2.0%
15	LL North LLC	2	168	1.9%
16	Giblin Graham G & Barbara -Tr	7	146	1.7%
17	Benjamin Dana	1	144	1.7%
18	City of Belton	1	103	1.2%
19	Reed Mary J & William A Trustee	6	103	1.2%
20	Smith-Misemer Dianne & Misemer Patrick	2	101	1.2%



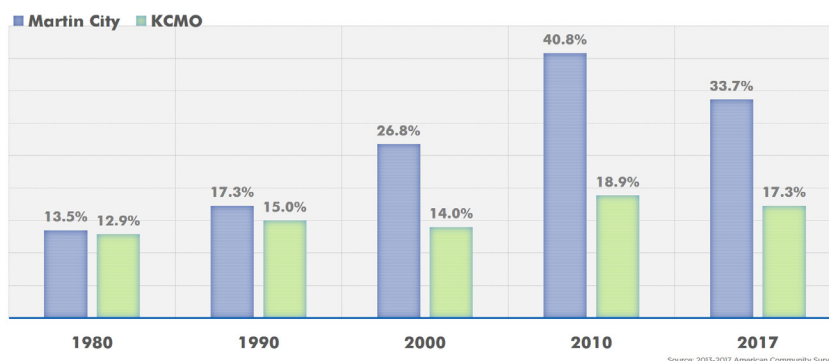
## Health and Condition of Area Neighborhoods

Martin City has a mix of suburban and rural housing within the area. There are only two established neighborhoods in the plan area. Additional opportunities exist for diverse housing values within the plan area.

- The housing values in the western part of plan area were dramatically higher than housing values located east of Holmes Road. In 2017, 50% of the housing in the plan area was valued over \$200,000 with 6% of the housing valued between \$50-100K and 32% of housing valued between \$100-150K. In 2017, single family housing units outnumbered multifamily housing with 676 units vs. 327 units respectively.



- In 2010, the area had a poverty rate of over 40 percent which doubled from the previous census year. The planned area poverty rate was twice as high as the citywide poverty rate at about 19 percent. As of 2017, the poverty rate in the planned area decreased to about 34 percent which was still double the poverty rate citywide in the same period. The increase in the poverty rate could be attributed to people moving further out from the downtown or midtown area because price of rents are more affordable in the planned area. In 2017, average rents in the planned area were \$424 compared to citywide with average rents at \$702.



## Area Mobility

Mobility is generally better in the northwestern portion of the planned area because of the existing sidewalk and street network. The mobility in the area looks like this:

- The area has walking destinations which are concentrated along 135th Street, Holmes Road, State Line Road and Wyandotte. Considerable infrastructure improvements were made along 135th Street with the installation of sidewalks, curbs and widening of the street. On the other hand, Holmes Road has limited sidewalks for pedestrians to access the destinations. There is a high need for a connected sidewalk network in the established area. As development occurs in the rest of the planned area, sidewalks will be a priority for developers to install.
- The area has walking destinations which are concentrated along 135th Street, Holmes Road, State Line Road and Wyandotte. Considerable infrastructure improvements were made along 135th Street with the installation of sidewalks, curbs and widening of the street. On the other hand, Holmes Road has limited sidewalks for pedestrians to access the destinations. There is a high need for a connected sidewalk network in the established area. As development occurs in the rest of the planned area, sidewalks will be a priority for developers to install.
- The area has direct highway access with the east-west connection of 150 Highway from Interstate 49. The major street network in the plan area includes limited 4-lane streets and does include two-way through lanes with a left turn lane. The plan area has several major north-south routes with Holmes, State Line Road and Botts Road carrying a majority of the north-south traffic. The area is often a pass through for commuting traffic going west to Kansas, east to Grandview, south to Belton or north to other areas of Kansas City.
- The proposed Blue Ridge Parkway Trail runs along the Blue River serving as a proposed recreation function. There are limited trail connections in the area. Jerry Smith Park trail serves the Jerry Smith Park but it does not have any future connection to the Jackson County Trail system.
- The area is served by bus transit which only covers the northwestern corner of the plan area. The limited bus service option puts bus stop emphasis on the State Line Station Shopping Center.







A photograph of a greenhouse filled with various potted plants. In the foreground, there are large pots of Gaillardia flowers in shades of yellow and red. Behind them are several tall lilies in various colors like yellow, orange, and pink. The background shows more plants on shelves and a black mesh fence.

2

# Vision for the Area, Goals, & Guiding Principles



# PLAN ORGANIZATION

Just as there is a hierarchy of plans in the City, there is a hierarchy of policies within the area plan. The Plan's Vision Statement is a broad, high level policy statement. It is intended to communicate an overarching intent for the Plan as well as describe a future outcome for the Martin City area which is used to guide all of the Plan's recommendations and strategies.



## VISION STATEMENT

This Vision Statement is further refined by Goals for the entire area, and the Goals are further refined in Guiding Principles for each chapter. Each chapter begins with the Goals and a description of how each Goal relates to the topic of the chapter. Specific recommendations are then made for each Guiding Principle. Collectively, the recommendations are designed to help realize the Plan's Vision. As Plan implementation progresses there may be additional projects and opportunities that emerge which support the Vision that are not listed within this Plan. These projects should be evaluated against the Vision, Plan Goals, Guiding Principles, and the decision making criteria.

*Martin city will be a sustainable, diverse community that is positioned for growth while maintaining its desirable community character*

## GOALS

The Plan Goals support the Vision Statement of the Plan and are the core action components of the Plan. Like the Vision Statement, these Goals are derived from and shaped by community stakeholder input and vetted through the planning process. The Goals (in no particular order) for the Martin City area are:

- Promote quality, compatible development with a well-reasoned future land use pattern.
- Maintain & improve upon the local transportation network to accommodate all users.
- Reinvest in, maintain and create strong neighborhoods while increasing a variety of housing options that are secure and safe for all stages of life and income
- Capitalize on new and existing employment centers to maximize their potential to attract quality investment that spurs new development into the area.
- Integrate resilient and green infrastructure throughout the area for long-term sustainability.

## Guiding Principles

The guiding principles support the vision statement and goals of the plan and are specific to each chapter of the plan. These principles are also derived from and shaped by community stakeholder input and vetted through the planning process. The guiding principles for the Martin City area are:

## Land Use and Development

- Respect the scale and character of adjacent development.
- Use the area's natural character as an asset.
- As sites are developed/redeveloped, incorporate open spaces, create connections to a multi-modal transportation system, and maintain mature vegetation.
- Ensure that there is adequate infrastructure present for development and potential redevelopment projects.

## Transportation

- Ensure all modes of transportation can conveniently and safely move within and through the plan area.
- Finish transportation projects that have been started and strategically determine future transportation investments.
- Make certain that the transportation system and development patterns are mutually reinforcing.
- Enhance the transportation system efficiency and technology to improve access to other parts of the community.

## Neighborhoods

- Create/improve connections from neighborhoods to community amenities and other important destinations.
- Create community gathering spaces and community amenities.
- Promote a community that is desirable for all stages of life.
- Maintain the area's stable neighborhoods and make certain that future development is designed to shape the environment the community desires.

## Economic Development

- Target key industries as identified in the Advance KC Plan that attract businesses and organizations that increase employment for area residents.
- Improve the availability and preparedness of the workforce for area employers.
- Encourage strong neighborhood identities, personalities, and character while increasing quality housing choices for all stages of life and income levels.

## Infrastructure

- Develop and manage flood control systems to evaluate appropriate flood control, environmental, societal, educational, and residential opportunities.
- Reduce and control sewer overflows to address sewer issues.
- Manage stormwater as a valuable natural resource.







3

URBAN  
& Garden

# Land Use & Development



# CHAPTER ORGANIZATION

Within this chapter, the Plan goals are related to Land Use and Development and then guiding principles are stated along with supporting recommendations on how to achieve those guiding principles.

**In the future, new areas of housing, commercial shops, offices, and even industry will exhibit the characteristics of high quality development and an excellence of urban design not found in all development today. High quality does not mean expensive housing, or even requirements that limit development to high-cost projects—it means good planning and good urban design. And urban design does not apply just to the older parts of the city, it applies to all parts of the city and ensures that new development is related to people and their needs and to the character of Kansas City.**

## ***FOCUS Kansas City Plan***

### ***Relationship to Area Plan Goals***

The principles and recommendations in this Land Use and Development Chapter support each of the Plan's goals as shown below:

- Promote quality, compatible development with a well-reasoned future land use pattern.  
 The existing Martin City Area Plan set the precedent for providing predictable development in the area by planning in a comprehensive manner, integrating a range of living and employment choices, preserving natural open space corridors and an interconnected network of pedestrian-friendly streets and trails. Residents expressed continuing this direction in order to provide an overall cohesive character for the area.
- Maintain & improve upon the local transportation network to accommodate all users.  
 Transportation systems must be adequate to properly serve land uses. Land use recommendations are made based on an understanding of the related transportation system. To ensure continued successful development of the area, a high level of access must be maintained for all users. In addition, improvements to the local transportation network to accommodate all users will ensure that regardless of mode of travel, one can frequent a greater variety of destinations.
- Reinvest in, maintain and create strong neighborhoods while increasing a variety of housing options that are secure and safe for all stages of life and income.  
 Much of the character and charm of the Martin City Area comes from the natural features of the land and its small town feel. Martin City's natural features and redevelopment of the traditional "Downtown Martin City" are opportunities to add to the 'quality of life' of the community's residents.

- Capitalize on new and existing employment centers to maximize their potential to attract quality investment that spurs new development into the area.

A mixture of uses within Martin City can provide the setting for the live, work, and play experience. While the Martin area is comprised of quality commercial entities, and a major professional employment center, there seems to be an opportunity to develop residential uses with a variety of housing types. Higher density residential areas located in close proximity to quality employment centers and existing commercial uses can provide the opportunity to improve the Martin City area's jobs-housing balance.

- Integrate resilient and green infrastructure throughout the area for long-term sustainability.

New development should provide adequate infrastructure, including streets, sewers, and water. Infrastructure should support planned levels of development. Ensuring the infrastructural needs are concurrent with development will abate sprawl and ensure a built environment design with the long term health of the community as a priority.

## GUIDING PRINCIPLES WITH AREA-WIDE RECOMMENDATIONS

The following principles provide the framework for the recommendations and policies for the land use and development strategies in the Martin City Area Plan. These guiding principles support and provide additional detail for the goals of the Plan. These guiding principles and recommendations helped to inform the Recommended Land Use and Development Form Maps that follow.

### Respect the scale and character of adjacent development

Although future development will not precisely match the existing development, the new development should be complimentary to the surrounding properties and existing built environment. The Development Form Map and Guidelines should be used in the design of new proposed development.

- Consider density, building type, height, and site layout when determining if new development is compatible with adjacent development.
- The Recommended Land Use Map and Development Form Guidelines together should be applied to ensure that new development meets a minimum standard of quality. Incorporating area/neighborhood specific characteristics into development is encouraged and should be required if incentives or additional land use approvals are requested. Any property that requires a rezoning with plan, development plan, project plan, special use permit, and / or receives tax incentives shall be subject to the Plan's Development Form Guidelines.
- During the planning process, the development form of 135th Street, which has buildings to the lot line and parking to the side and rear of buildings, is seen as a defining element of the area's character. In this type of situation, stakeholder should work with City staff to establish an overlay zoning district to maintain the character of an area when future development projects are considered.





## Use the area's natural character as an asset for new development

There is relatively more open space and undeveloped land in the Martin City area than the rest of Kansas City (69% of the existing land use vs. 43% Citywide). The natural aesthetic, gentle rolling hills has the potential for an extensive trails system is an asset that should be used as a competitive advantage and integrated into developments.



- Incorporate trails into new development and redevelopment by including trail access points, trail amenities (benches, bike racks, etc.), and avoid fronting trails with service areas.
- Where reasonable, connect to the regional trail system with neighborhood connector trails.
- When designing a new development take into consideration the physical character (existing vegetation, topography, view sheds, streams, etc.) of the site and neighboring sites and work within that physical character.
- Work with the City's Landmarks staff to determine the appropriateness of the historic designation of properties and structures within the plan area.

## Promote mixed use development in commercial corridors and industrial areas

While the area boasts many vibrant commercial corridors and districts, some corridors are showing signs of decline or disinvestment and some are in need of new life or a new range of viable uses. In order to promote the long term sustained vitality of these commercial areas, this Plan encourages a future land use pattern where mixed use corridors provide increased residential density to better support commercial areas. Mixed use development - as opposed to single use development - is encouraged in commercially and industrially zoned areas.

Areas currently designated for industrial use in the land use plan reflect existing zoning which provides some desired flexibility in terms of permitted uses. However, industrial uses which are undesirable or incompatible adjacent to a neighborhood are discouraged and should be prohibited by future rezoning efforts.

Discouraged Industrial Uses	Encouraged Industrial Uses
<b>Auto-oriented uses</b>	Artisan manufacturing
<b>Outdoor storage/excessive outdoor staging or operations</b>	Uses with compact building and lot sizes
<b>Adult uses</b>	Uses contained within a structure
<b>Uses with excessive noise</b>	Uses that don't have the attributes of the discouraged uses
<b>Uses with excessive odor</b>	
<b>Uses with excessive traffic</b>	

This plan recommends that a new zoning district for industrial areas, or potentially an overlay district, be created to allow a mix of desirable uses and incorporate pedestrian development standards.

- Continue reinvestment in corridor and districts.
- Encourage sustainable land use patterns where commercial land uses are supported by increased density along mixed-use and residential corridors.
- Encourage mixed-use development in commercially and industrially zoned areas.

## Create a walkable community & support alternative modes of transportation

All new development should be built in a walkable, pedestrian oriented format, particularly along the areas specifically recommended for Pedestrian Oriented Development. Existing auto-oriented areas should gradually be converted to a walkable format. New development should also integrate and support other modes of transportation - including transit and biking - and connect to adjacent trails. Streets should form a connected network and should safely accommodate all modes of transportation. Mixed Use areas should create a compact, walkable development pattern with commercial uses that are connected to and integrated in a compatible manner with adjacent residential areas. Activity centers and mixed-use areas should be located in close proximity and be well connected to residential areas to provide convenient access to jobs, services and goods.

- Implement pedestrian development standards and zoning tools in recommended areas.
- Improve pedestrian level of service (as recommended in the Walkability Plan).
- Maintain and increase street connectivity.
- Create complete streets.
- Incorporate biking into site design and layout and implement Bike KC Plan recommendations.

### What is a Walkable, Pedestrian Oriented Format?

- Building orientation and setbacks best suited for walking
- Compact, mix of appropriate uses
- Connected network of pedestrian connections and high pedestrian level of service

## As sites are developed, incorporate open spaces, create connections to a multi-modal transportation systems and maintain mature vegetation

The majority of undeveloped land within the area contains mature vegetation. The purpose of this guiding principle is to retain some existing vegetation and incorporate it into the development as an asset.

- Utilize natural wooded areas to help buffer differing land uses in transitional areas.
- Work with the City Council to consider a tree preservation ordinance to codify when, how and what type of trees shall remain in new development / redevelopment sites.
- Design new developments to incorporate existing mature trees throughout the development. Avoid clear-cutting for new development.
- Adopt an ordinance that defines when, how, exceptions, and enforcement for the disturbance of areas identified as "Existing Vegetation to Remain" on approved plans.
- Assist in implementing the master planned development east of 150 Highway and Botts Road to the east of the Honeywell Complex

## Ensure that there is adequate infrastructure present for development and potential redevelopment projects

This is a standard requirement of the City. However, since much of the land in the Martin City Area is undeveloped, the principle is critical.

- Infrastructure should adequately serve new development without compromising services to existing developments.
- When infrastructure studies (traffic studies, etc.) identify existing needs in the area not caused by a new development, and therefore the developer is not required to remedy, as well as other opportunities to provide the improvement

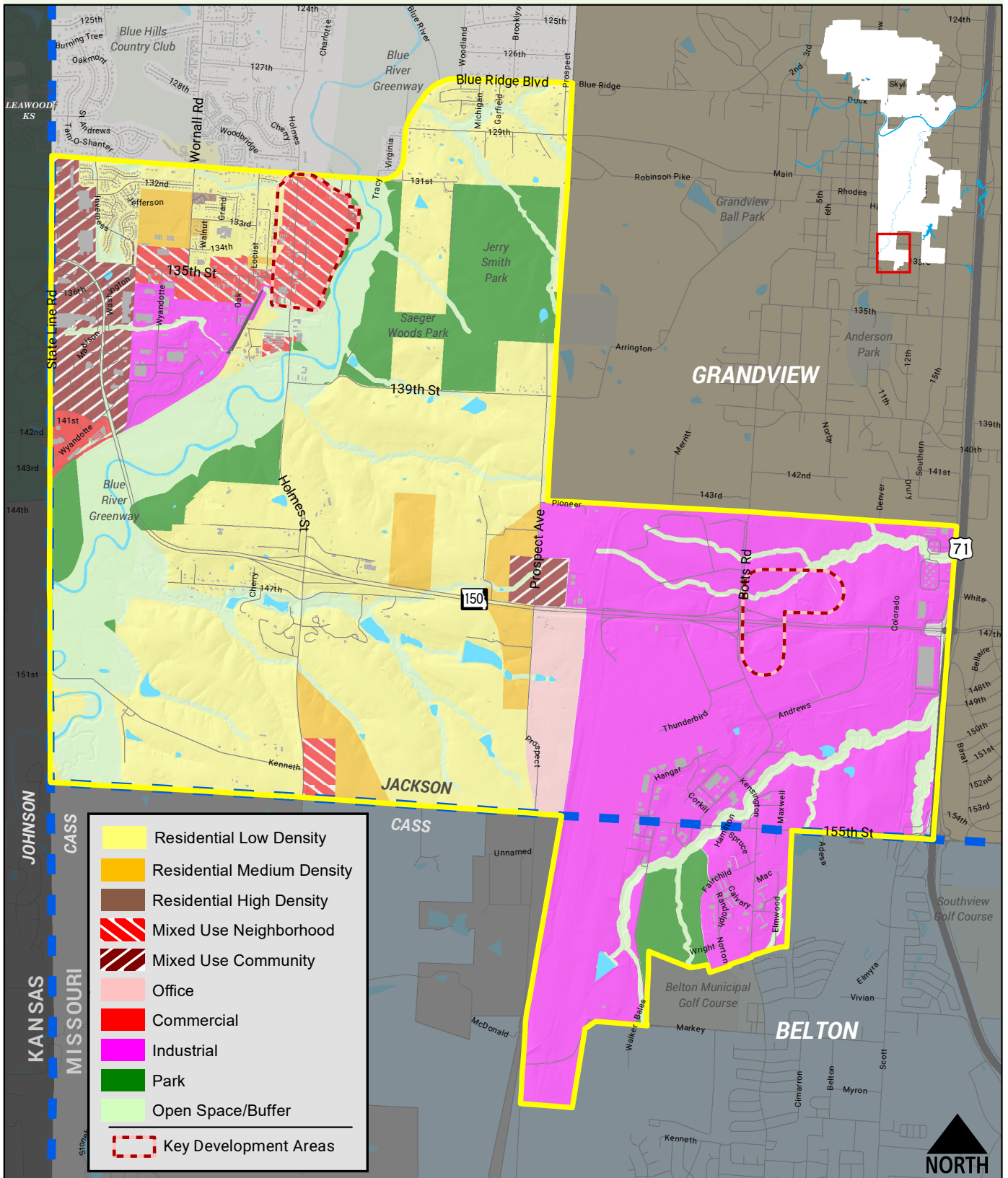
## THE LAND USE PLAN


The Recommended Land Use Map identifies the specific land use types and densities for a location. It is intended to prevent future land use conflicts, safeguard natural resources, and plan for the orderly and predictable development of the area. The plan helps to ensure that land uses and the transportation system are integrated and support each other. It is also a reflection of the community's values and aspirations for the future development of the area. The Recommended Land Use Map is a guide which does not represent a zoning document. Implementation will happen incrementally on individual sites through the development review process as well as in larger areas through the application of the proactive rezoning of property and establishment of overlay districts. Factors that were considered when determining the recommended land use include, but are not limited to (in no particular order):

- Values and Aspirations of the Community
- Market (per Market Experts)
- Resource Preservation
- Existing Land Use
- Existing Zoning
- Transportation System









# Future Land Use

## Martin City

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MAP 3.0 : LAND USE PLAN



**RESIDENTIAL LOW DENSITY** - Primarily intended for single family detached residential development but allows a variety of building types up to 7.2 units per acre. This land use classification corresponds with the "R-6", "R-7.5" and "R-10" zoning categories.



**RESIDENTIAL MEDIUM DENSITY** - Intended for single family, semi-attached, townhome, & tow-unit building types that allows up to 8.7 units per acre. This land use classification corresponds with the "R-5" zoning category.



**RESIDENTIAL HIGH DENSITY** - Intended for small lot single family residential development, townhomes, duplexes and apartments up to 29 units per acres. This land use classification corresponds with the "R-2.5" and "R-1.5" zoning categories.



**MIXED-USE NEIGHBORHOOD** - Primarily intended to accommodate and promote neighborhood serving retail sales or service uses, as well as mixed-use development consisting of business uses on a building's lower floors and residential uses on upper floors. This land use classification corresponds with the "B1" zoning category.



**MIXED-USE COMMUNITY** - Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than is allowed in Mixed-Use Neighborhood areas. This category should include a mix of business and residential uses. This land use classification corresponds with the "B2" zoning category.



**OFFICE** - Intended to accommodate professional, administrative and corporate office uses. This land use classification corresponds with the “O” zoning category.

**COMMERCIAL** - Intended to accommodate “heavier” commercial activities and/or operations that are not found in or compatible with mixed-use and neighborhood oriented environments. This land use classification corresponds with the “B3” and “B4” zoning category.



**INDUSTRIAL** - Intended for light manufacturing, warehousing, wholesale storage, distribution centers, office parks that will allow on-site customers and other less intensive industrial uses. These areas are intended to promote economic viability of industrial uses, encourage employment growth; and limit the encroachment of residential and other non-industrial development. This land use classification corresponds with the “M-1” zoning category.

**PARK** - Public or private land intended to accommodate active and passive recreational uses, parkways, trails, environmentally sensitive areas, or any other lands reserved for permanent open space purposes.



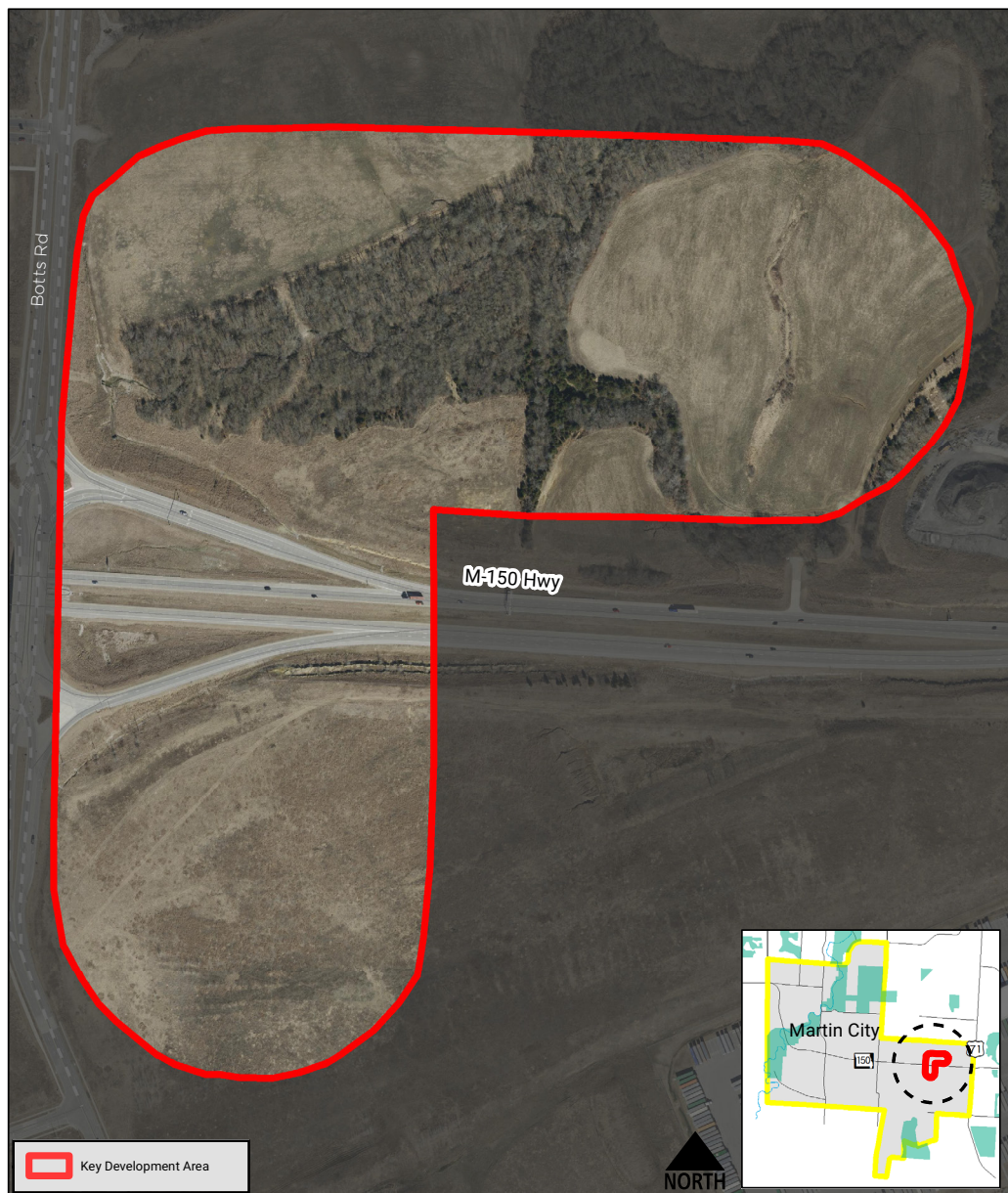
**OPEN SPACE/BUFFER** - Consists of private or public lands that are in some way either temporarily or permanently reserved from development, including lands unsuitable for development. This includes but is not limited to creeks and stream buffers, floodplains, woodlands, severe slopes, and buffer zones around natural resources (areas difficult for development due to topography, hydrology, aged woodlands, archaeological findings, etc.).



## Targeted Development Areas

Participants in the planning process were asked to identify priority areas to target for development with distinct characteristics and uses that differentiate this zone(s) from the overall planning area. The general locations of these areas are indicated on the Future Land Use map. The actual boundaries of these areas should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents. These areas have consistent, dense, walkable blocks and streets with a variety of uses.

Revitalization or development actions for the targeted development areas may include some or all of the following.



MAP 3.1 : BOTTS TARGET AREA

## Botts Road Corridor Commercial/Industrial Areas

The area generally around the intersection of 150 Hwy and Botts Road provides an opportunity to create innovative support development to compliment the NNSA's continued growth in employees and expanded square footage, as well as further industrial development to the east and south of the intersection. These areas are priority development areas that can accommodate light industrial or commercial uses such as small-scale fabrication, maker/and artist workspace and introduce some forward-thinking space for uses that can accommodate new development that peripherally supports the NNSA and other property owners south and east of 150 Hwy and anticipated growth in the area.

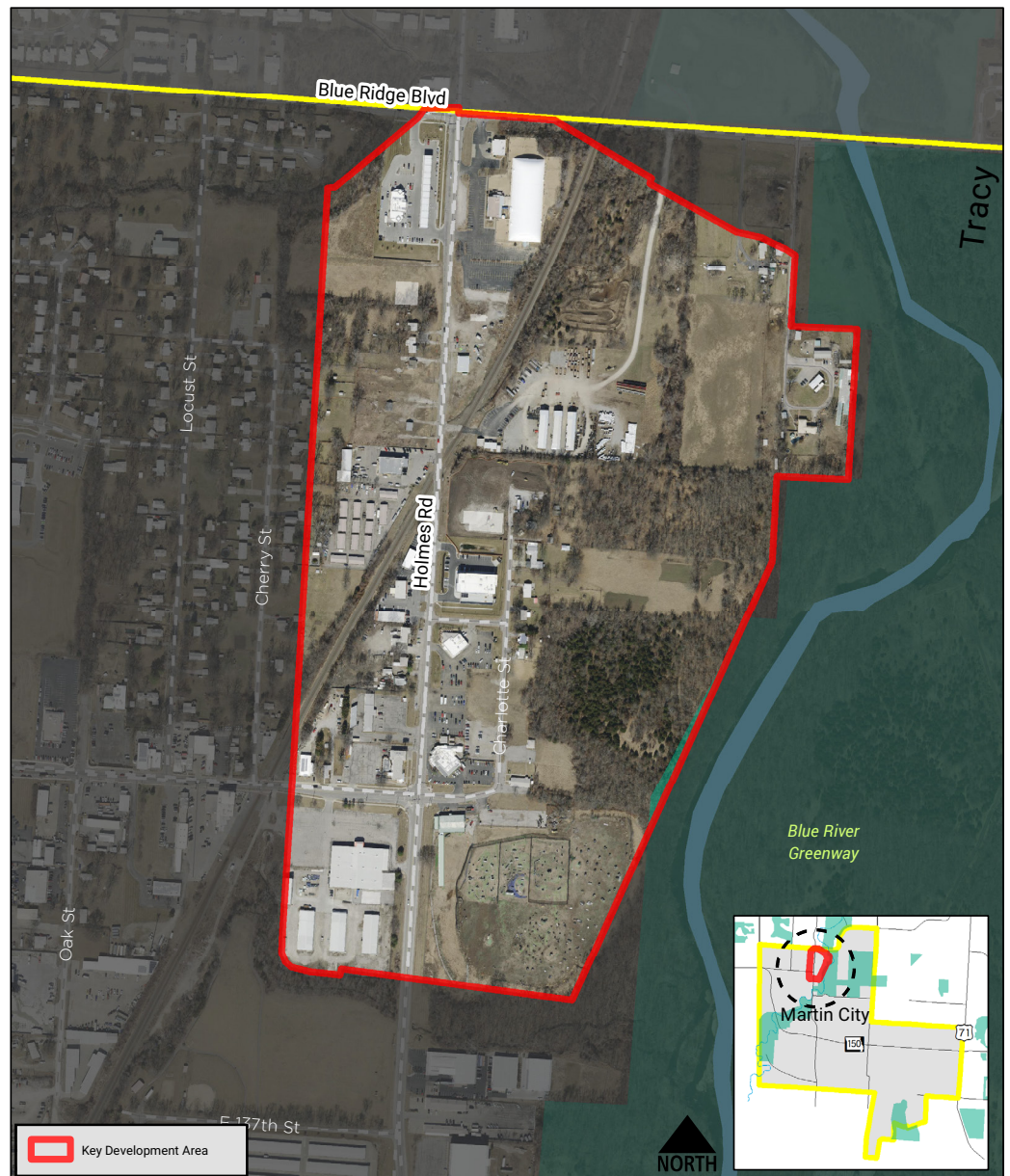
This is an unusual set of circumstances. This area has been primarily used for warehouse and manufacturing purposes that require large amounts of square footage, but few employees. With the addition of the NNSA facility and its potential for growth, the 150 Highway corridor becomes more viable for a larger mix of uses and support-oriented development between the primary activity nodes at the intersection of Botts Rd. and 49 Highway on the east and at Botts Rd. and 135th St. in the heart of Martin City on the west. (See map 3.1)

There are several large properties that provide an opportunity not only for expanded NNSA activities, but more diverse uses that can change over time as needed. This could be a traditional mixed-use concept, but with 21st century technology-oriented flexible space. Compatible, but cross-zoning uses include:

- Hotel
- Conference center
- Flexible residential units for interns, new employees affiliated with adjacent property owners and employess
- Display and demonstration areas for vendors
- Additional support uses such as day care and small-scale retail
- Access to trails, pathways, bikeways and natural areas
- Transit center

Heavier manufacturing uses allowed under M-4 and M-5 would generally be discouraged. The City wants to promote diverse, but compatible uses throughout the corridor and areas to the south as a unique opportunity within the Kansas City limits to accommodate flexible light industrial, commercial and even certain types of housing together within a growing support network of retail and recreational uses.





MAP 3.2 : HOLMES TARGET AREA

## Holmes Road Corridor

A second targeted development area, is the Holmes Road Corridor, from Blue Ridge Boulevard to 135th Street (see map 3.2). This corridor, which has been historically a mix of residential and commercial uses, is undergoing a roadway improvement that will bring it to city standards - including curbs, sidewalks, bike lanes and a lane re-configuration as identified in the City's Major Street Plan.

These improvements will not only lead to transportation improvements, but unlock the potential for future development due to the resulting improvements in accessibility. Any redevelopment of this future Mixed-Use Community land use should include:

- Work with the community, business associations, property owners, and City to design a "Main Street" commercial strip on both sides of the roadway with streetscape features that are similar to the historic urban form of 135th Street.
- Encourage the development of residential uses adjacent to the east side of the corridor and support live-work and workforce housing.
- Create a multi-modal transportation corridor with improved motor vehicle access, ped/bike connectivity to assets, residential and commuter travel and improved safety along the corridor.

- Work with community organizations, neighborhood organizations, and the City to connect with the area trail system.
- Partner with the Water Services Department, other government agencies, and local organizations to investigate approaches to resilient and green infrastructure to mitigate flood risks that also benefit community character.

## Development Form

The Development Form Guidelines and Map describe how the built environment should look, feel and function (independent of the type of use). Both the LUP and the Development Form recommendations should be used together to evaluate and guide future development proposals and zoning changes. There are four types of areas that comprise the framework for the Development Form Guidelines (See Development Form Map Page 39). These areas are described below.

### Neighborhoods

Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces, the road patterns and civic space (parks, boulevards, etc.).

### Corridors

Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and / or residential uses.

### Nodes

A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

### Districts

Regional destinations that are a distinct place - different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

A complete listing of the Development Form Guidelines that are to be used with the Development Form Map is located in Appendix B (Page 96).

The Development Form Guidelines are organized into the following categories:

**ARCHITECTURAL CHARACTER** – These guidelines address the design and appearance of buildings and structures on the site. Guidelines are provided for the following topics:

- General Character
- Massing and Scale
- Materials
- Structured Parking
- Windows / Transparency



**PUBLIC AND SEMI PUBLIC SPACES** – These guidelines address the design, programming and location of public and semipublic spaces, streetscape enhancements and gateway treatments. Guidelines are provided for the following topics:

- Public Spaces
- Streetscape
- Gateways

**SITE ARRANGEMENT** – These guidelines address the preservation of open and natural spaces, location of buildings and parking and the general pattern of development. Guidelines are provided for the following topics:

- Building Placement
- Development Pattern
- Parking
- Resource Preservation

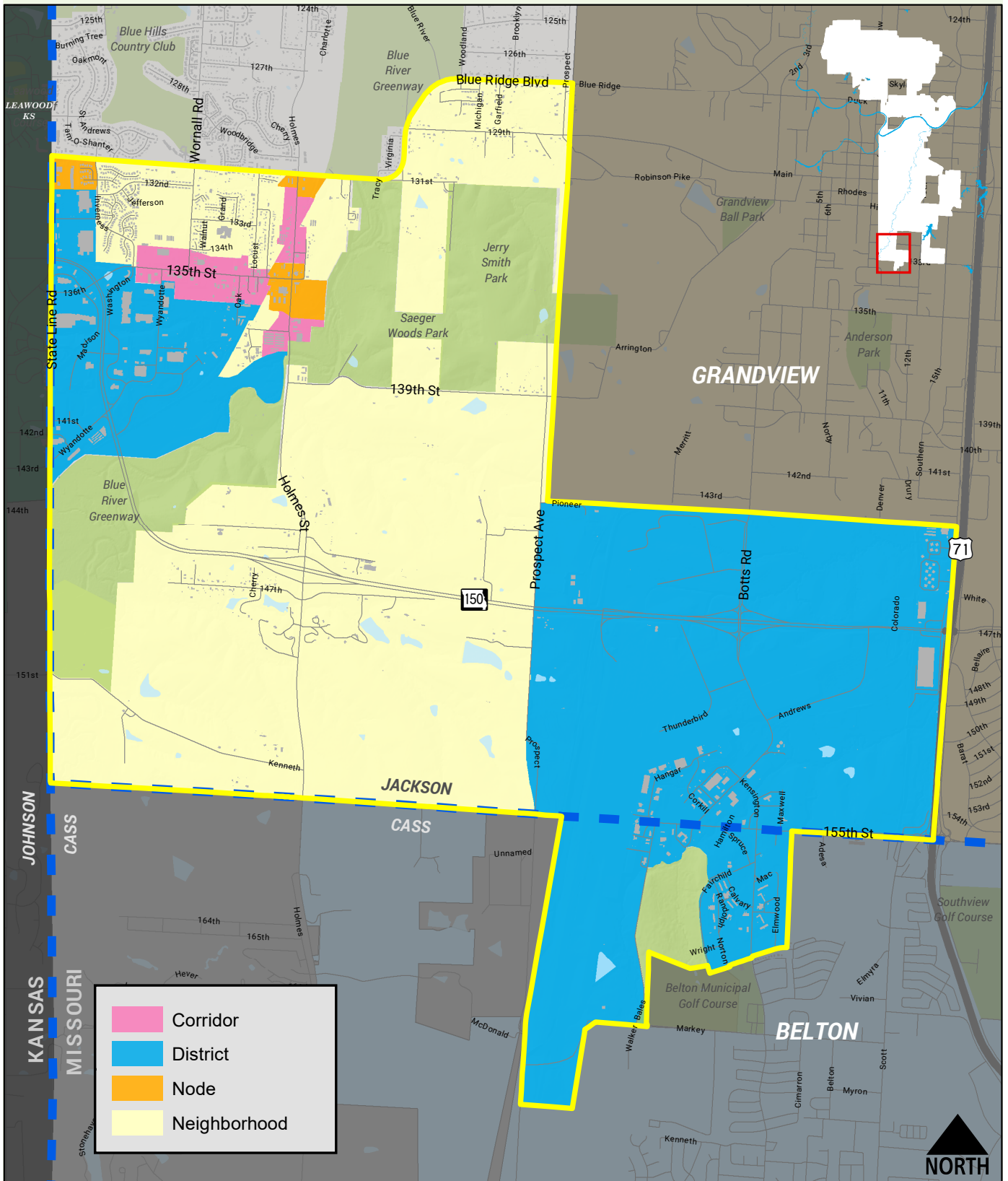
**TRANSITIONS AND SCREENING** – These guidelines address how to appropriately buffer and transition from one type of use to another and guide the use of walls, fences and landscaping to appropriately screen certain site elements. Guidelines are provided for the following topics:

- Transitions
- Screening

**ACCESS AND CIRCULATION** – These guidelines address how all modes of transportation access the site and move around within the site and how complete streets accommodate each mode of travel in a new development. These guidelines also address how different modes move between the site and adjacent areas. Guidelines are provided for the following topics:

- Multimodal
- Pedestrian
- Vehicular

A complete listing of the Development Form Guidelines is located in Appendix A (Page 80).



# Development Form

## Martin City

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1 Miles

MAP 3.3 : DEVELOPMENT FORM





4

# Transportation



The transportation chapter provides recommendations to guide the development of a multi-modal transportation system in the Martin City area and makes recommendations for both the public and private sectors. Recommendations will help the City prioritize transportation improvements and help developers understand the level of improvements that are expected in the community.

Throughout the planning process the regional accessibility of the Martin City area was often noted. This regional access contributes to the economic viability and livability of the community. However, improvements to all modes of transportation (automobiles, bicycles, pedestrians and transit) are needed and should be viewed as an opportunity to strengthen the mobility of the residents, workers, and visitors.

## CHAPTER ORGANIZATION

The Plan goals are stated and related to transportation; then transportation guiding principles are stated with recommendations on how to achieve those guiding principles. Within this chapter, the Plan goals are related to transportation and then guiding principles are stated along with supporting recommendations on how to achieve those guiding principles.

**The intent of FOCUS is to increase the ease of, and broaden the options for, moving about our city, and to create logical extensions of the existing transportation network. ...Many people will walk if there is a direct, continuous, safe, pleasant, and secure pedestrian route for doing so. People will ride bicycles if they can do so safely. People will use public transit if it is convenient and pleasant and there are pedestrian connections between the transit stop and destination. People will use modes of transportation besides the automobile if the other modes provide reasonable options. Moving about the city requires attention to, and integration of, many different ways of moving from place to place – called multi-modal transportation.**

***FOCUS Kansas City Plan***



# Relationship to Five Plan Goals

- Promote quality, compatible development with a well-reasoned future land use pattern.

Transportation is a major factor when considering community livability – how easy is to get from a point of origin to area destinations. Along with an efficient roadway system, the desire to increase walking and biking facilities within the planning area was stressed throughout the process. When thinking of future transportation facilities, residents stressed their desire to preserve the natural setting within the area, the creation more balance in transportation modes, and to be strategic about future catalyst improvements for current and future residents.
- Maintain & improve upon the local transportation network to accommodate all users.

Although highway accessibility and connections to the street grid to the north makes vehicular travel into and out of the Martin City area convenient. Improvements to sidewalks, bicycling facilities, transit access and the City street network are needed. The transportation system recommendations in this chapter aim to maintain the positive attributes of regional accessibility while providing improvements for all transportation options and users.
- Reinvest in, maintain and create strong neighborhoods while increasing a variety of housing options that are secure and safe for all stages of life and income.

The promotion of multi-modal activity serves many other functions such as more “eyes on the street,” a place for citizens to use and gather, and tends to be an important factor in developing a sense of community. In addition, strategies in the Chapter also provide recommendations for a high-quality pedestrian safety environment (e.g. improved street crossings, reduced vehicular conflicts, etc.) and security within through the area.
- Capitalize on new and existing employment centers to maximize their potential to attract quality investment that spurs new development into the area.

By providing a transportation system that supports existing development, maximizes access for worker and visitor mobility, and encourages future growth.
- Integrate resilient and green infrastructure throughout the area for long-term sustainability.

Accommodating alternative transportation options for workers and visitors will contribute to reducing emissions and pollution from private vehicles and improving public health. Maintaining and improving upon rail, and intermodal access will reduce the amount of trucking and stress on the roads. Improved roads will reduce the material needs associated with repairing damage to trucks.



## GUIDING PRINCIPLES

As the Martin City Area develops, it will be important to improve overall transportation system connectivity that increases connections between area neighborhoods and activity centers, reduces barriers, provides efficient overall circulation, maintains the areas natural resources, and promotes a cohesive community and orderly development.

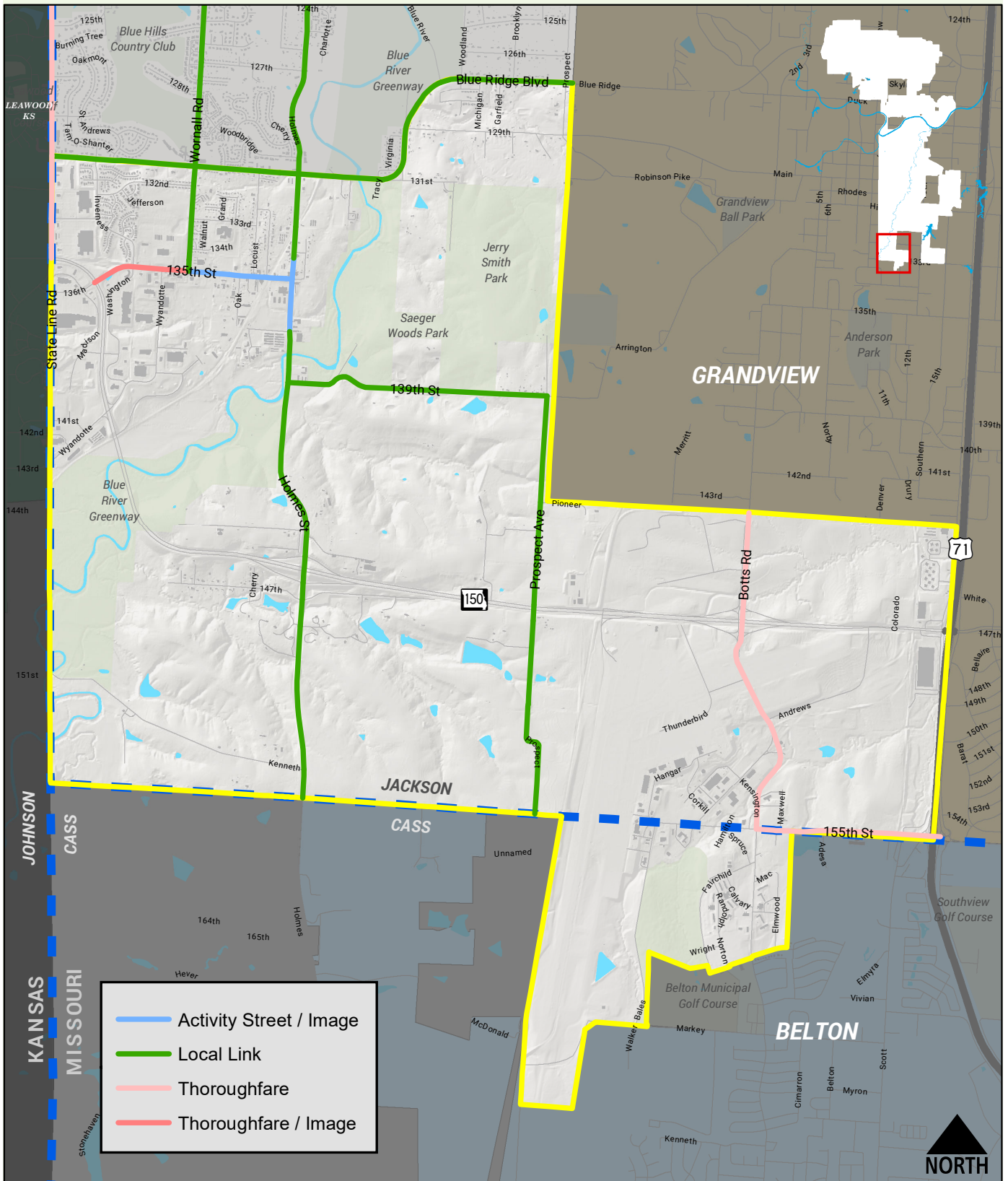
The guiding principles provide the framework for the recommendations that follow for transportation in the Martin City Area Plan area. These guiding principles support and provide additional detail to the goals of the Plan.


### Ensure all modes of transportation can conveniently and safely move within and through the area.

#### *Roadway Recommendations*

- Identify and prioritize roadways within the planning area that are not built to City Standards for improvement. These routes should be built as complete streets that are designed to accommodate multi-modal transportation. Roadways that are currently in a stage of improvement include:
  - » Holmes Road from Blue Ridge Boulevard to 137th Street (design)
  - » Improvement of the Holmes Street and Blue Ridge Boulevard Intersection and points east-west design to improve multi-modal access.
  - » Kenneth Road Bridge over the Blue River (construction)
  - » Wyandotte in areas south of 135th Street to Stateline Road (designate as an arterial in the Major Street Plan)
- Work with the Missouri Department of Transportation, appropriate City Departments and local agencies to determine how to minimize traffic congestion on area roadways.
- Taking future growth projections into account, approach the Missouri Department of Transportation about creating a study regarding improvements to 150 Highway.
- Work with Public Works to determine local roadway maintenance priorities to make certain that existing roadways remain in good repair. Some of the roadways mentioned in the process include –
  - » Oak Street to the north of 135th Street
  - » Cherry Street and 135th Street (water not draining into the storm drains)
  - » Locust and 133th Street
  - » Run-off from 135th Street into the parking area of Jess and Jim’s Restaurant.
- Prioritize working with appropriate agencies to improvement roadways between Kansas City and area communities to maximize the efficiencies of the area transportation system.
- Work with the City to create an area wayfinding system to help visitors orient themselves to the historic downtown Martin City area.
- Work with the railroads to establish measures that minimize noise from trains within the area including investigating the establishment of a train quiet zone.



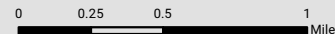




# Major Street Plan

## Martin City

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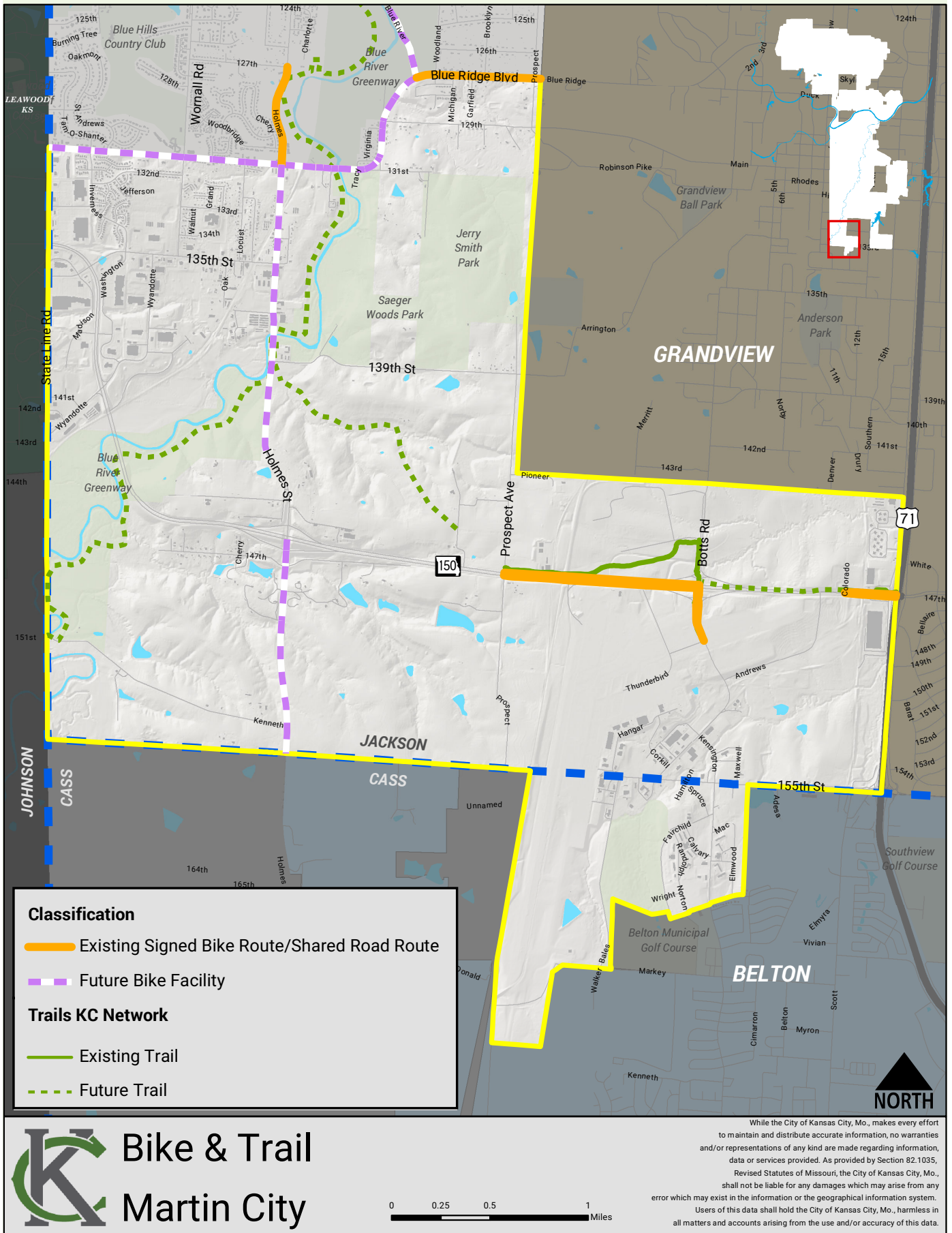


MAP 4.0 : MAJOR STREETS PLAN

## Trail and Bike Recommendations

- Incorporate features into trail system that make them both easy to use, but also aesthetically beneficial to the community by including features such as: Historical Markers, Public Art and Community and Neighborhood Gateways
- Work with Bike Share KC to introduce the B-cycle program within the plan area.
- Extend a trail along the Blue River from the northern part of the area plan to the Kansas State line
- Works with the Parks and Recreation Department to acquire two tracts of land 10-40 acres for neighborhood parks within the existing Martin City residential development area.
- Continue to develop Jerry Smith park as a community park preserving the native prairie, lake restoration, walking trails and other passive uses.
- Provide bicycle racks throughout the planning area including within new development projects, at all public parking lots, and at transit stops.
- Work to make the future trail system a regional destination within the area by creating trailhead areas and a connection of the trail to the traditional "Downtown Martin City" area.



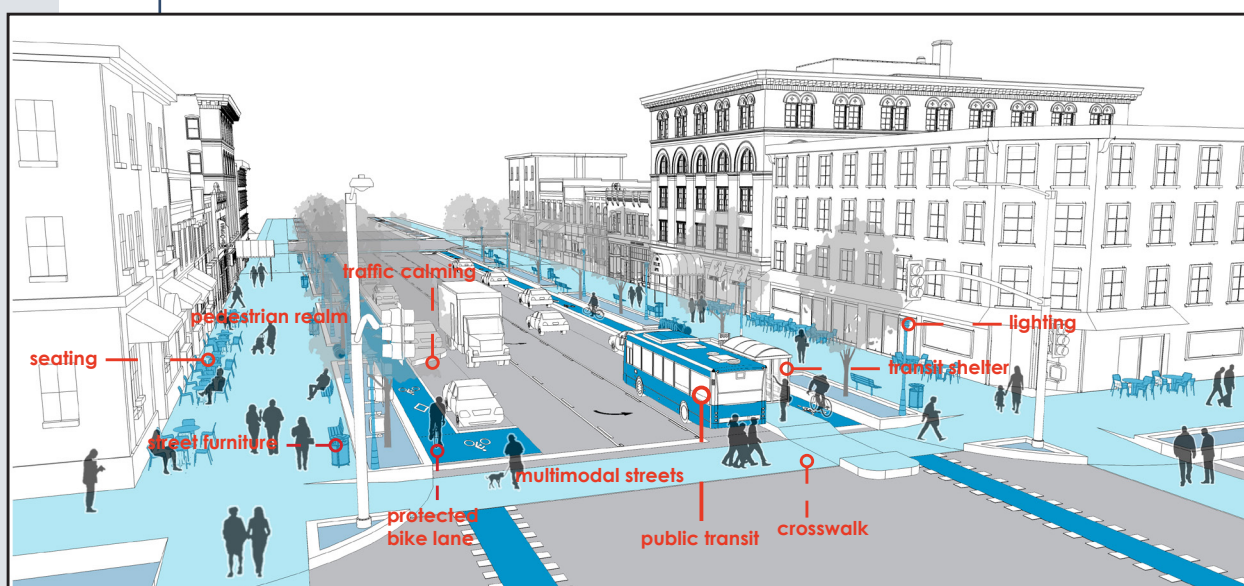


MAP 4.1 : BIKE AND TRAILS



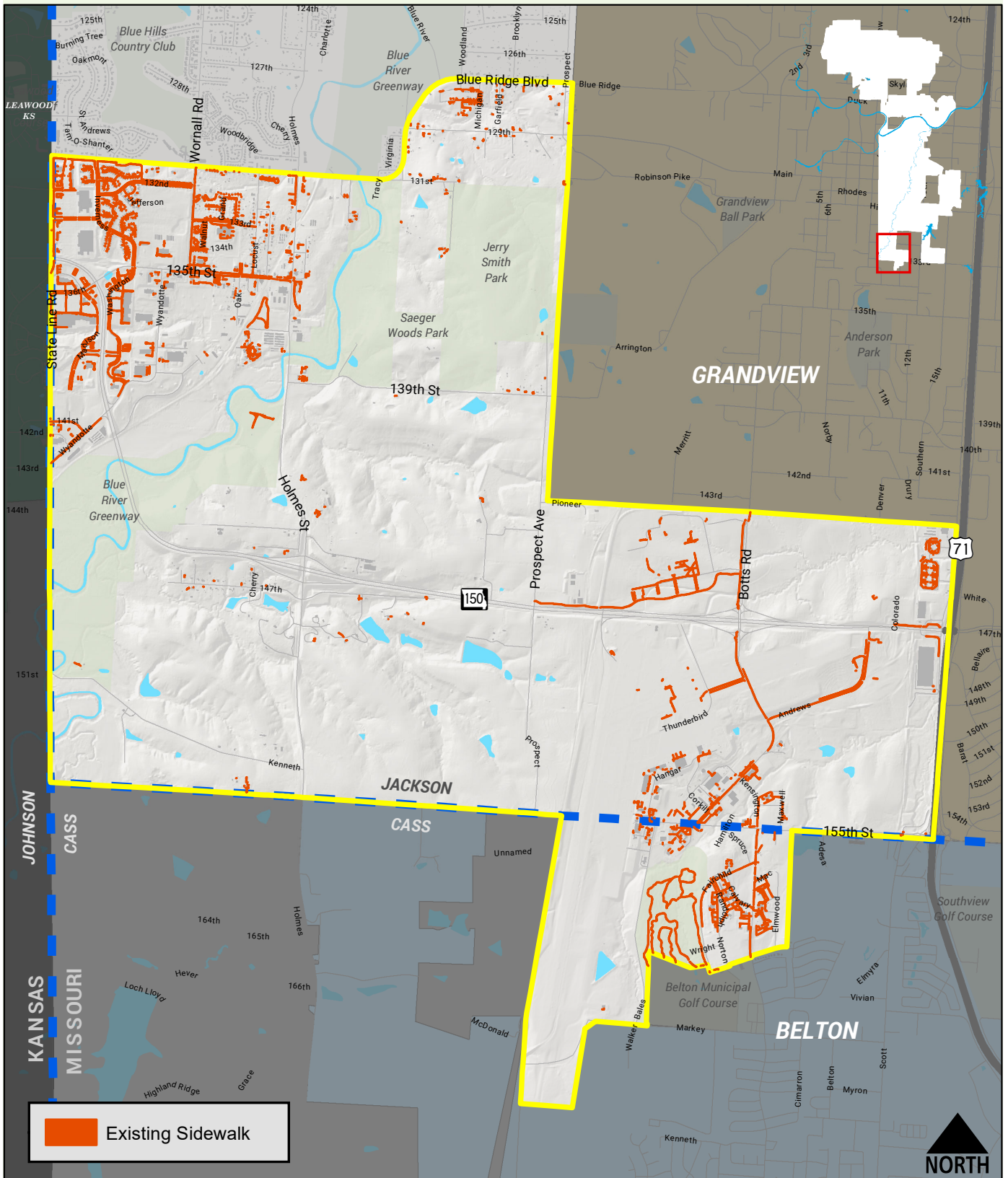
## Pedestrian Recommendations

- Install sidewalks along both sides of the street, where practical, particularly around schools. Considerations should be given to an approach where sidewalk improvements may be placed on one side of the street in existing developed areas to implement a larger network of streets with sidewalks on at least one side.
- Target pedestrian connections to schools as a top priority for improvements, then focus on improving gaps in the sidewalk system, along arterials, to park, and recreation areas, and along collector streets.
- Improve pedestrian connections along transit routes, focusing on making pedestrian crossings safer at bus stops and adding a “walk” phase to traffic signals.
- Work with partners such as the Hickman Mills School District, the Martin City CID, the South Chamber, and Bike Walk KC on a “Safe Routes to School Plan” for all schools in the plan area.
- Include sidewalk crossing signals or other pedestrian (and bicycle) safety enhancements at major intersections and other critical locations.
- Design improvements to limited access roadways to accommodate crossings for pedestrians and bicyclists.
- Work with the community to identify and create pedestrian connections where street connections are not provided or where street connections are indirect.
- Maintain and enhance a high level of street connectivity. Maintain existing street connections and create future street connections and integrate streets to the existing system as new development occurs.
- Explore application of appropriate zoning overlays (e.g. pedestrian overlay and transit oriented development overlay) and additional walkability standards as is consistent with the recommendations of this plan.



## Transit Oriented Development Ordinance





**K Sidewalks Martin City**

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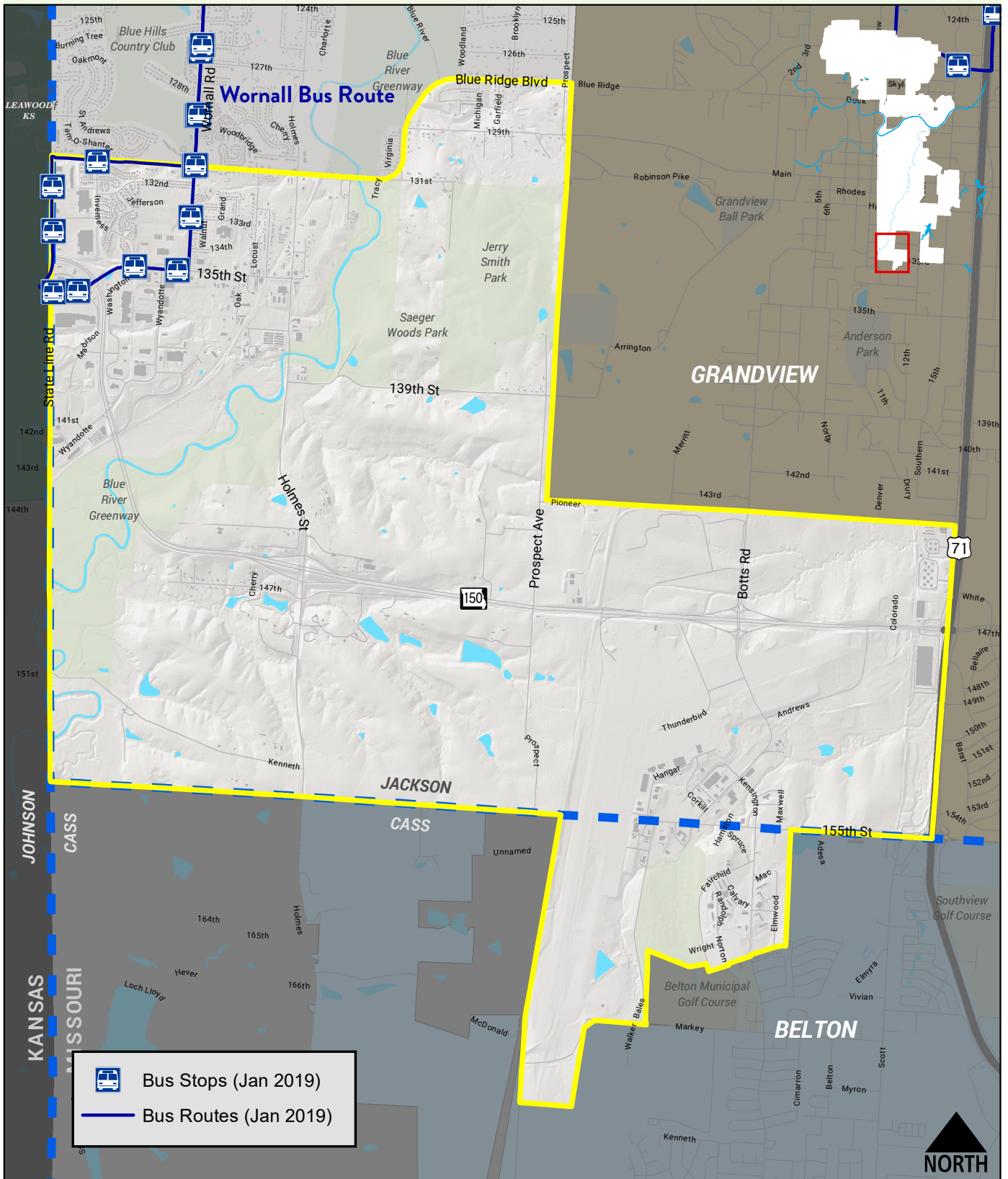
MAP 4.2 : SIDEWALK

## *Transit Recommendations*

- Work with the KCATA to examine an expansion of a “micro transit” system of an east-west route with area communities to better tie people to jobs and area destination centers.
- Make improvements on the first mile/last mile system through improvements of trails, sidewalks and alternative methods of travel to make it easier for users.
- Work with the KCATA to determine if the introduction of a van pool system that connects people to destination as an alternative to additional bus routes.
- Work with the KCATA to determine if the proposed “free fare system” is beneficial to the plan area.







# Public Transportation

## Martin City

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MAP 4.3 : PUBLIC TRANSPORTATION





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# Housing & Neighborhoods





The residential uses within the Martin City Area Plan are primarily located to the north of the “Downtown Martin City Area,” and the Cloverleaf Apartments in the east portion of the planning area. It is important to area residents that apartments be brought up to an acceptable standard and that any new residential units be of a quality that will attract new residents and yet be affordable enough to let existing residents take advantage of these facilities.

**“In order for Kansas City to be the successful New American City, neighborhoods must be livable. Livable neighborhoods connect people physically and socially. They have an identity based on physical character, people, history, or resident involvement. They meet the housing needs and desires of people. And they are healthy in terms of housing conditions, neighborhood cleanliness, and the health of the people who live in them.**

***FOCUS Kansas City Plan***

## CHAPTER ORGANIZATION

The Housing and Neighborhoods chapter contains a strategy framework to create livable and desirable neighborhoods in the Martin City area. The Guiding Principles set the stage and are the “big ideas” related to neighborhood livability:

### Stabilize - Revitalize - Maintain

Stabilization strategies should be the emphasis for the area and are centered on establishing necessary policies and building capacity required to implement future initiatives. Revitalization strategies focus on reinvestment efforts in distressed areas - implementing tools and policies established in Stabilize phase. Maintenance strategies focus on sustaining momentum of revitalization and stabilization initiatives. Finally, there are strategies to address neighborhood infrastructure issues and to preserve and enhance area historic resources.



## Relationship to Area Plan Goals

The Neighborhoods and Housing Chapter supports and relates to the Plan's goals, as shown below.

- Promote quality, compatible development with a well-reasoned future land use pattern.

The Neighborhood Chapter provides strategies ensure clean, healthy and well maintained neighborhoods, provide physical and social connections, reinforce neighborhood identity, and meet the housing needs of area residents.

- Maintain & improve upon the local transportation network to accommodate all users.

Improve connections and transportation options. Reinforce the historic walkable development pattern and recreate in areas which are automobile-oriented. The Neighborhood and Housing Chapter promotes increasing mobility options as a key element of desirable neighborhoods.

- Reinvest in, maintain and create strong neighborhoods while increasing a variety of housing options that are secure and safe for all stages of life and income.

The housing stock within the plan area is mixed, with newer houses within the northwest sector of the planning area, and of lower than median average housing values within the rest of the area. When citizens spoke of positive terms often mentioning things like safety, community, and the close proximity to goods and services. As the area grows in the future, there is a desire to both attract quality development, more people that both live and work within the area and to make sure that quality is maintained.

- Capitalize on new and existing employment centers to maximize their potential to attract quality investment that spurs new development into the area.

Support and invest in the existing commercial areas, while fostering an environment that continues to attract and retain quality businesses. The strategies located in the Neighborhood and Housing chapter encourage sufficient residential density to support area businesses and schools, and support increasing employment opportunities within close proximity to housing.

- Integrate resilient and green infrastructure throughout the area for long-term sustainability.

As an alternative to traditional built infrastructure, begin to develop and incorporate resilient and green infrastructure will lessen the impact of flooding throughout the area. Providing sustainable solutions to the sanitary and stormwater systems will enhance the environmental quality of air and water. Incorporating green infrastructure design into both public and private development design enhances that opportunity.



## Neighborhood Recommendations

Promote a community that is desirable for all stages of life.

- Gain support for the provision of diverse housing options within appropriate areas within the community from the private development community.
- Develop a diversity of quality housing options that help residents “age in place.”
- Work to attract more health and wellness facilities and make certain that there are adequate first responders in the area so that older residents are provided the services they need locally.
  - Work with the City to make certain adequate fire and police services are in place to maintain low crime levels and to provide first responder service.

Collaborate with community partners to ensure neighborhoods maintain and enhance their character and are attractive to both current and future residents.

- Work with the KCPD to implement Crime Prevention Through Environmental Design (CPTED) on new development projects to improve neighborhood safety and crime prevention.
- Promote the many attractive qualities of Martin City to the rest of the Kansas City Metro: High Quality Schools, Strong Neighborhoods, Low Crime, and workforce opportunities.

Maintain the areas stable neighborhoods and make certain that future development and the perception of the area is maintained to make it attractive within the community.

- Work with the KCPD to implement Crime Prevention Through Environmental Design (CPTED) on new development projects to improve neighborhood safety and crime prevention.
- Promote the many attractive qualities of Martin City to the rest of the Kansas City Metro: High Quality Schools, Strong Neighborhoods, Low Crime, and workforce opportunities.

Create community gathering spaces and community amenities.

- Work with the Parks and Recreational Department to develop the park system in the area.
- Work to identify and engage both public and private sector partners in the community to develop a community gathering/event space.
- Work with Jackson County, the Parks and Recreation Department and community partners to connect a future regional trail systems to “downtown” Martin City.





## Promote diverse housing options.

Although each neighborhood may have slightly different models for diversity there should be a minimum expectation for affordability and a mixed of housing types throughout the area.

- Avoid concentrating low income housing
  - » Discourage new development which provide only below-market rate housing.
  - » Include housing diversity and market rate housing goals in Consolidated Plan. Cluster high density housing in nodes and along corridors as consistent with the Recommended Land Use Map and Development Form Map.



- Increase housing opportunities for those with moderate and low incomes and promote mixed income housing.
- Encourage the completion of a comprehensive housing study that will examine the supply need and issues relating to housing Kansas City for all income levels.



MARTIN CITY BREWERY  
PIZZA  
& TAPROOM



E 135<sup>TH</sup> ST  
Locust 500 E ST

MART  
BREW





# Economic Development





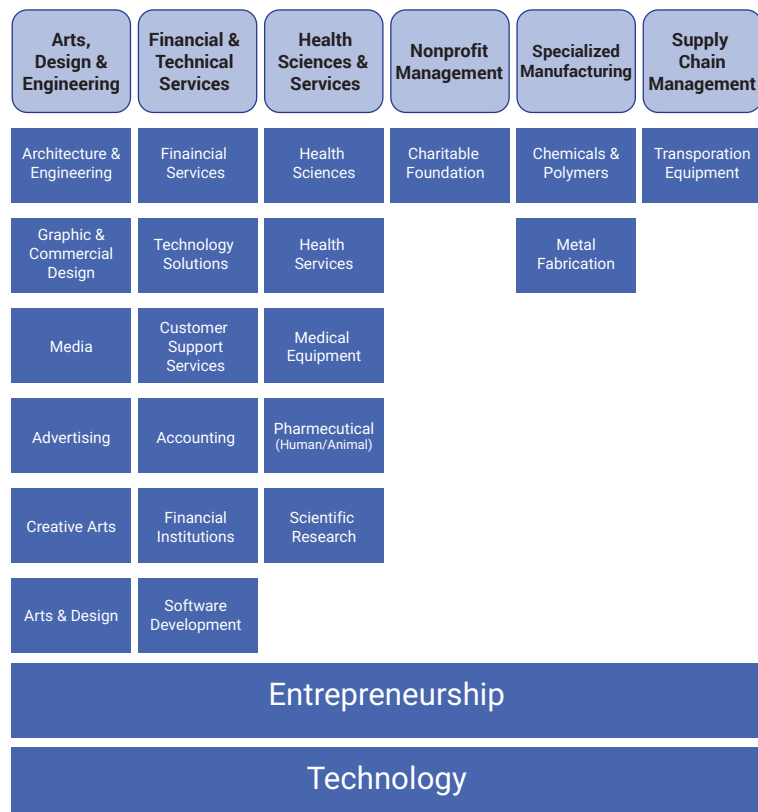
The Economic Development Chapter is intended to provide an outline for economic development related strategies and provide a framework for priorities that support the Plan's goals and guiding principles. Implementation strategies in the chapter are designed to attract development and investment which improves the overall prosperity and health of the Martin City's neighborhoods, corridors, nodes, and districts through:

- The implementation of the Advance KC Plan, attraction of development to existing commercial areas that have low levels of economic activity.
- Improvement of access for people to jobs through:
  - » Encouraging a wide range of housing options for residents
  - » Enhancement of the area's multi-modal transportation network
  - » The reinforcement of district activity centers
- Maintaining an environment that is attractive to existing and perspective business owners.

## Advance KC Plan

AdvanceKC, the City's economic development strategy, advocates strategically targeting certain areas of employment activity to help communities take advantage of their particular strengths in business, workforce, research capacity, and other resources. Due to the realities of today's economy and limited resources, it is prudent for cities to target those sectors with the greatest potential to create new jobs and raise per capita income.

"Targets" reflect a broader base of economic activity, with specific "niches" at their core. When appropriate, the more broadly-defined targets capture a range of sub-sectors that may indirectly benefit from strategies focused on the target as a whole. For the City of Kansas City, "niches" reflect high-value opportunities for local growth based on competitive strengths in existing employment and other factors. Effective development of these sub-sector niches leads to possibilities for growth of larger target groupings of affiliated companies and employment.



## Relationship to Area Plan Goals

Within this chapter, the Plan goals are related to economic development, and then the guiding principles for economic development are stated along with supporting recommendations.

- Promote quality, compatible development with a well-reasoned future land use pattern.

The utilization of existing infrastructure, is a sustainable approach to development. Working to develop a strong development pattern places more people closer to jobs, reduces commutes, reinforces alternative modes of transportation, capitalizes on existing infrastructure, and contributes to economic and fiscal sustainability.

- Maintain & improve upon the local transportation network to accommodate all users.

The approach to improve major roadways that provide connectivity and opportunities for development should continue within the area to help attract area residents and businesses. Planned bicycle paths and trails can help to enhance local access to a larger regional system of trails and greenways. Proposed bicycle and pedestrian paths along the Blue and areas consistent with the City's trail plan can serve not only as a recreational amenity for workers and create access to cultural and activity centers. The area can also benefit from improved transit access and its proximity to the potential pool of workers in the surrounding higher-density residential neighborhoods.

- Reinvest in, maintain and create strong neighborhoods while increasing a variety of housing options that are secure and safe for all stages of life and income.

The development of neighborhood identities, personalities, character, and quality housing choices enhance livability. Desirable places to live are good for businesses because they provide attractive places for their employees to live in close proximity to work and better access to patrons







- Capitalize on new and existing employment centers to maximize their potential to attract quality investment that spurs new development into the area.

Retain and attract employers to the area and increase job opportunities within the area. Efforts should include improving business outreach and assistance, organizing employers to pursue common goals and targeting job attraction employers to key sectors which show the most promise in the area.

- Integrate resilient and green infrastructure throughout the area for long-term sustainability.

Residents of the Martin City area desire more of a variety of “entertainment businesses” within the planning area for their use and to also to attract visitors. The Blue River Trail System and development of overall connectivity have been identified as major assets within the planning area that are currently being underutilized. The development of green infrastructure throughout the plan area and improvement of connectivity could strengthen the marketability of the area and bolster the entire area as a destination for many users.

## ***Economic Development Recommendations***

Target business and entrepreneurial activities that complement global trends, integrate with regional growth sectors, and leverage the area’s local competitive strengths.

- Make certain that zoning allows industrial uses in appropriate areas for uses related to transportation and warehousing, transportation equipment manufacturing, or electronic manufacturing.
- Partner with organizations including the EDCKC, South Chamber, and the Martin City CID to explore opportunities to attract businesses tied into the AdvanceKC industry priorities.
- Regularly re-examine industry composition in the plan sub-areas to gauge integration with regional and global economic trends.

Encourage growth of cutting-edge and jobs-rich business activities, such as advanced manufacturing and research and development uses



- Partner with EDCKC, the South Chamber, and Martin City CID to market sites for these uses.
- Explore opportunities to locate business incubators within the area.
- Explore need and appropriate locations for improvements high-speed data infrastructure.

Support private sector investment through complementary public actions focused on public-private partnerships, investment in infrastructure, and collaborative resolution of site-specific constraints.

- Convene local stakeholders to share information, capacity for action, and to build awareness of development/investment opportunities.
- Establish a single point of contact or an interagency commitment to ensure that business owners can easily understand all available incentive programs across multiple agencies.

- Improve condition and maintenance of public streets and facilities throughout the plan area.
- Remove physical blight by offering available assistance to property owners, like the Martin City URA, and code enforcement actions.









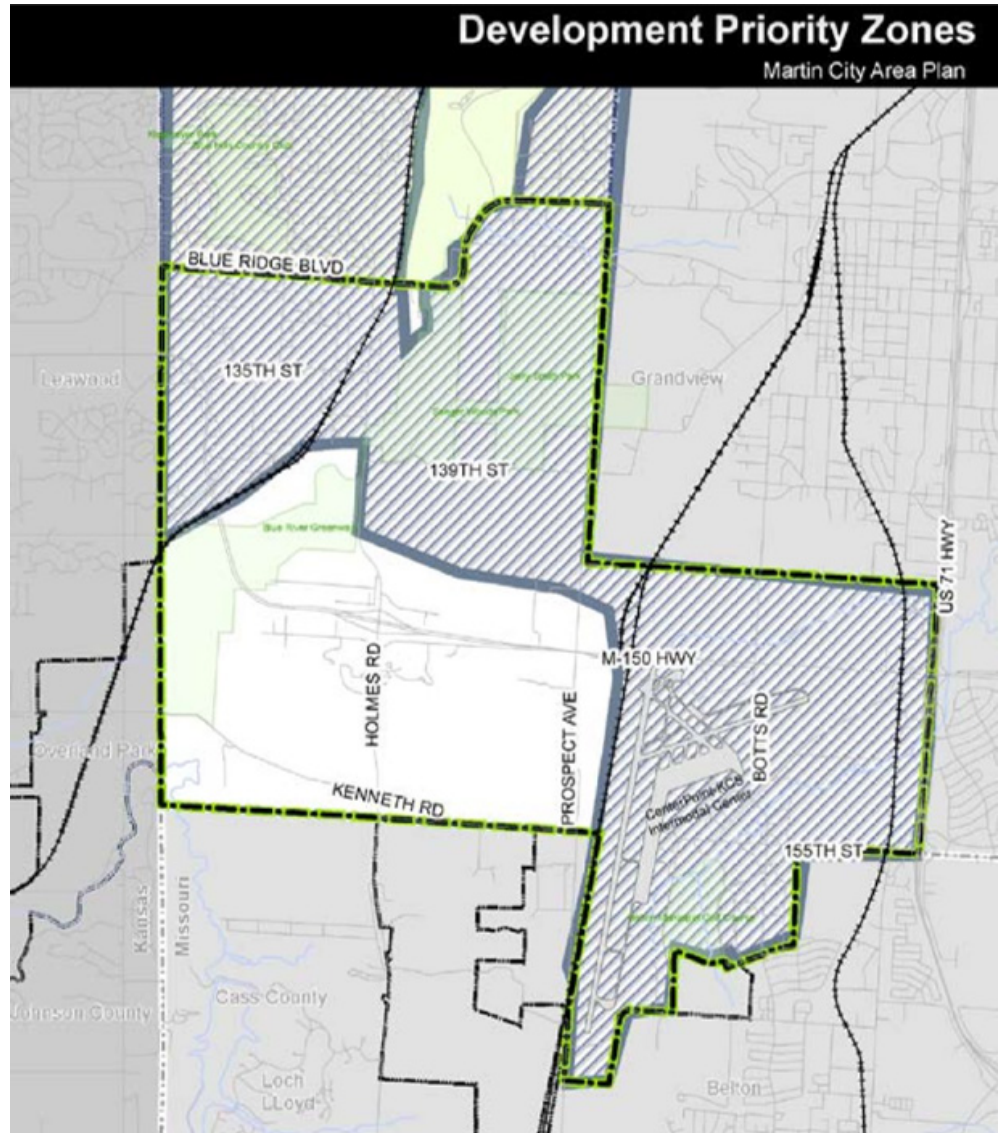
7

# Infrastructure





The development pattern within the Martin City Area is largely clustered in the “Downtown Martin City Area” and the 150 Highway Corridor from Prospect Avenue to 71 Highway. Much of the space in between is not developed due to factors such as the floodplain associated with the Blue River and the lack of sewer and roadway infrastructure. It is a priority of plan participants to make certain that quality development is done in a way that protects the area waterways and limits the effects of flooding. As a remedy, in addition to traditional infrastructure, the community is interested in using natural systems to manage stormwater into the future.



MAP 7.0 : DEVELOPMENT PRIORITY ZONES

## Existing Conditions

During the process, the public supported the idea that infrastructure should be phased to encourage contiguous and logical development and an efficient use of resources – as mandated in the FOCUS Kansas City Plan. The areas which have traditional infrastructure are shown as “Development Priority Zones” in map 7.0.

The Water Services Department, has indicated it would discuss extending sewer and making improvements to a few specific places for low density development as shown in map 7.2. The Water Services made clear that improvements within properties would be the responsibility of the developer of the land.

1. Red Fox Farm – Developer of site will need to extend water distribution & install sanitary sewers for large lot subdivision.
2. Prospect & 150– Developer of site will need to extend sanitary & water distribution to site.
3. Prospect Pump Station – Improvements designed to expand storage and capacity. Among the benefits of this possible upgrade would be to improve water pressure within the area.
4. Botts & 150– Developer of site will need to extend sanitary & water distribution to site.

## CHAPTER ORGANIZATION

The overarching goal for this chapter is to encourage sustainable solutions for water, sewer, and stormwater infrastructure as a way to improve the public realm, decrease long-term costs, steward our water resources, and stimulate job growth. The recommendations in this chapter advance the following goals of the plan:

- **Promote quality, compatible development with a well-reasoned future land use pattern.**  
 The community determined that it is important to build future development contiguous to existing development with added density in appropriate locations rather than low density development in which services would need to be extended.
- **Maintain & improve upon the local transportation network to accommodate all users.**  
 Locating transportation facilities near the Blue River Corridor with ties to existing development is seen as a way for the community to enjoy these facilities and a benefit to the private sector areas within Martin City.
- **Reinvest in, maintain, and create strong neighborhoods while increasing a variety of housing options that are secure and safe for all stages of life and income.**  
 Development of new public infrastructure, and improving the maintenance of existing infrastructure, will decrease long-term costs for the community and provide living spaces for a growing workforce.
- **Capitalize on new and existing employment centers to maximize their potential to attract quality investment that spurs new development into the area.**  
 Providing multi-modal transportation, through a robust trail system and the expansion of transit supports existing development, maximizes access for worker and visitor mobility, and encourages future growth.
- **Integrate resilient and green infrastructure throughout the area for long-term sustainability.**  
 Promoting green infrastructure solutions reinforces that Kansas City is an emerging leader in green stormwater infrastructure.



## *Infrastructure Recommendations*

### Reduce and Control Sewer Overflows to Address Sewer Issues

- Work with property owners to remove stormwater connections to laterals to address and reduce sewer overflow issues.
- The City and property owners will coordinate efforts to identify and fix problems in the collection system to reduce and control sewer overflows.
- Work with the City and property owners to identify problems in private sanitary laterals to benefit the user and the City.

### Create Incentives for Green Solutions

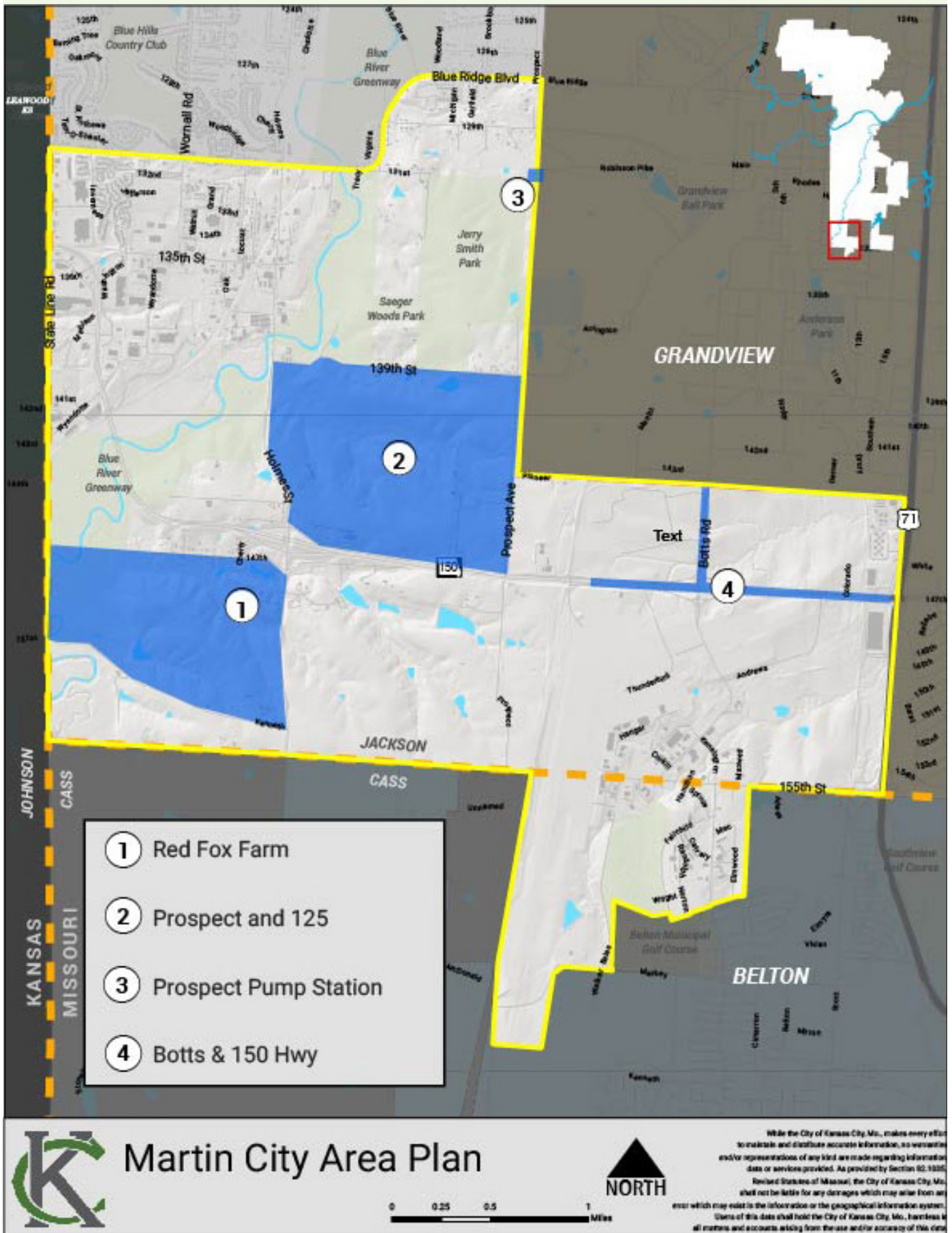
- Evaluate green solution incentive programs from other communities as a first step in developing a local incentive program for green solutions in new and rehabilitation building projects.
- Utilize federal programs and recognitions that will help establish Kansas City as a national leader in sustainable stormwater best management practices.
- Work with the Water Services Department to explore possibility for a large scale green solution area that will provide stormwater mitigation, while maintaining the natural beauty of the region.
- Consider open channels when planning new street and stormwater improvements
- Build rain gardens with native plants in public and private spaces to control stormwater and for natural beautification.
- Formalize a green infrastructure maintenance and public/private partnership policy.

### Give Priority Consideration to Green Infrastructure Projects

- Facilitate new development in priority areas like areas adjacent to existing development.
- Enhance safety/reduce potential damage such as having properties managing their own stormwater in order not to increase flows onto neighboring properties.
- Lead to private investment projects or development.
- Bringing financial leverage, such as matching grants or multiple funding sources into a development.

### Coordinate Capital Improvement Projects

- Improve public and interdepartmental access to information about where capital projects are being constructed and use standard format across departments.
- The City has existing infrastructure plans and policies that should be consulted as public improvements are planned and executed in order to identify collaborative infrastructure opportunities. These plans include but are not limited to:
  - » Kansas City, Missouri Water Services Department, Overflow Control Plan
  - » KC-One City-Wide Comprehensive Stormwater Management Plan
  - » Kansas City's Major Street Plan, December 2016
  - » Bike KC Master Plan
  - » Complete Streets Ordinance
  - » Tree Management Resolution



MAP 7.1 : POTENTIAL DEVELOPMENT AREAS







# Implementation

A photograph of three people in a meeting. In the foreground, a man with a shaved head wearing a blue and white striped shirt is leaning forward, his back to the camera. In the background, a man with grey hair, glasses, and a mustache is wearing a dark jacket over a checkered shirt. To the right, a woman with blonde hair and large hoop earrings is wearing a dark patterned top. They are all seated at a table with papers on it. The background features wood-paneled walls and framed pictures. The word "Implementation" is overlaid in a large, blue, serif font across the middle of the image.



# CHAPTER ORGANIZATION

This chapter includes an overall framework to guide Plan implementation. The Implementation Matrix identifies a general timeframe, cost, and responsible entities to carry out key projects and initiatives recommended in each chapter. The Decision Making Criteria provides guidance on how to evaluate future proposals and requests to change the Plan to ensure that projects are substantially advancing the vision and goals of the Plan.

## Plan Ownership and Implementation Overview

The Plan requires champions. To be successful and realize the Plan vision, it is imperative for the community to be a proactive partner, whether acting independently or working as part of a cooperative effort and to remain engaged in implementation activities to achieve Plan goals. Success also hinges on coordination, ownership, and responsibility of City agencies. The City and the community must strive to move forward in unison toward common goals.

The first, and perhaps most critical, step in the implementation program is to organize the community around Plan goals and then to build capacity within the community to carry out Plan initiatives.

Key elements of the implementation program include:

- Create an Implementation Committee as steward of the Plan to work with the City to oversee plan implementation activities.
- A strong, consistent leadership in support of the Plan.
- Coordinated actions between City departments and other agencies (i.e. KCATA, MDOT...), other communities, and incorporation of Plan recommendations into service delivery.
- Communication between the City and neighborhoods.

## Build Community Organizational Capacity and Engagement

It is recommended that a committee representing area community organizations, neighborhood groups and business/institutional organizations be created and unify around plan implementation. The following actions are recommended as initial steps to organize the Martin City area, build capacity and identify champions:

- Create a unifying Area Plan Implementation Committee to bring all area stakeholders together to work toward common area-wide goals as outlined in the Plan. It is envisioned that this new Committee will coordinate and lead the implementation program. The Riverfront Industrial Area Plan Implementation Committee should include neighborhoods, institutions, community development organizations, and area businesses.
- Identify Plan Champions. Not only for overall plan implementation, but individual champions will be needed for each project to maximize the chance of success.
- Build capacity. It is imperative for a successful and sustained implementation program to have the staff, resources and skills necessary to carry out initiatives.
- Create supporting organizations for commercial/business districts and corridors. Utilize existing organizations whenever possible to expand into areas where no community organizations exist.
- Keep Stakeholders involved. No one knows the issues as well as the collective group of stakeholders participating in this Plan. Those connections must be maintained and stakeholders must remain engaged. The Stakeholders should be proactive about Plan implementation and be empowered to champion the vision and projects.

- Keep the Community informed. Continued outreach to the community will be important to ensure community buy-in and support on projects and developments.

## Align City Departments and Other Government Agencies to Implement Plan Goals

Coordinate City departments and other government agencies responsible for implementing recommended Plan actions. This should begin in the early stages of Plan implementation and is anticipated to be an ongoing effort.

- It is critical that new City initiated projects from every department happen in conjunction with the Plan.
- Continue dialogue and coordination with departments to ensure that service and project delivery are in line with the goals and priorities of the Riverfront Industrial Area Plan.

## Strengthen Area Plan Implementation in City Ordinances and Policies

Area plan goals, guidelines and recommendations should be integrated into city codes and ordinances, policy documents and the City's capital improvement planning processes to help ensure consistent implementation of Plan goals.

- Implement code amendments and ordinances to advance Plan goals. Examples include zoning overlays, amendments to the residential zoning lot and building standards, and adoption of development form guidelines.
- Integrate area plan recommendations into the capital improvement planning process. Work with the Public Improvements Advisory Committee (PIAC) to consider area plan guidelines and priorities in evaluating project requests.
- Incorporate area plan goals and recommendations into other City policy documents like the Consolidated Plan, Bike KC Plan, and other relevant documents.

## Implementation Matrix

The recommendations of this Plan are listed in the following Implementation Matrix. Each recommendation includes:

- Page number(s) that should be referenced for more information or context regarding that recommendation.
- If the project is one that needs to be prioritized and initiated or is an ongoing project (that may also require a change or initiation). Many projects may require prioritization but then become an ongoing effort.
- The responsible entity. The responsible entity is not necessarily the project champion – just the entity most likely to carry out the recommendation. It is important to note that initiation of the project may have to come from another entity.
- The other entities listed will need to support the responsible entity in completing the recommendations.



# IMPLEMENTATION MATRIX

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe				Cost				Reference	
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short				\$					
							Mid		\$\$							
							Long			\$\$\$						
							Ongoing			\$\$\$\$						
LAND USE AND DEVELOPMENT																
Any property that requires a rezoning with plan, development plan, project plan, special use permit, and / or receives tax incentives shall be subject to the Plan’s Development Form Guidelines.	●			○	●	○	Ongoing				\$					pg. 27
Connect to the regional trail system with neighborhood connector trails.	●	●			○		Long				\$\$\$					pg. 27
Embrace and enhance connections to the Blue River Corridor through connected development with trails, parks, complementary infrastructure, and appropriate storm control measures.	●	○			○	○	Long				\$\$\$					pg. 28
New development should take into consideration the physical character (existing vegetation, topography, view sheds, streams, etc.) of the site, neighboring sites and work within that physical character.	●	○			●		Ongoing				\$					pg. 28
Encourage mixed-use development in commercially and industrially zoned areas.	●	●			○	○	Ongoing				\$					pg. 28
Explore new mixed use zoning for industrial areas and large development sites	●					○	Ongoing				\$					pg. 28
Encourage sustainable land use patterns where commercial land uses are supported by increased density along mixed-use and residential corridors.	●				●	○	Ongoing				\$					pg. 28
Maintain and increase street connectivity.	●	○					Ongoing				\$					pg. 29
Incorporate biking into site design and layout and implement Bike KC Plan recommendations.	●			○		○	Ongoing				\$					pg. 28,29
Design new developments to incorporate existing mature trees throughout the development. Avoid clear-cutting for new development.	●				●	○	Ongoing				\$\$				pg. 29	
Work with the City Council to Adopt an ordinance that preserves areas identified as “Existing Vegetation to Remain” on approved plans.	○				○	○	Mid					\$				pg. 29
Assist in implementing the areas within the plan identified as key development areas within the Future Land Use Map of the plan.					●	○	Mid					\$\$\$\$			pg. 34-36	

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe				Cost				Reference	
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short				\$					
							Mid				\$\$					
							Long			\$\$\$						
							Ongoing			\$\$\$\$						
LAND USE AND DEVELOPMENT																
Any property that requires a rezoning with plan, development plan, project plan, special use permit, and / or receives tax incentives shall be subject to the Plan’s Development Form Guidelines.							Ongoing				\$					pg. 27
	●			○	●	○										
Connect to the regional trail system with neighborhood connector trails.							Long				\$\$\$					pg. 27
	●	●			○											
When necessary infrastructure needs are covered by a new development, grouping utilities and associated services in a coordinated manner should be pursued.							Ongoing				\$\$\$					pg. 29
	●				●	○										
Anticipate future roadway and sidewalk connections between existing, new, and future development and connect existing roadways through new developments.							Ongoing				\$					pg. 29
	●		○	○	○	○										
Work with property owners to redevelop key sites as walkable Mixed Use areas that interface with adjacent Industrial areas and promote the development of complementary entities such as retail, hospitality services, restaurants, residential.							Ongoing				\$					pg. 34-36
	●		○	○	●	○										



Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$		
							Mid		\$\$		
							Long		\$\$\$		
							Ongoing		\$\$\$\$		
TRANSPORTATION											

### Roadway

Identify and prioritize roadways within the planning area that are not built to City Standards for improvement. These routes should be built as complete streets that are designed to accommodate multi-modal transportation.	●						Ongoing				pg. 44
Approach the Missouri Department of Transportation about creating a study regarding improvements to 150 Highway	●					○	Short				pg. 44
Work with Public Works to determine local roadway maintenance priorities to make certain that existing roadways remain in good repair.	●	●			○	●	Short				pg. 44
Work with the City to create an area wayfinding system to help visitors orient themselves to the historic downtown Martin City area.	●		○	○		○	Mid				pg. 44
Work with the railroads to establish measures that minimize noise from trains within the area including investigating the establishment of a train quiet zone.	○	●	○				Long				pg. 44

### Trails and Bikes

Incorporate features into trail system that make them both easy to use, but also aesthetically beneficial to the community by including features such as: Historical Markers,	●		○	○		●	Mid				pg. 46
Extend a trail along the Blue River from the northern part of the area plan to the Kansas State line.	●	●					Long				pg. 46
Continue to develop Jerry Smith park as a community park preserving the native prairie, lake restoration, walking trails	●						Long				pg. 46
Provide bicycle racks throughout the planning area including within new development projects, at all public parking lots, and at transit stops.	●	○	●			○	Short				pg. 46
Work to make the future trail system a regional destination and a connection of the trail to the traditional "Downtown Martin City" area.	●	○					Long				pg. 46

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe	Cost	Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		
							Mid		
							Long		
							Ongoing		
							\$		
								\$\$	
								\$\$\$	
								\$\$\$\$	

## TRANSPORTATION

### Pedestrian

Target pedestrian connections to schools, on improvement gaps in the sidewalk system, along arterials, to park and recreation areas, and along collector streets.	●			○			Ongoing	\$				pg. 48
Identify and include sidewalk crossing signals or other pedestrian (and bicycle) safety enhancements at major intersections and other critical locations.	●			○			Ongoing	\$				pg. 48
Maintain existing street connections and create future street connections and integrate streets to the existing system.	●			○			Ongoing	\$				pg. 48

### Transit

Work with the KCATA to examine an expansion of a “micro transit” system of an east-west route with area communities to better tie people to jobs and area destination centers.	○	●	○				Ongoing	\$\$\$				pg. 50
Make improvements on the first mile/last mile system through improvements of trails, sidewalks and alternative methods of travel to make it easier for users.	●			○			Ongoing	\$\$				pg. 50
Amend the Trails KC Plan to include an off-street shared use path on the routes indicated on the Bike and Trails Recommendations Map	●					○	Short	\$				pg. 50
Work with the KCATA to determine if the introduction of a van pool system that connects people to destination as an alternative to additional bus routes.	●	●	○				Ongoing	\$\$\$				pg. 50



Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe				Cost				Reference	
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short				\$					
							Mid		\$\$							
							Long			\$\$\$						
							Ongoing			\$\$\$\$						
HOUSING AND NEIGHBORHOODS																
Develop a diversity of quality housing options that help residents “age in place.”	●			○			Mid				\$\$\$				pg. 56,57	
Attract more health and wellness facilities and make certain that there are adequate first responders in the area so that older residents are provided the services they need locally							Mid				\$\$\$				pg. 56	
	●	○				○										
Improve code enforcement and to assist those in need with mitigation of these issues.							Short				\$				pg. 56	
	●					○										
Create a “Clean Martin City Initiative” to reduce trash, illegal dumping, and litter.							Mid				\$\$				pg. 56	
	●					○										
Create new neighborhood organizations where needed in the area and build upon the capacity of existing community organizations within the area.							Ongoing			\$					pg. 56	
			●	●		○										
Implement Crime Prevention Through Environmental Design (CPTED) on new development projects to improve neighborhood safety and crime prevention.							Ongoing			\$					pg. 56	
	●		○	○		○										
Develop a community gathering/event space.							Long				\$\$\$				pg. 56	
	○		○	○		●										
Work with the Parks and Recreational Department to develop the park system in the area.							Long				\$\$\$\$				pg. 56	
	●	○				○										
Connect future regional trail systems to “downtown” Martin City.							Ongoing				\$\$\$				pg. 56	
	●	●				○										
Increase housing opportunities for those with moderate and low incomes and promote mixed income housing.							Mid				\$\$\$				pg. 56-57	
	●			●	○	○										

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe				Cost				Reference	
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short				\$					
							Mid					\$\$				
							Long			\$\$\$						
							Ongoing			\$\$\$\$						
ECONOMIC DEVELOPMENT																
Make certain that zoning allows industrial uses in appropriate areas for uses related to transportation and warehousing, transportation equipment manufacturing, or electronic manufacturing.	●		●		○	○	Mid					\$				pg. 62
Partner with organizations including the EDCKC, South Chamber, and the Martin City CID to explore opportunities to attract businesses tied into the AdvanceKC industry priorities.	●		●			○	Ongoing				\$					pg. 62
Explore opportunities to locate business incubators within the area.	●		●			○	Ongoing				\$					pg. 62
						●										
Partner with EDCKC, the South Chamber, and Martin City CID to market sites for these uses.	●		○			●	Ongoing				\$\$					pg. 62
Convene local stakeholders to share information, capacity for action, and to build awareness of development/investment opportunities	○	●	●			○	Ongoing				\$					pg. 62
Regularly re-examine industry composition in the plan sub-areas to gauge integration with regional and global economic trends.	●		○	○	○	○	Ongoing				\$					pg. 62
Establish a single point of contact or an interagency commitment to ensure that business owners can easily understand all available incentive programs across multiple agencies.	●		○		○	●	Short					\$				pg. 62
Remove physical blight by offering available assistance to property owners, like the Martin City URA, and code enforcement actions.	●		○		●	○	Ongoing				\$	\$	\$			pg. 63

# DECISION MAKING CRITERIA

## AMENDMENTS AND DECISION MAKING CRITERIA

Amendments and exceptions to the plan are anticipated. The plan is intended to be flexible and provide guidance should unforeseen conditions arise. However, as amendments and exceptions are made; care should be taken not to incrementally erode the overall vision. All proposed amendments should be weighed against the Vision Statement, the Plan Goals and the Decision-Making Criteria prior to being considered by the decision-making body (City Council, Parks Board, BZA, etc.). Examples of the decisions include proposed development or rezoning requests, proposed capital improvements, proposed policy changes or service delivery changes, and activities by community organizations.

A major role of the plan is to provide a basis for decision-making based upon the vision identified through the process. The following Decision-Making criteria should be used to guide to evaluate proposed amendments to the plan and when reviewing development applications or other projects, initiatives or proposals within the plan area:

### Will The Proposed Development or Action Improve the Transportation Network? Will It:

- Improve overall transportation system connectivity and navigability for all users.
- Provide an environment that becomes increasingly multi-modal.
- Improve upon area infrastructure.
- Provide safe, convenient routes for bicyclists.
- Improve access to transit and transit usability.
- Not compromise the usability of any transportation mode.

### Will the Proposed Development or Action Maintain Established Neighborhood Character While Developing Housing Options That Meet Emerging Needs and Desires?

#### Will It:

- Respect appropriate, established land uses and not encroach into less dense/intense areas.
- Implement the height, density, or building type of the Recommended Land Use.
- Implement Development Form Guidelines.
- Maintain or enhance the area's image within the community.
- Improve neighborhood infrastructure.
- Accommodate new housing trends.

### Will The Proposed Development or Action Spur Quality New Development/Redevelopment? Will It:

- Integrate natural site features.
- Improve public access to trails.
- Incorporate pedestrian and bicycle facilities and amenities.
- Connect to transit stops.
- Improve accessibility to parks and recreational facilities.
- Function as a walkable mixed-use development rather than single use development.

### Will The Proposed Development or Action Support Existing



Commercial Areas? Will It:

Retain or attract target key employers as identified in the implementation of the Advance KC Plan.

- Attract business to commercial areas that the community desires.
- Function as a walkable mixed-use development rather than single use development

Will the Proposed Development or Action Build Upon the Areas Trails System or Increase Recreation Opportunities / Access to Green Space? Will It:

- Implement marketing and/or branding of the trails through the area.
- Improve public access to trails.
- Enhance parks and recreational facilities.





# Appendix





# APPENDIX A

## Development Form Guidelines

### *Development Form Application*

Currently, the Development Form Map and Guidelines provide urban design guidance. Any property that requires a rezoning, a special use permit, receives tax incentives or requires a development plan, or receives tax incentives shall be subject to the plan's development form guidelines.

There are two key ways to require conformance with the design guidelines provided in the Development Form Map and Guidelines for every development: amending the development code and adopting zoning overlay districts.

For the guidelines that are fundamental, quantifiable, and could be applied citywide, the recommendation is to amend the Zoning and Development Code by adding those guidelines from the Development Form Map and Guidelines directly into the Zoning and Development Code.

These guidelines would then be required and reviewed and approved by staff, not requiring an applicant to apply to a separate board or committee and not changing the time required for staff review.

Some design guidelines are appropriate only to certain neighborhoods, corridors, districts, etc. When customization is needed and enforcement is desired zoning overlay districts are recommended. Stakeholders can work with City staff to establish an overlay zoning district (further defined on page ??) that is more appropriate for their specific area and needs.

### *Guideline Organization*

The Development Form Guidelines include a set of citywide guidelines that apply generally to all areas. These are supplemented by a set of development guidelines for each of the four area types: Corridor; District; Neighborhood; and Node (see below).

The general development form guidelines are organized into the following categories: Architectural Character – These guidelines address the design and appearance of buildings and structures on the site. Guidelines are provided for the following topics:

- General Character
- Massing and Scale
- Materials
- Structured Parking
- Windows/Transparency

**Site Arrangement** – These guidelines address the preservation of open and natural spaces, location of buildings, and parking and the general pattern of development. Guidelines are provided for the following topics:

- Building Placement
- Development Pattern
- Parking
- Natural Resource Preservation

**Transitions and Screening** – These guidelines address how to appropriately buffer and transition from one type of use to another and guide the use of walls, fences, and landscaping to appropriately screen certain site elements. Guidelines are provided for the following topics:

Public and Semi-Public Spaces – These guidelines address the design, programming, and location of public and semi-public spaces, streetscape enhancements, and gateway treatments. Guidelines are provided for the following topics:

- Public Spaces
- Streetscape
- Gateways

Access and Circulation – These guidelines address how all modes of transportation access the site, move around within the site and how streets accommodate each mode. These guidelines also address how different modes move between the site and adjacent areas. Guidelines are provided for the following topics:

- Multimodal
- Pedestrian
- Vehicular

Additional guidelines are provided for each of the four types of areas that comprise the Development Form framework. These areas are described below.

### **NEIGHBORHOODS**

Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces; the road patterns, and civic space (parks, boulevards, etc.)

### **CORRIDORS**

Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets with a 1/2 to 1 block depth of corridor pattern, generally. Corridors are mostly Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

### **NODES**

A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

### **DISTRICTS**

Regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

## **Use and Interpretation**

The guidelines are intended to be flexible. While not every guideline will apply for each project, as many guidelines should be incorporated into development as are practicable, feasible and applicable to the unique site characteristics. Exceptions to the guidelines should be weighed against the goals and objectives of the applicable area plan and the principles of the FOCUS Kansas City Plan. These guidelines are not intended to be all inclusive of acceptable materials and/or design features, or to preclude or inhibit creative and eclectic ideas.

These guidelines are not meant to supersede any applicable laws, regulations, standards, or other requirements related to the development of a site as may be required by existing city code or other governmental agencies. These guidelines are intended to guide future development to be consistent with the character of the

existing urban development form.

## *Architectural Character Guidelines*

- **General Character**
  - » Preserve and enhance historic and cultural resources as development occurs.
  - » Encourage public art to be integrated into the building and site design.
- **Massing and Scale**
  - » New construction should relate to the mass, pattern, alignment and proportion/scale of the existing or traditional building stock.
  - » Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
  - » Design buildings to provide human scale, interest, and variety using the following techniques:
    - \* Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
    - \* Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
    - \* Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians' sense of security, and introducing a human scale to street-level building frontages.
  - » Building orientation and massing should respond to the existing character and built environment.
- **Materials**
  - » Architectural materials should complement the character of the existing built environment.
  - » Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.
  - » Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of storm water runoff, enhance the local environment and reduce energy costs.
  - » New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
    - \* Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
    - \* This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.
- **Structured Parking**
  - » Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
  - » Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
  - » When located along a street frontage, structured parking should include first floor pedestrian active uses such as retail and services, unless inconsistent with the land use plan.
  - » "Parking podiums," where new development is placed above structured parking, are not desirable.
  - » Parking structure façades should relate to the scale, proportion, and character of the district.



- » The exterior finish and architectural articulation should reflect the level of detail of surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged.
- » Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street
- » Screening should not reduce visibility for “natural surveillance.”
- **Windows/Transparency**
  - » The street level of commercial/mixed use structures should have a dominant transparent quality.
  - » Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.
  - » Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to adjacent buildings.
  - » Design buildings to minimize long windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should be designed to increase pedestrian comfort and interest, through Some combination of the following methods:
    - \* Installing vertical trellis in front of the wall with climbing vines or plant materials.
    - \* Providing art over a substantial portion of the blank wall surface.
    - \* Providing display windows.
    - \* Dividing the mass of the wall into sections.

## *Site Arrangement Guidelines*

- **Building Placement**
  - » Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
  - » Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
    - \* Outdoor café
    - \* Primary entrance enhancement
    - \* Sidewalk retail
    - \* Public plaza
    - \* Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use).
    - \*
  - » In order maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors to avoid the “canyon effect” along corridors, nodes and districts.
  - » In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that:
    - » Provides street-level, pedestrian-oriented uses.
    - » Maintains a continuous, transparent, highly permeable and active street wall.
    - » Where a consistent street setback exists along a block, that setback should be maintained.
  - » Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.

- **Development Pattern**
  - » In mixed use and commercial areas create a compact, dense, and pedestrian friendly development pattern. Avoid large scale; auto dominated commercial developments with large parking areas and impervious surfaces.
- **Parking**
  - » Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
  - » Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
  - » If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
  - » Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.
  - » Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.
- **Natural Resource Preservation**
  - » Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character, and drainage patterns.
  - » Natural areas should be accessible to neighborhoods, nodes, corridors or districts, and connected to greenways where possible.
  - » Manage storm water runoff as part of the overall open space system.
  - » Discourage development and grading/filling on steep slopes and in floodplains.
  - » Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
  - » Alternative storm water solutions should be considered in the design/ construction phase, examples include: storm water inlet alternatives, rain gardens and drought tolerant plants.
  - » Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks.

### *Transitions and Screening Guidelines*

- **Transitions**
  - » Dissimilar or incompatible uses should be separated by a street or alley when possible.
  - » When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green/Open Space Transitions techniques should be the primary transition technique used:
    - \* Architectural Transitions include:
      - ◇ Use similar building setbacks, height, roof forms, and massing.
      - ◇ Mitigate any larger mass of buildings with façade articulation.
      - ◇ Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
      - ◇ Use complementary materials, architectural character, and

orientation of buildings.

- ◇ Building elevations facing a less intensive use shall provide “finished” edges using materials consistent with primary elevations and adjacent neighborhood.

- ◇ Reduce building height, scale, and intensity of use as development moves closer to low intensity areas

\* Green/Open Space Transitions include:

- ◇ Small green spaces, courtyards, squares, parks and plazas.
- ◇ Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc...
- » A combination of landscaping, walls, and/or fences should be used where other transitions tools are not possible or not adequate.
- » Transitions and screening should not mask areas from view and decrease “natural surveillance.”
- » Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods (see Access and Circulation guidelines).

• **Screening**

- » Screen all trash dumpsters, storage areas, service areas, loading areas, and mechanical and technology equipment with a combination of landscaping, decorative walls, fences, and/or berms.
- » Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood that complement the materials used in the building facade. Plywood, chain link, and transparent materials are discouraged.
- » Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.
- » Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.
- » Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.
- » All screening should be designed to maintain visibility for “natural surveillance” and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.

*Public and Semi Public Spaces Guidelines*

• **Public Spaces**

- » Locate and design public space to support dense, mixed use development, ensuring that the provision of public space does not inhibit the potential to concentrate development in transit corridors.
- » Design public space to maintain a comfortable sense of enclosure for pedestrians, with a size, proportion, and location that integrate thoughtfully with surrounding uses.
- » Locate public space in high use areas with good visibility, access, and proximity to active uses in order to encourage activity and “eyes on the street.”
- » Ensure that public spaces are accessible and comfortable for all users. Private, fenced, and restricted access open spaces, and open spaces that are isolated from activity are discouraged.
- » Incorporate elements in public space design that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
- » Include a variety of amenities in public space design to enhance user experience, including seating, lighting, shade, landscaping, wayfinding, art, interpretive and interactive features, public facilities, special pavement, and



other amenities.

- » Where integrated with transit facilities, design public spaces to include amenities such as bike racks, lockers, ticket kiosks, or other amenities that support the use of transit and greater mobility in general.

- **Streetscape**

- » Streetscape enhancements should include “green” stormwater management elements.
- » On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists.
- » Design sidewalks to comfortably accommodate pedestrians, with landscaping, amenities, and other functions supportive of a complete street.
- » Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk.
- » Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
- » Design streets to enhance comfort and safety, and minimize conflicts between pedestrians, cyclists, transit, and automobiles, using access management, buffering, intersection treatments, elimination of unnecessary drives, narrowing of driveway widths, and other design elements.
- » Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists (see level of service guidelines in Kansas City Walkability Plan).
- » Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Kansas City Walkability Plan level of service guidelines for pedestrian street crossings.

- **Gateways**

- » Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections, and entries into neighborhoods, nodes and districts.
- » Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
  - \* Landscaping, water features and public art.
  - \* Plazas with pedestrian amenities such as seating, shade, and triangulation elements.
  - \* Decorative lighting, walls or fencing.
  - \* Monument-style signs, if appropriate, with landscaping to announce district or neighborhood.
  - \* Enhancement to crosswalks, including color, stenciling, and pavement treatment
- » Where right-of-way permits, develop intersection enhancements such as gateways and landscaped focal points at nodes and major intersections. Focal points could include vertical architectural features, fountains, public art, and/or public plazas.
- » Parking areas should not abut a major street intersection or gateway.

## *Access and Circulation Guidelines*

- **Multimodal**

- » Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit and automobiles. Minimize street crossing

distances and meet minimum level of service as recommended in the Kansas City Walkability Plan.

- » Provide on-site bicycle parking areas in visible, active, well-lit areas near building entries.

## • **Pedestrian**

- » Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
    - \* The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street.
    - \* All buildings, plazas, open space and parking areas within a development
    - \* All internal streets/drives to sidewalks along perimeter streets;
    - \* Major pedestrian destinations located within the adjacent areas, including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops and park n rides;
  - » Provide direct, safe, and convenient access to public transit facilities and integrate into the overall site design whenever applicable.
  - » Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks. Consolidation into “super blocks,” street closures, and vacations that incrementally erode the character and connectivity of the area should be avoided. When large developments do occur, they should be designed to maintain pedestrian permeability.
  - » In mixed use areas, drive-through uses are discouraged.
  - » Ensure that pedestrian street crossings meet Walkability Plan level of service recommendations. At a minimum provide crosswalks that:
    - \* Are well-marked and visible to vehicles
    - \* Include pedestrian and intersection amenities to notify drivers that there is a pedestrian crossing present and enhance the local urban design context and character
    - \* Provide for safety for all age/ability groups
    - \* Ensure adequate line-of-sight from pedestrian to automobile and automobile to pedestrian
  - » Pedestrian and bike access should be provided to adjacent or onsite regional trail corridors (see Trails KC Plan) or other established trail corridor.
  - » Provide pedestrian access along all publicly controlled portions of the city’s waterways, and encourage pedestrian access for privately controlled areas.
  - » Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
- ## • **Vehicular**
- » Streets should form a network with frequent intersections and connect neighborhoods, nodes, corridors and districts. Continue streets through to as many adjacent developments as possible or allow for future connections where topography permits. Maximize street connections in new development.
  - » Preserve, enhance, and restore the existing grid network of streets, where applicable. Avoid street closures and vacations, as they erode the connectivity of the area.

- » Locate major entry driveways away from building entrances where pedestrians cross.
- » Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
- » Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible.
- » Alleys should be integrated with overall access and site circulation whenever possible. Utilize alleys for vehicular access whenever possible instead of providing access to/from major streets.

## *Neighborhood Guidelines*

### **Definition**

- Neighborhoods are areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

### **Neighborhood Characteristics**

- Neighborhoods are connected to, but buffered from adjacent development with appropriate transitions.
- Neighborhood streets should be “calm” while also providing a high level of access for area residents without encouraging high “through” traffic or high traffic volumes or speeds within neighborhoods.
- Neighborhoods should provide physical and social connections, have an identity, meet residents housing needs, and be clean, healthy and well maintained.
- Neighborhoods should be connected by providing physical links (bike, pedestrian and automobile connections) with other neighborhoods, corridors, nodes and districts. Neighborhoods should have community gathering spaces for neighborhood events which help create social connections.
- Neighborhood identities should be supported through design standards for quality infill housing that helps maintain the “sense of place.” Adaptive re-use and conservation of existing buildings should be used to preserve historic assets.
- Neighborhoods should be inviting and safe places to live, learn, worship and recreate and to interact with other people.

### **Guidelines for Neighborhoods:**

- Arterials or through traffic streets should be located on the periphery of residential neighborhoods. Arterials should not bisect neighborhoods.
- Where alleys exist, they should be utilized.
- Homes should have prominent front doors facing the street.
- Useable porches facing the street are encouraged in order to promote social interaction and provide passive “eyes on the street.” Locate houses parallel to the street to further define the street edge and public presence.
- Transitions should be provided between varying uses and developments of differing intensity and scale. Transitions should fit within the context of the area, utilizing the techniques listed in the Citywide “Transitions and Screening” section.
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns.
- Natural areas should be accessible to the neighborhood and connected to greenways where possible.
- Dead end and cul-de-sac streets are discouraged.

### **Additional Guidelines for Infill Housing**

- As new construction on infill sites occurs within older, established urban neighborhoods the following basic guidelines should be utilized. To preserve the special qualities of an older neighborhood, new construction should respect the existing character. New construction includes “infill” (replacement) buildings, additions to existing buildings and new outbuildings such as garages, sheds, and



carports. New construction should be compatible but differentiated from the older buildings. It should reflect the use of mass, pattern, alignment and proportion/scale of other buildings on the block.

**Alignment** – Alignment is the arrangement of objects in a straight line. The directional emphasis of those objects is also important (i.e. horizontal, vertical, north / south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.



*The floor lines, roof, windows, and entry of the third house do not align with those typically found along this street.*

**Proportion / Scale** – Proportion is a ratio which compares the dimensions of one object to another. Proportion can be used to relate elements of a building (i.e. windows, porches, trim) to the building as a whole, or it can relate one building to another. When the dimensions of an element or a building are too small or too large, it is describing as being “out of scale.”



*Although the second house reflects alignment in the placement of the windows, entry, cornice and roof, its proportions are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.*

**Mass** – Mass deals with the size of a building (or building part) as well as its form. The dimensions of height, width, and depth contribute to a building’s overall volume (the amount of space a structure occupies). The form of a building gives shape to a building’s volume.



*The volume and form of the third house distracts from the others.*

**Pattern** – Pattern is the arrangement of similar objects in a regular and repetitive manner. Patterns can be found within individual buildings, such as the arrangement of windows, or in groupings of buildings along a street.



*The patterns found along this street are not reflected in the second house. Unlike the other houses, this house has disproportionate windows, no porch, a low hip roof, and sits low to the ground.*

## Corridor Guidelines

### Definition

- Corridors are linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential

uses.

- Corridors represent more than mere physical connections. They also link history, culture, and ideas. Like all cities, Kansas City is made up of many corridors. In all their varieties, they provide an overlapping web, which gives the City form and enriches the lives of its residents. Corridors link areas within and outside the City, provide settings for important amenities, and establish a series of landmarks by which to navigate.

### **Corridor Characteristics**

- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation.
- Corridors generally benefit from a high level of access for vehicles, transit and pedestrian and therefore are generally appropriate for higher intensity uses.
- Corridors are often a part of the Great Streets framework identified in the FOCUS Kansas City Plan and/or “Image Streets” which are the streets that help set the tone of the area by establishing visual and aesthetic standards.
- Corridors should have a diversity and density of activities to encourage pedestrian movement.
- Corridors generally provide “through” access to connect different areas of the city.

### **Corridor Development Guidelines:**

- Corridors should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Zero or near zero lot line development in many instances is the most appropriate siting for a building along a corridor.
- Where corridors also correspond with an area’s image streets or Great Streets (FOCUS), enhanced streetscape/gateway improvements and a high quality of development should be provided.
- Corridors should have attractive streetscape amenities such as lighting, benches, signage, trees, etc.
- Corridor should include “green” stormwater management elements as well as landscaped open spaces.
- Curb cuts and access points should be consolidated and kept to a minimum to manage access and enhance walkability.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Corridors should be highly permeable to provide frequent “local” access to adjacent neighborhoods, districts and nodes, particularly for pedestrians.
- Development along transit corridors should incorporate the principles of Transit Oriented Development.
- Building orientation should generally run parallel to the corridor.
- Corridors are an area of higher pedestrian activity. Provide abundant windows on the corridor facing façade to allow more opportunities for “eyes on the street.” Views into and out of windows should not be obstructed by signage or obstructed by window material.
- Parking should be located at the rear of the property behind buildings, or in a parking structure.
  - » Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block.
  - » Where feasible, parking is encouraged to be in below grade structures.
  - » Additional surface parking lots are discouraged.
  - » Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

### *Node Guidelines*

## Definition

- » Nodes are small, compact areas that diverge from the surrounding patterns, but due to scale and design complement both the function and character of the area. Nodes typically occur at or adjacent to the intersection of major corridors. Nodes can have different intensities of use and building scale.
- » Node Characteristics
- » An example of this development type is the historical fabric demonstrated at 39th and Main Street.
- » Buildings that reinforce or re-create the street wall, place inviting entrances on the sidewalk and shift parking lots to the side and rear areas.
- » Intersections are reinforced with building mass.
- » Nodes serve the driver, the transit-user and the pedestrian.
- » Nodes range in scale (per the FOCUS Urban Core Plan) from small neighborhood centers to regional centers.

## Node Development Guidelines

- All new development within nodes should incorporate the following elements, where applicable. Corridor guidelines should also be consulted and incorporated into the development design as applicable.
- Small pedestrian scale blocks should be utilized in nodes. Large “superblocks” that degrade the street connections and are discouraged.
- Traffic calming strategies should be applied at entry points to neighborhoods.
- A dense and diverse mix of buildings should be situated on compact pedestrian scale blocks with high lot coverage, and typically at a higher scale and intensity than other areas of the City.
- Transitions to a Node from other area types should be relatively seamless while maintaining a sense of place and arrival to the Node (see Transition and Screening Guidelines).
- Nodes should be well connected to but appropriately transitioned to adjacent neighborhoods, districts and corridors.
- Nodes should complement adjacent development.
  - » Special care should be taken to protect surrounding neighborhoods from encroachment of nodal development and potential resulting nuisances.
  - » Building architecture, orientation and scale should be harmonious with adjacent residential areas.
- Building placement should reinforce the street edge.
- Surface parking lots should be located behind or alongside buildings.
- Any new structure should be built with the facade covering at least 70% of the primary street frontage.
- Buildings should be designed to provide “human scale” and high level of transparency at the ground level. All buildings shall maintain a continuous, transparent, highly permeable and active street wall. The use of spandrel, reflective and mirrored glass is not appropriate.
- Nodes should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Streets should accommodate all modes of transportation.
- Sidewalks should accommodate landscaping, pedestrian lighting, outdoor seating and other elements/activities that encourage pedestrian activity.
- Nodes should include streetscape improvements, gateways, and public spaces/plazas integrated with development to create a cohesive and special character.
- Some nodes may have a special or distinctive architectural theme and where this exists it should be reflected in new buildings.
- Development within nodes should preserve and reuse historically valuable buildings.

## District Guidelines

### Definition

- Districts are regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, or the design characteristics of buildings and



civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

### **District Characteristics**

- Districts include a diverse range of regional destinations for tourism, shopping, culture, entertainment, education and employment.
- Districts are often in a campus setting with a collection of buildings and grounds that belong to a given institution.
- Districts are diverse and each should have a unique set of guidelines which are customized to their architectural character, predominant use, setting and location. Ideally a district should have a “master plan” prepared to guide future development which addresses all topics covered in the Citywide Guidelines. It is recommended that these master plans be enforced through a Master Planned Development (MPD) zoning or similar planned zoning district, particularly in single ownership situations.

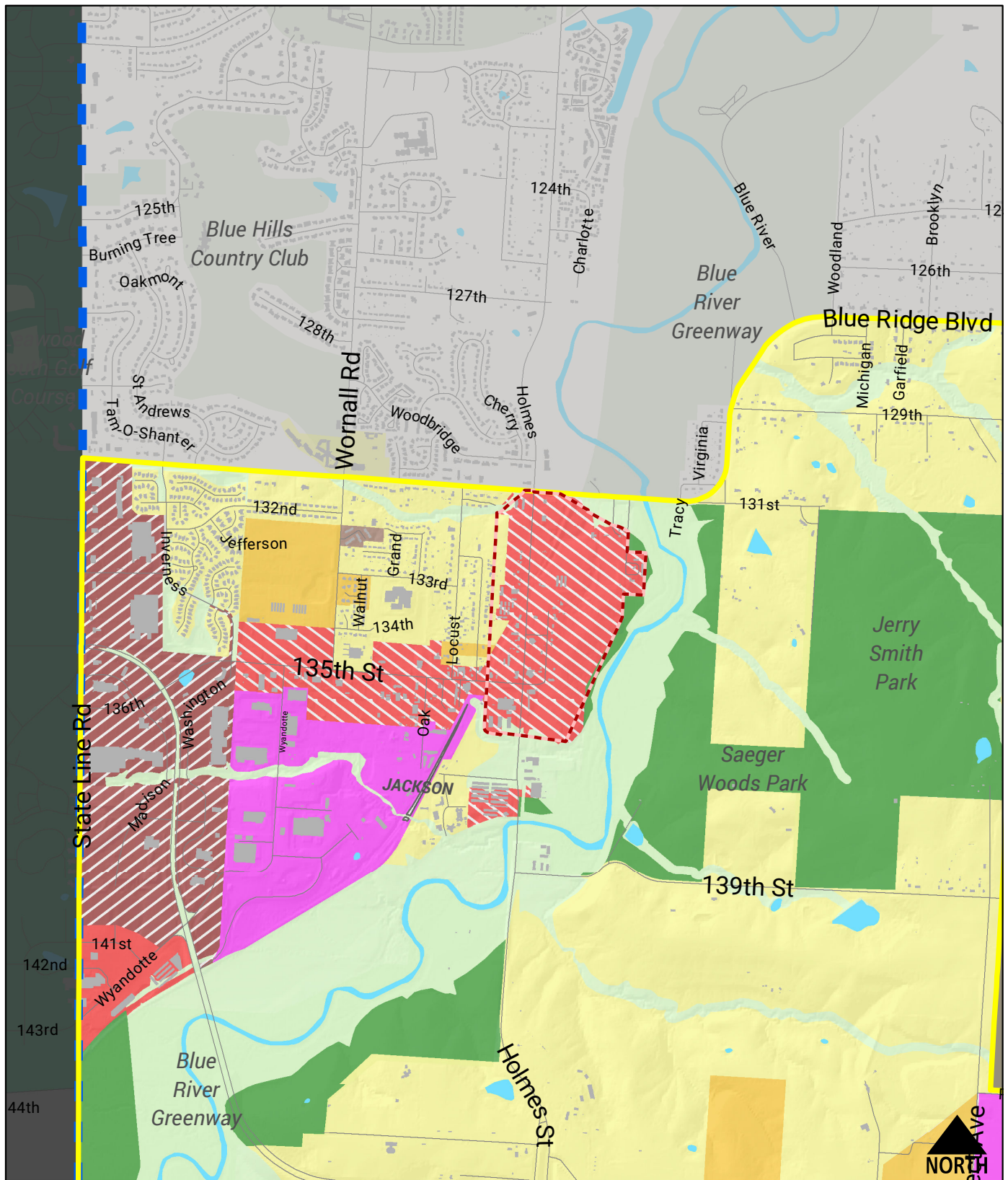
### *District Development Guidelines*

- Districts of all types should generally follow these guidelines:
- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas.
  - » It is important to ensure a harmonious interface with adjacent neighborhoods, nodes and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity.
  - » Locate buildings, parking lots and access to avoid conflicts with adjacent areas.
  - » Where applicable, incorporate relevant guidelines of the adjacent area as a means to help ensure compatibility.
  - » Service facilities, loading docks, parking lots and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing or walls.
- New development should reflect and complement that character by incorporating key materials and building styles; utilizing consistent building heights and setbacks, massing, scale and pattern; and including similar or complementary uses.
- Development within districts should generally avoid being overly insular. Development and overall district layout should embrace adjacent major corridors and nodes. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas. High quality architectural finishes should be used on all buildings facing adjacent areas.
- Districts are regional attractions and therefore should be designed to ensure a high level of access and way finding for all modes of transportation.
  - » Districts should generally be walkable, bikeable and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service (see Walkability Plan) throughout.
  - » Vehicular access and circulation should be designed to provide multiple vehicular entrances to provide route options and not overload an individual street. Districts should balance the need to be highly permeable along their edges, with the need to avoid excessive traffic on adjacent neighborhood streets.
  - » Districts should include a clear way finding system for both pedestrians and vehicles, which directs visitors to key destinations and parking. Districts which host large events should consider a traffic management plan.
  - » For industrial areas, truck traffic through adjacent neighborhoods should not be permitted.
  - » High pedestrian level of service may not be necessary for industrial districts which are inherently more vehicular oriented with a lower need for pedestrian mobility.
- Districts should include individual gateways features which establish an overall gateway theme for the district (see Citywide Guidelines for Gateways). Where topography permits, key view sheds and view corridors should be established and

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# APPENDIX B

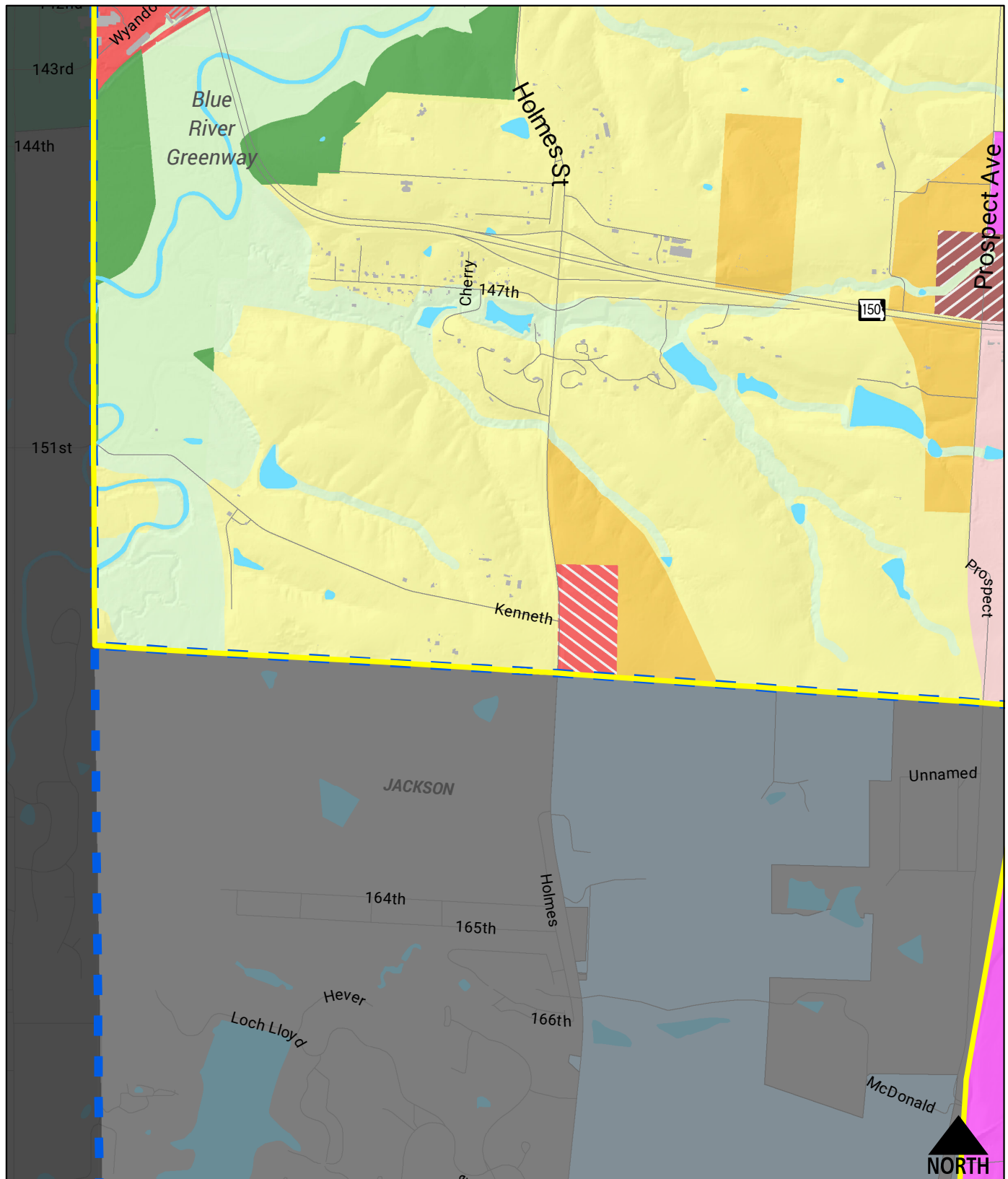
## Enlarged Land Use Map



### Future Land Use North

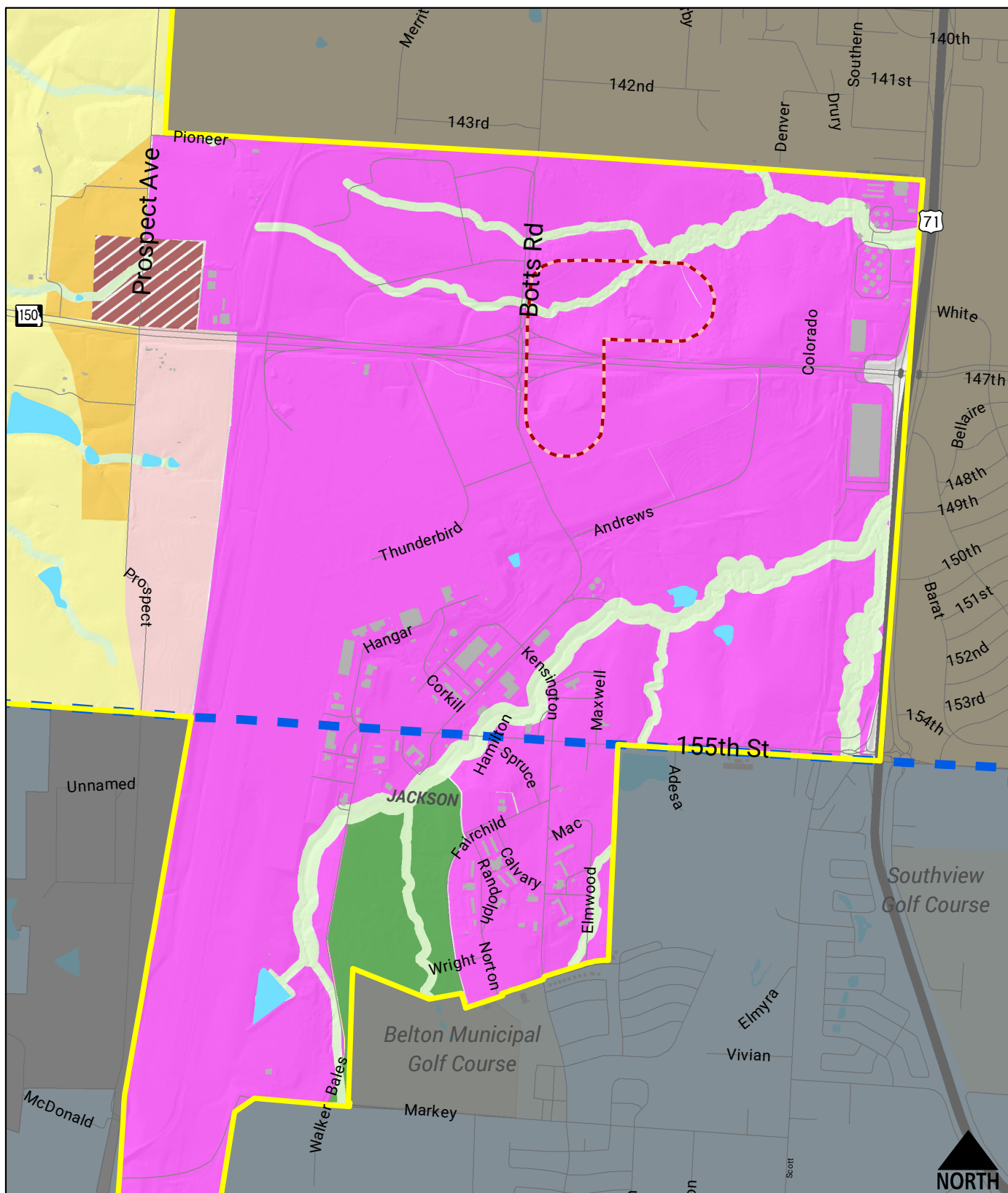
- |                            |                     |                       |
|----------------------------|---------------------|-----------------------|
| Residential Low Density    | Mixed Use Community | Park                  |
| Residential Medium Density | Office              | Open Space/Buffer     |
| Residential High Density   | Commercial          |                       |
| Mixed Use Neighborhood     | Industrial          | Key Development Areas |
















## Future Land Use Southwest

	Residential Low Density		Mixed Use Community		Park
	Residential Medium Density		Office		Open Space/Buffer
	Residential High Density		Commercial		Key Development Areas
	Mixed Use Neighborhood		Industrial		



## Future Land Use Southeast

	Residential Low Density		Mixed Use Community		Park
	Residential Medium Density		Office		Open Space/Buffer
	Residential High Density		Commercial		Key Development Areas
	Mixed Use Neighborhood		Industrial		

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