

CITY PLAN COMMISSION STAFF REPORT

CD-CPC-2025-00153, 00154

Shoal Creek Community Master Plan Update



December 3, 2025

Docket # 6.1, 6.2

Request

CD-CPD-2025-00154
Rezoning
CD-CPC-2025-00153
Development Plan

Applicant

Brett Haugland
Continental Consulting Engineers, Inc

Site Information

Location	Shoal Creek District
Area	1,756 Acres
Zoning	SC
Council District	1st
County	Clay
School District	Liberty

Surrounding Land Uses

North: Residential, R-7.5, R-10, R-80
South: Residential, R-7.5, R-6
East: Residential, Commercial, R-80, B3-2, R-2.5, M1-5, O-2
West: Residential, Undeveloped, R-80, O-2

Land Use Plan

The Shoal Creek Valley Area Plan recommends a variety of future land uses within the SC district. The future land use recommendations are consistent with the allowed uses in the Shoal Creek Community Plan.

Major Street Plan

NE Soccer Drive, NE 76th Street, and N Flintlock Road are all identified as Local Links on the Major Street Plan. NE Shoal Creek Parkway is identified as a Parkway.

Approval Process



Overview

The applicant seeks to amend the Shoal Creek Community Master Plan booklet to revise the alignment of a collector street and update review and approval processes for development in the SC district.

Existing Conditions

The Shoal Creek area has a variety of residential and commercial uses and undeveloped properties. The Shoal Creek Golf Course is also located in the SC district boundary.

Neighborhood(s)

This site is located within the Shoal Creek Valley Owners Association.

Required Public Engagement

Section 88-505-12, Public Engagement does apply to this request. The applicant hosted a meeting on November 18, 2025. A meeting summary is attached; see Attachment #3.

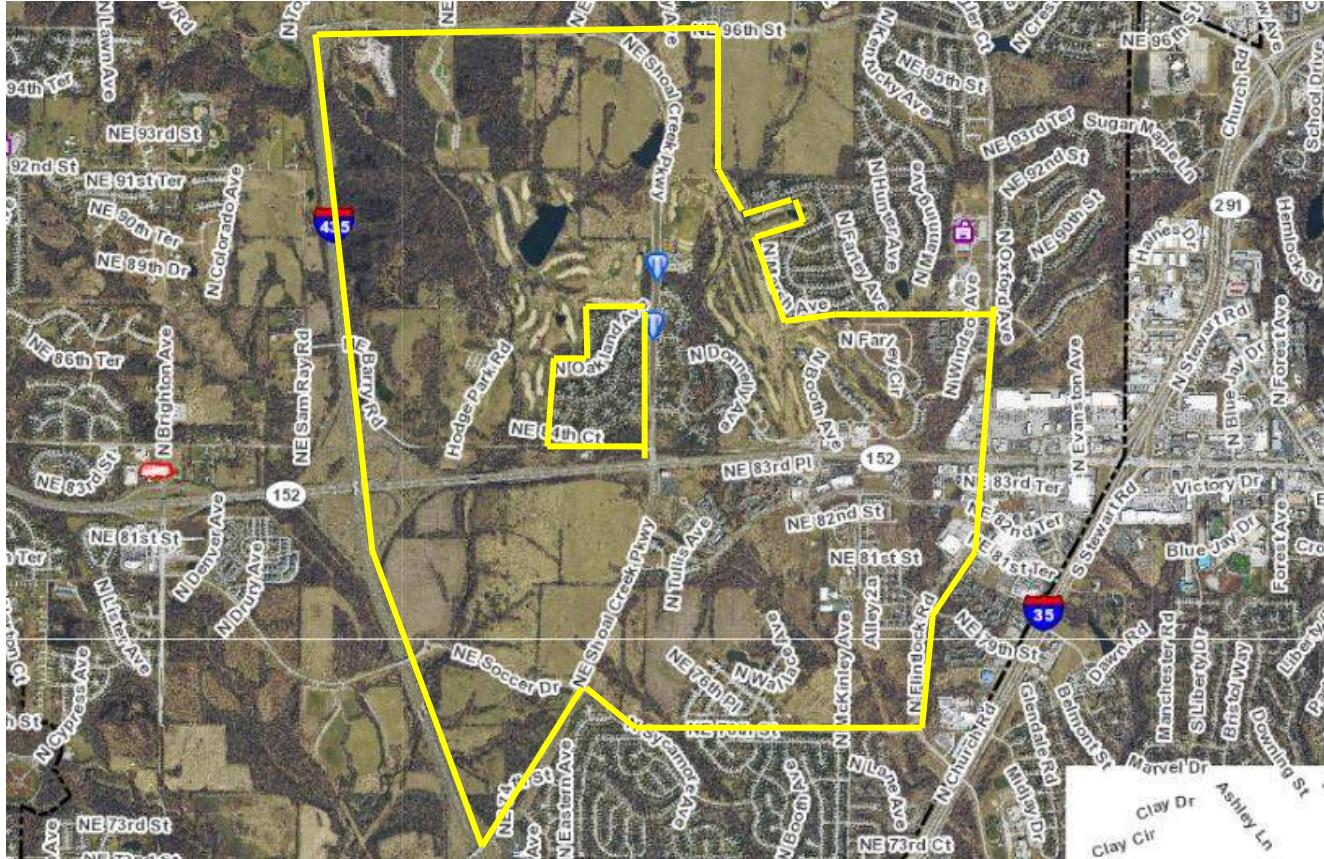
Project Timeline

The application was filed on September 23, 2025. Scheduling deviations have occurred due to the applicant needing additional time to send out notices for the public engagement meeting and for staff to review the proposed revisions to the Community Master Plan.

Professional Staff Recommendation

Docket #6.1 Approval
Docket #6.2 Approval

VICINITY MAP



Controlling + Related Cases

12417-P-9 - Ordinance 150919 - Amending the approved Shoal Creek Valley Community Master Plan for approximately 78.34 acres of the 1,756 acre Plan located at the future intersection of Booth Avenue on the north side of M-152 generally between N. Donnelly Avenue on the west and N. Lewis Avenue on the east changing 23 acres from MPC-2 to MPC-6 and allowing the remaining and adjacent 55.34 acres north, east and west of the 23 acre parcel to remain MPC-2, and changing a portion on the east side from MPC-4 to MPC-2. Approved November 29, 2015

PLAN REVIEW

The Shoal Creek Valley Community Master Plan is the guiding document for the SC (Shoal Creek) zoning district. This district is a Special Purpose District, as regulated by section 88-250 of the Zoning and Development Code. The SC district and Master Plan were adopted August 31, 2000 and amended in 2001, 2003, 2004, 2005, 2010, and 2015. The purpose of creating the SC district was to create codified standards specific to the vision and needs of this specific area of the city to have cohesive, high-quality development. The majority landowner that created the SC district and Community Master Plan was Suburban Land Reserve, Inc., affiliated with The Church of Jesus Christ of Latter-day Saints.

There is an application for both rezoning and development plan, as SC is a special district with an associated plan. Amending the plan is also amending the zoning, similar to a UR or MPD district. This

application for amending the Community Master Plan is focused on revising review and approval processes for development in the district that aligns more closely with the entitlement processes in the Zoning and Development Code.

Summary of changes:

- General updates to dates and owner/development information.
- Updates to trip budgets (traffic impact) for each neighborhood area within the SC district.
- Updated map graphics showing revised alignment of future N Sycamore Avenue connecting NE 82nd Terrace to Davidson Farms residential subdivision.
- Updated notations to infrastructure projects that have been completed and have still yet to be completed.
- Review and regulatory processes for new development or amending existing plans within the SC district and the overall Community Master Plan. More specifically, keeping the approving bodies for each plan type generally the same, but simplifying the process through graphics (page 6-5) and translating names of entitlement from previous version of the Community Master Plan to match existing application types, and application submittal requirements based on the Director's Minimum Submittal Requirements checklist (pages 6-6 - 6-8).

SPECIFIC REVIEW CRITERIA

Rezonings, Zoning and Development Code Map Amendments (88-515-08)

In reviewing and making decisions on proposed zoning map amendments, the City Planning and Development Director, City Plan Commission, and City Council must consider at least the following factors:

A. Conformance with adopted plans and planning policies.

The proposed rezoning will only affect the Community Master Plan, which is tied to the SC zoning. No zoning is being changed from the existing SC district. The updated Community Master Plan is in conformance with the Area Plan and other Trails/connectivity plans.

B. Zoning and use of nearby property.

There are a variety of residential, commercial, and public/civic uses zoning districts and uses abutting the SC district, as well as within the district.

C. Physical character of the area in which the subject property is located.

The physical character of the district includes stream corridors, agricultural land, developed areas, and undeveloped areas.

D. Whether public facilities (infrastructure) and services will be adequate to serve development allowed by the requested zoning map amendment.

There is public infrastructure throughout the district serving all developed properties. Any future development will include review of utilities needed.

E. Suitability of the subject property for the use to which it has been restricted under the existing zoning regulations.

There are no proposed changes to the uses allowed in the SC district.

F. Length of time the subject property has remained vacant as zoned.

There are undeveloped properties within the SC district that will benefit from the proposed amendments to the Community Master Plan.

G. The extent to which approving the rezoning will detrimentally affect nearby properties.

The uses and types of development in the SC district will not change, therefore, there are no detrimental impacts expected to any nearby properties.

H. The gain, if any, to the public health, safety, and welfare due to denial of the application, as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.

There is no expected gain to public health, safety, or welfare in denying this application. Future development in The Village neighborhood area will not be able to proceed without amending the road alignment of the future N Sycamore Avenue connecting NE 82nd Terrace to Davidson Farms residential subdivision.

Development Plan, Project Plan, or Site Plan (88-516-05)

In order to be approved, a development plan, project plan, or site plan must comply with all of the following criteria:

A. The plan must comply with all standards of the Zoning and Development Code and all other applicable city ordinances and policies.

The Community Master Plan complies with applicable sections of the Zoning and Development Code, mainly section 88-250.

B. The proposed use must be allowed in the district in which it is located.

No changes are proposed to uses within the district.

C. Vehicular ingress and egress to and from the site, and circulation within the site must provide for safe, efficient, and convenient movement of traffic not only within the site but on adjacent roadways.

One of the main amendments to the plan is realigning proposed N Sycamore Avenue to ensure adequate north-south connection between NE 8rnd Terrace through Davidson Farms residential subdivision and out to NE 76th Street.

D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.

The Community Master Plan includes maps for proposed trails and other multi-modal transportation, which are not being amended.

E. The plan must provide for adequate utilities based on City standards for the particular development proposed.

No specific development is proposed requiring utilities or improved infrastructure. These factors will be reviewed with individual plans for specific development.

F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.

No new buildings are proposed with this plan amendment nor are the design standards being amended within the Community Master Plan.

G. Landscaping, berms, fences, and/or walls must be provided to buffer the site from undesirable views, noises, lighting, or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.

Not applicable as no landscaping was reviewed with this plan amendment.

H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.

No new streets or impervious surface are proposed, only a realignment of a road previously shown in the Community Master Plan.

I. The plan must identify trees to be removed and trees to be preserved during the development of the subject property with the goal of saving trees that are not required to be removed for the development of the property.

No trees are proposed to be removed with this Community Master Plan update. Each proposed development will be reviewed against this standard at the time of application submittal.

ATTACHMENTS

1. Applicant's Submittal
2. Public Engagement Materials

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends APPROVAL.

Respectfully submitted,



Genevieve Kohn-Smith, AICP

Lead Planner

SHOAL CREEK COMMUNITY PLAN

K A N S A S C I T Y , M I S S O U R I



Updated - August 2025

Updated - August 2015

Updated - February 2010

Original - 2000

SHOAL CREEK COMMUNITY PLAN

K A N S A S C I T Y , M I S S O U R I



Updated - August 2025



Updated - August 2015

Updated - February 2010



Original - 2000

Original - 2000

Shoal Creek Valley Community Plan Update - 2015

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Tyler Buswell



All revisions, modifications, and utilization of material from the original Community Plan for this update have been authorized by the documents owner: Shoal Creek Valley Development L.L.C.

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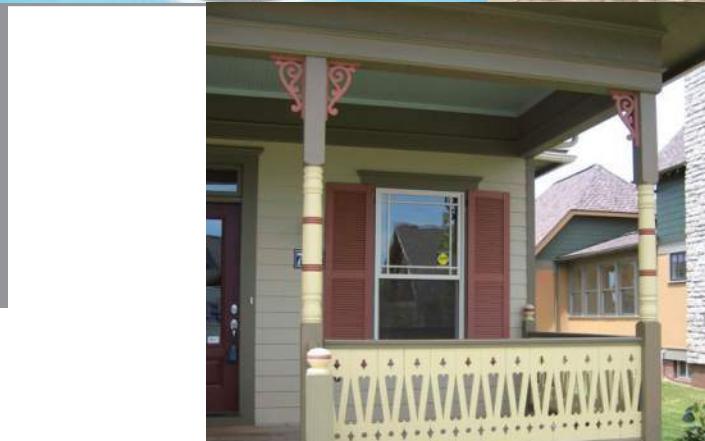
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INTRODUCTION

SECTION 1





A. Overview

Shoal Creek Valley is a master planned community, located north of the Missouri River within Kansas City, Clay County, Missouri. The community planning area contains approximately 1,978 acres, including 1,742 acres of proposed development property (including the latest property annexations) and approximately 220 acres for the Shoal Creek Valley Golf Course ([Refer to Exhibit A - Location Map](#)).

With the insight and direction of such noted planners and designers as George E. Kessler, August R. Meyer and many others, Kansas City has a profound and rich history of City planning and community building. Noted for its historic emphasis on civic art, parkways, city parks and historic mixed-used districts, Kansas City is a leading model of how modern cities have evolved and transformed to livable, better urban communities. As Kansas City has evolved so too has the suburban and exurban fringe of development - in many cases far beyond the center cities ability to properly encourage and guide quality development. As with most growing metropolitan areas Kansas City has struggled with the complex issues related to sprawl, uncontrolled growth and its ability to manage growth at its fringe.

Primarily, the updated Community Plan addresses the annexation of approximately 220 acres, commonly referred to as the Botham Property, and an additional approximate 30 acres west of Shoal Creek Parkway ([Refer to Exhibit B - Community Map, page 1-2](#)), modifications of neighborhood boundaries, and adjustments to land use and internal circulation strategies that reflect current planning and development initiatives.

In response to that growing national and regional dilemma, Kansas City reflected on its appropriate response. Beginning in the early 1990's the City initiated a community based planning process named FOCUS. It was intended to examine innovative methods and techniques to address regional, community and neighborhood issues and concerns. The greater Kansas City metropolitan area was subdivided into logical geographical areas and represented by a wide range of diverse and concerned residents who cared deeply about creating a common and unified alternative future for their area and for the greater Kansas City region.

Section 1 - Introduction

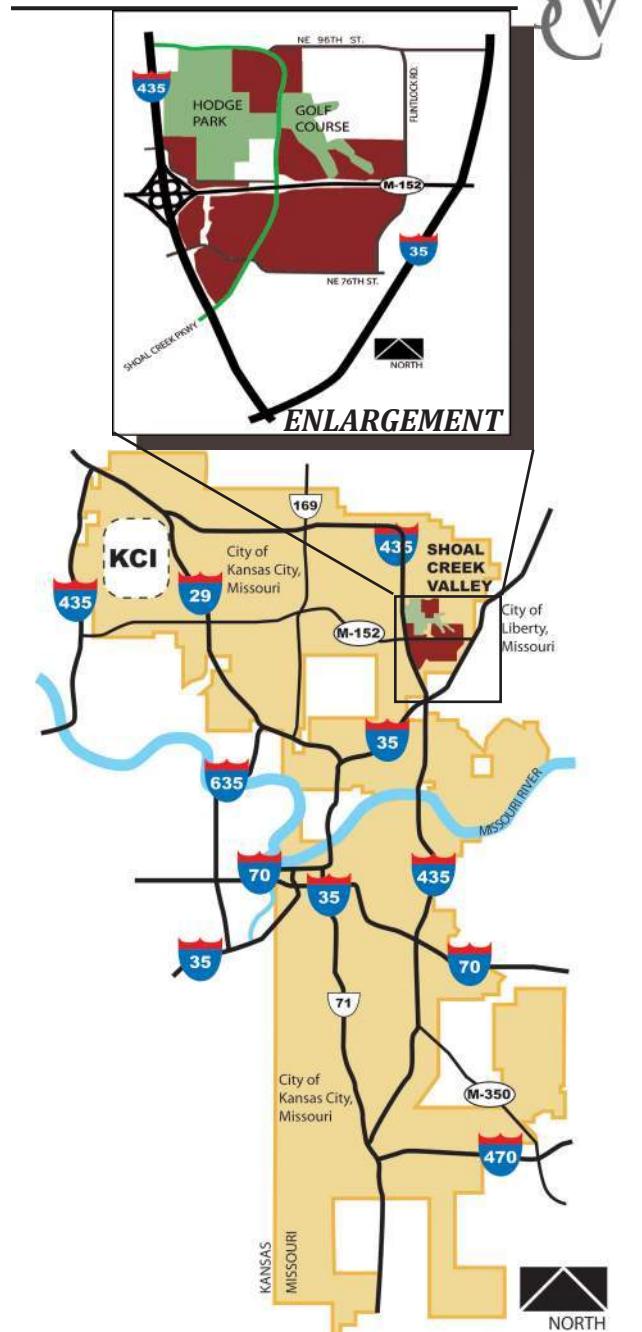


Exhibit A: Location Map

Shoal Creek Valley offers a unique opportunity to be planned in a comprehensive manner, integrating a range of living and employment choices, preserved natural open space corridors and an interconnected network of pedestrian-friendly streets and trails.

The purpose of the Shoal Creek Valley Community Plan (SCVCP) is to establish an overall comprehensive community land-use pattern, entitlements, development requirements, regulatory processes and related infrastructure needs for plan adoption. Furthermore, the plan establishes design and quality standards that define a cohesive character for the Shoal Creek Valley community overall. In order to achieve plan adoption, the following have been approved by the Kansas City City Council:

Master Planned Community (MPC) Zoning Ordinance Adoption, which has established the City Ordinance by which Master Planned Community applications are reviewed.

Shoal Creek Valley (1993) Area Plan Amendment, which incorporated the Community Plan into that portion of the City's Comprehensive Plan.

Shoal Creek Valley Community Plan Zoning Application, which governs the land use and regulations for the subject property; and,

Amendment to the Kansas City Major Street Plan (MSP) will only be required on an as-needed basis determined by City Staff.

The Northland Plan component of FOCUS defines an alternative future for its current and future residents; “An alternative future for the Northland is possible, one that can be achieved through proactive efforts by government and private citizens. In this future, the Northland is characterized by its:

- + Close ties to the Urban Core and Kansas City metropolitan region as a whole.
- + A compact development pattern, structured around vibrant, mixed-use centers that provide focal points of activity for the Northland’s neighborhoods.
- + An interconnected framework of parks, greenways and open spaces that preserve the Northland’s special natural resources within the fabric of development.
- + A multi-modal transportation system that supports public transit, pedestrians, bicyclist, as well as automobile.
- + Diverse, healthy neighborhoods with a strong sense of community, whose need for basic infrastructure have been met.” - FOCUS Kansas City Northland Plan, 1997

Section 1 - Introduction

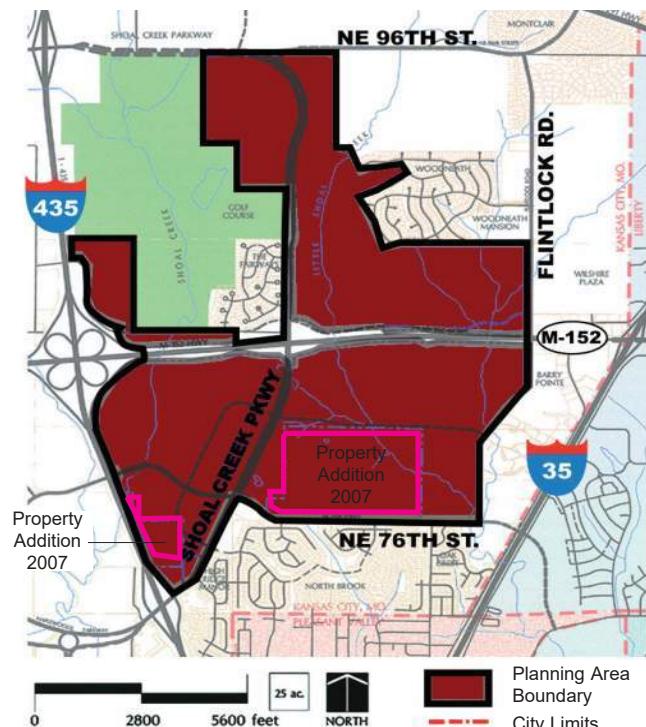


Exhibit B: Community Map



B. Scope of the Community Plan

The unique nature of the Community Plan lies in its commitment to development plan concepts, planning objectives, guiding principles and development standards. The Plan is further intended to illustrate the optimal mix of design intent and specific criteria to create a new design and regulatory framework for Shoal Creek Valley and Kansas City.

The scope of the SCVCP includes those components prescribed for all Master Planned Community developments under the MPC Zone District ordinance. Included within this Community Plan are sections devoted to the subjects summarized below.

Introduction: A summary that provides a general description of overall development, existing natural conditions and the planning sub-areas designated as Neighborhoods.

Land Use: The acreage and general locations of land uses and the development standards that govern those uses within the plan boundaries; existing and proposed zoning.

Community Facilities: The proposed provision for parks and recreation facilities, open space and other community facilities such as fire stations and other public safety facilities, and schools to serve the residents of Shoal Creek Valley.

Infrastructure: The proposed general circulation framework plan, street sections, and provisions for public utilities, street lighting and storm drainage facilities to serve the site.

Community Design: The design intent statements addressing the goals, objectives and guiding principles that establish community-wide design intent by which Neighborhood and parcel development proposals are measured.

Implementation: The identification of implementation measures including management and the administrative structure necessary to complete the items above.

Generally, the Community Plan is intended to:

- + Guide the orderly growth of the area.
- + Establish the general location, nature and character of activities and development.
- + Establish the maximum allowable development densities.
- + Provide the basis for future implementation.

Section 1 - Introduction



The Park House in The Village Neighborhood provides unique amenities for a neighborhood-size center. Features include a clubhouse, zero-entry pool, lazy river, splash tower with slides, adult serenity pool, garden court, and open space space for residents of Shoal Creek Valley. This center will complement the Gate House neighborhood center and pool in The Preserve Neighborhood.



C. Regional and Site Context

Shoal Creek Valley is a community set within the greater Northland Area and the City of Kansas City, Missouri. Considerable planning efforts have been devoted to defining Kansas City's long-range aspirations for how the Shoal Creek Valley development should fit into and contribute to the greater community fabric.

1. Natural Context

Much of the character and charm of Shoal Creek Valley comes from the natural features of the land itself. Shoal Creek Valley's natural features and scenic qualities are seen as an opportunity to add to the 'quality of life' of the community's residents by maintaining the vistas, creekside and woodland attributes of the site. Preservation of these natural features is a critical component to the SCVCP.

The SCVCP has also been developed giving strong consideration to the site's natural features as an opportunity to assist in defining neighborhood edges and sub areas; to provide neighborhood and community connections; and to provide diversity in park, open space and recreational amenities.

Since development constraints such as those presented by extreme slopes, unstable soils and flood hazard are generally associated with site hillsides and drainage courses, protection from these hazards has been an important goal in plan preparation. That approach also affords protection of mature woodland vegetation and any archaeological resources that may be present on the site.

A. Topography/Slopes

The gently rolling topography of Shoal Creek Valley is characteristic of the Northland area. Topographic variation ranges from gentle rolling hills in the southeast portion of the site to steep hills (exceeding 20% slope) overlooking Shoal Creek and I-435. Slope gradients are generally 0-8% in most areas proposed for development. Some areas are in the 8-12% slope category ([Refer to Exhibit C - Slope Analysis Map](#)). Steep slopes should remain undeveloped. In other areas, proposed building types(walk-out) should be matched to site topography to limit site disturbance.

Section 1 - Introduction

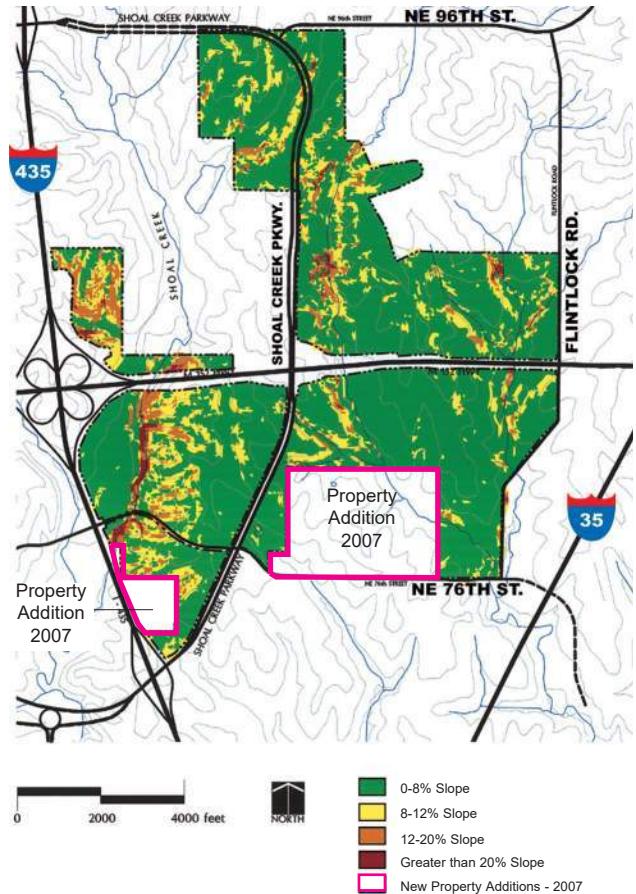


Exhibit C: Slope Analysis Map

B. Soils

Soil conditions are consistent with those of the greater Northland and vary throughout the site according to landform. Generally, local soils are considered to be highly susceptible to erosion and in areas throughout the site, are relatively high in shrink-swell potential. Normal site development practices in the routing of post-development storm drainage and the engineering of foundations will be necessary to prevent exacerbation of these conditions. Alluvial soils, associated with site floodplains and drainage, are generally considered unsuitable for development and are, therefore, reserved for open space.

C. Water Resources and Floodplains

Due to the high erosion potential of soils, stormwater management practices that address both stormwater quantity and quality will be an important consideration in development of the site. These measures should guard against introduction of erosion sediments into the site's natural water courses, while allowing release of storm run-off at rates that do not exceed historic flows off site. ([Refer to Exhibit D - Water Resources and Vegetation Map](#)). Floodplains associated with site creeks and drainage have been identified and FEMA 100-year flood limits have been mapped. Those areas are considered constrained for development purposes due to the flood hazards and unsuitable soil characteristics and are reserved as open space.

D. Vegetation/Habitat Types

The four major vegetation/habitat types typically associated with the Northland area are each represented at the Shoal Creek Valley site. There are open grasslands that have been converted to agricultural use for crops and pasture; and remnant stands of upland forests on steep slopes and hillsides. The third vegetation/habitat type is floodplain forests located along site creeks and drainage. Wetlands exist in the floodplains and along site drainage, although actual delineation of protected wetlands has not been done at this time.

E. Archeological Resource Sensitivity

The Northland Plan component of FOCUS Kansas City identifies areas within 200 meters of major watercourses as high in sensitivity for potential archeological resources due to the attraction these areas had to native peoples of the area. Preservation of site floodplains and adjacent wooded hillsides will contribute toward the protection of potential sites that may be present.

Section 1 - Introduction

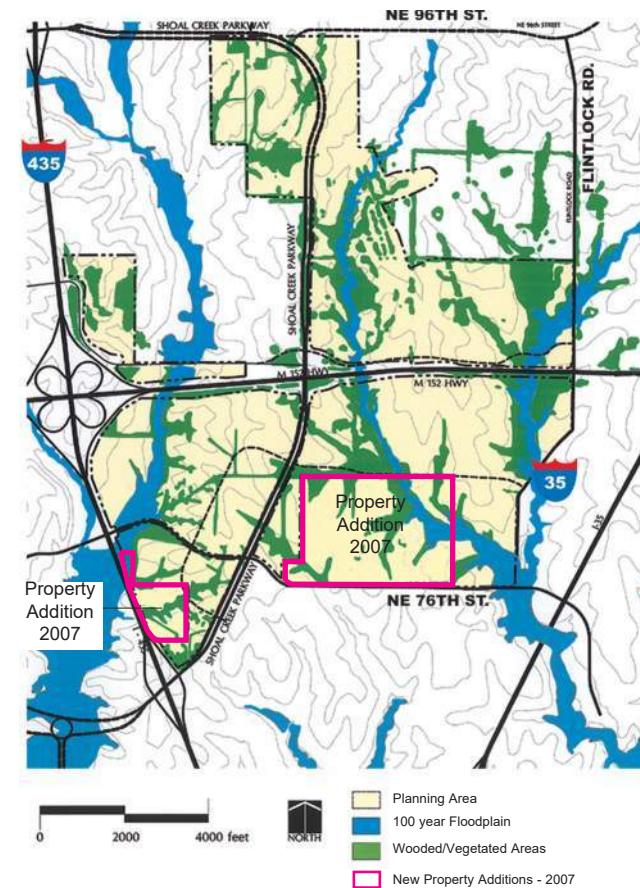


Exhibit D: Water Resources & Vegetation Map

Refer to Kansas City Missouri's Natural Resource Protection Maps for further water resource, stream setback and floodplain information.

2. Planning Context

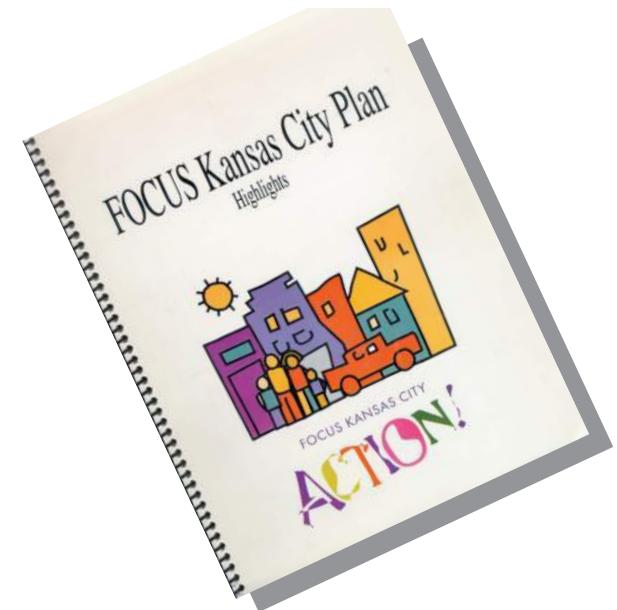
The city's current comprehensive and strategic plan, FOCUS Kansas City, is intended to guide city growth and new development proposals such as Shoal Creek Valley. Therefore, FOCUS Kansas City has been the single greatest influence on the preparation of the SCVCP. FOCUS Kansas City and the recommendations of its seven component plans offer comprehensive, thoughtful and compelling strategies for new community development that have been incorporated into the SCVCP. While each of the seven component plans contributes to the collective direction offered by FOCUS, the Northland Plan and its emphasis on the Shoal Creek Valley vicinity establishes the issues, aspirations and actions necessary in planning for the area.

The Northland Plan identifies four framing themes that capture the major issues facing the Northland, including:

1. The Role of the Northland in the Kansas City Region.
2. Land Use and Development.
3. Transportation and Infrastructure.
4. Neighborhoods and Community Development.

Furthermore, those four framing themes used for developing recommendations emphasize:

- + Quality development that respects the natural environment and is visually attractive.
- + Efficient infrastructure that supports existing neighborhoods and fosters cost-effective public facilities and services.
- + Social, economic and physical diversity promoted by a variety of housing types and prices, land uses and development patterns.
- + Community identity built upon neighborhood-based organizations, institutions and activity centers.
- + Connections between the Northland, Kansas City south of the River and the region as a whole including multi-modal linkages for vehicles, bicyclist and pedestrians between neighborhoods, activity centers, places of employment and community facilities.



The award-winning FOCUS Kansas City serves as a guide for the future of Kansas City.



Strong identity for the Shoal Creek Valley Community will be achieved through a variety of components such as viable neighborhoods, activity centers, diversity of housing product, service centers, and design amenities.



D. The New Community and Neighborhood Planning Approach

1. Neighborhood Planning Areas

In response to existing natural site features and other existing conditions related to adjacent land uses, circulation patterns and recreational opportunities, the site has been divided into seven neighborhood planning areas ([Refer to Exhibit E - Neighborhood Map](#)).

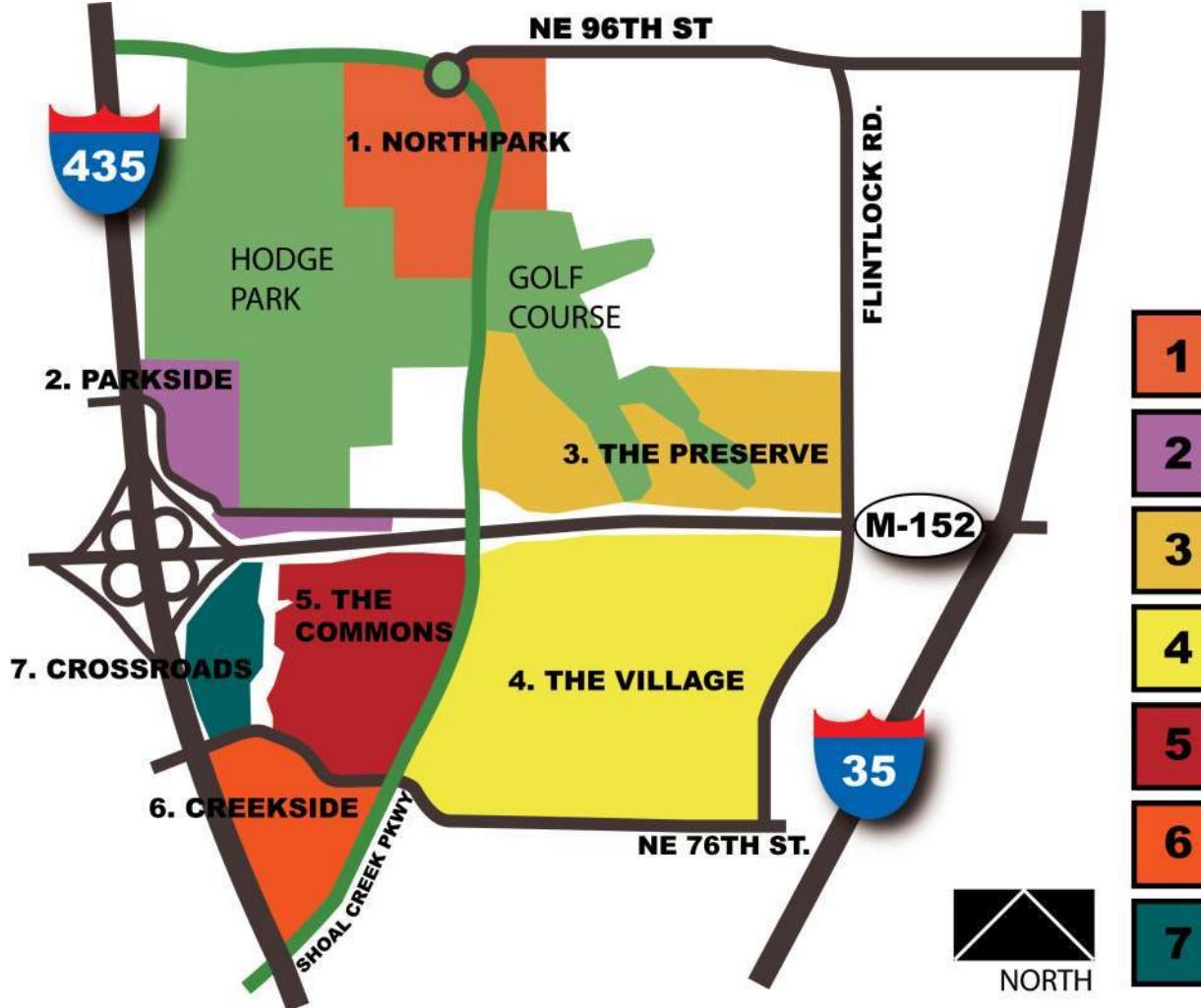


Exhibit E : Neighborhood Map



The Neighborhoods of Shoal Creek Valley

1	Northpark	248 Acres
2	Parkside	94 Acres
3	The Preserve	277 Acres
4	The Village	672 Acres
5	The Commons	242 Acres
6	Creekside	123 Acres
7	Crossroads	86 Acres
		1,742 Acres



1. Northpark

Northpark is comprised of single-family residential lots and multi-family residential adjacent to Hodge Park with direct access to the Shoal Creek Parkway extension. This neighborhood is intended to be more rural in character in response to its gently rolling topography, drainage courses and proximity to Hodge Park.

Natural Features: Open, gently rolling topography with existing mature trees along drainage courses.

Land Use: Residential uses with single family detached (MPC-1, 0-3 du/ac) west of Shoal Creek Parkway, adjacent to Hodge Park. Multi-family residential (MPC-3, 0-12 du/ac) is located east of the parkway. Open Space (MPC-14) preserves drainage courses through the neighborhood.

Acreage: 248 AC

Trip Budget: 800

Community Facilities: Private open space corridors with public use easements to allow public use of trails connecting Hodge Park with regional trails to the north. Private, multi-family recreation center.

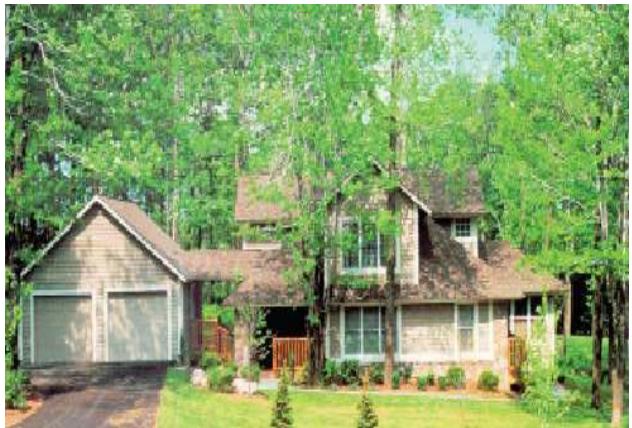
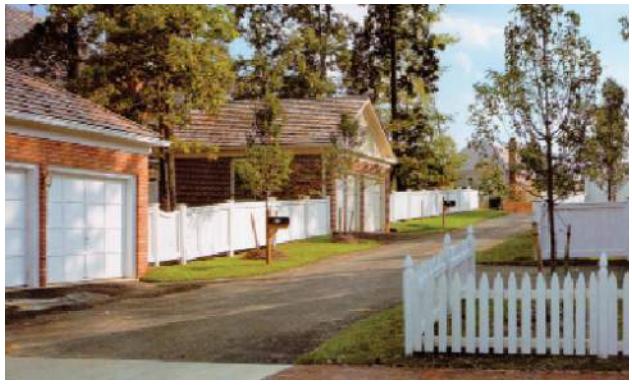
Infrastructure: Access provided by Shoal Creek Parkway and NE 96th Street. The existing sanitary sewer trunk line in Little Shoal Creek will be extended to serve the neighborhood. Water service will be provided from the existing main in Shoal Creek Parkway. Storm detention can be accommodated within open space corridors.

Community Design: Rural residential in character.

Zoning	Area
MPC-1	Approx. 130 Acres
MPC-3	Approx. 36 Acres
MPC-14	Approx. 82 Acres
Total	248 Acres



Northpark Neighborhood site.



A rural residential character is envisioned to be developed in the Northpark Neighborhood.



2. Parkside

Parkside is a secluded neighborhood of small wooded hilltops separating Hodge Park from the freeway interchange edge. A mix of attached residential and non-residential pockets is proposed in response to the rolling terrain and close proximity to the park and freeways.

Natural Features: Gently rolling terrain with wooded hilltops and mature woodlands in drainage.

Land Use: Multi-family residential (MPC-4, 0-24 du/ac and MPC-5, 0-48 du/ac) adjacent to Hodge Park and Office (MPC-13, 0.50 FAR) at the freeway edge, on the south side of Barry Road.

Acreage: 94 AC

Trip Budget: 900

Community Facilities: Private Open Space in drainage and multi-family recreation amenities integrated with development parcels. Trail connections provided to Hodge Park.

Infrastructure: Access provided by Barry Road. Sanitary sewer service provided by existing trunk line in Shoal Creek. Water service provided by existing main line in Barry Road. Storm detention provided in natural drainage ways.

Community Design: Hilltop multi-family clusters overlooking open space with freeway-oriented office clusters.

Zoning	Area
MPC-4	Approx. 44 Acres
MPC-5	Approx. 27 Acres
MPC-13	Approx. 23 Acres
Total	94 Acres



Parkside Neighborhood site.



Multi-family clusters overlooking open space and natural features along with office development characterizes the Parkside Neighborhood.

Updated - August 2025



3. The Preserve

The Preserve is a golf course-oriented neighborhood located on the ridges overlooking the fairways of the Shoal Creek Valley Golf Course-Ridge Course expansion, east of Shoal Creek Parkway and north of State Highway 152. The Preserve neighborhood includes a mix of residential choices with supporting neighborhood commercial uses.

Natural Features: Open hilltops overlooking wooded hillsides and drainage.

Land Use: Single family detached residential (MPC-1 0-3 du/ac, MPC-2 0-8 du/ac, MPC-3 0-12 du/ac); Multi-family residential (MPC-4 0-24 du/ac, MPC-5 0-48 du/ac); Neighborhood commercial (MPC-6 0.33 FAR); and Open Space (MPC-14).

Acreage: Approx. 277 AC

Trip Budget: 1,366

Community Facilities: Private open space preserving wooded drainage ways interconnected by off-street trails. Private pocket parks and multi-family recreation center integrated with development parcels.

Infrastructure: Access provided by Shoal Creek Parkway, Flintlock Road and a proposed Modified Secondary Arterial street adjacent to Highway 152. Sanitary sewer provided by existing trunk lines in Little Shoal Creek. Existing water mains are located in Shoal Creek Parkway and Flintlock Road. Storm detention facilities are proposed for integration within drainage ways designated as open space.

Community Design: Golf course-oriented, residential neighborhood clustered on ridge tops to preserve existing wooded hillsides and drainage.

Zoning	Area	Zoning	Area
MPC-1	Approx. 30 Acres	MPC-6	Approx. 45 Acres
MPC-2	Approx. 116 Acres	MPC-14	Approx. 50 Acres
MPC-3	Approx. 13 Acres		
MPC-5	Approx. 23 Acres	Total	277 Acres



The Preserve Neighborhood has golf course views and parkway estates in a rich woodland setting.

Updated - August 2015



4. The Village

The Village is planned based on traditional neighborhood development principles on the more open, less rolling terrain south of State Highway 152, between Shoal Creek Parkway and Flintlock Road. This neighborhood integrates smaller lot residential uses with a mixed-use neighborhood center and public use park along creek-side open space corridors. Multi-family residential uses complete the neighborhood residential mix.

Natural Features: Open, relatively even terrain dissected by five wooded drainage ways.

Land Use: Single Family detached residential (MPC-2: 0-8 du/ac); Multi-family residential (MPC-4: 0-24 du/ac); Multi-family residential (MPC-5: 0-48 du/ac); Neighborhood mixed-use (MPC-8); Transitional Use (MPC-10) allowing development of Office 2 (0.5 FAR), Multi-family residential (0-48 du/ac) or Commercial-community (0.33 FAR); and Open Space (MPC-14).

Acreage: Approx. 672 AC (this includes the 220 Acres for the Botham Acquisition and the 34 acres of the former Commons Park neighborhood).

Trip Budget: 4,032 (2012 Study)

Community Facilities: Private open space with public use trail corridors along drainage courses and utility corridors, and/or internal trail linkages connecting neighborhood parks and development pods, public neighborhood parks and private multi-family recreation amenities within development parcels.

Infrastructure: Access provided by Shoal Creek Parkway, Flintlock Road, NE 76th Street, Modified Shoal Creek arterials and collector streets and an interconnected network of residential streets. Two existing sanitary sewer trunk lines serve the neighborhood, located in the major drainage ways. Existing water mains are located in Shoal Creek Parkway and Flintlock Road. Storm water detention is proposed within open space along drainage ways. Development will require extension of the existing sanitary sewer service south of NE 76th Street. Water service can be provided from the existing main in Shoal Creek Parkway, while the storm drainage will be collected and conveyed west to Shoal Creek in existing drainage.

Community Design: Pedestrian-oriented neighborhood integrating traditional neighborhood design principles within a mix of residential densities.



A more traditional neighborhood environment can be found in the Village Neighborhood.

Zoning	Area
MPC-2	Approx. 386 Acres
MPC-4	Approx. 42 Acres
MPC-5	Approx. 11 Acres
MPC-8	Approx. 6 Acres
MPC-10	Approx. 92 Acres
MPC-14	Approx. 135 Acres
Total	672 Acres

Updated - August 2015



5. The Commons

The Commons provides a community focal point and activity center with excellent neighborhood and regional access. The Commons is predominantly designated mixed-use to encourage vertical mixed-use opportunities (residential and/or small office uses in upper level floors and commercial/retail uses on the ground floor level). In addition, the neighborhood is designated for Transitional Use for development of a Business Center, that may provide a mix of office, commercial and higher density residential uses situated in close proximity to the activity of the Commons and the Parkway Corridor.

Natural Features: Relatively even, gently sloping grassland terrain, draining to the east. Grassed ridge tops separated by wooded slopes and drainage dropping off to Shoal Creek below and to the west.

Land Use: Multi-family residential (MPC-4, 0-24 du/ac); Mixed Use - Community (MPC-9) allowing Commercial (1.0 FAR) and Multi-family residential (0-12 du/ac); Transitional Use 1 (MPC-10) allowing development of Office 2 (0.5 FAR), Multi-family residential (0-48 du/ac) or Commercial-community (0.33 FAR), and Parks and Open Space (MPC-14)

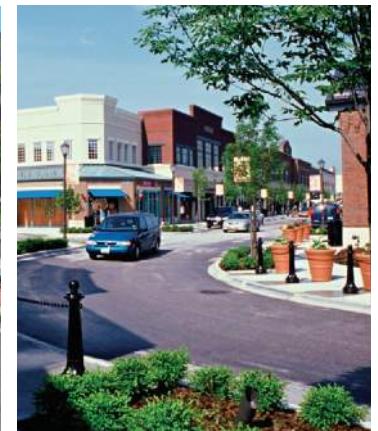
Acreage: Approx. 242 AC

Trip Budget: 6,470 (for The Commons/Crossroads Area)

Community Facilities: Centrally located public park to serve as a community focal point, private open space in the form of urban plazas, multi-family residential recreational amenities or other designated private open space within wooded site drainage.

Infrastructure: Primary access is provided from Shoal Creek Parkway, east of the Commons, with additional street access on the south and west provided by NE 76th Street and a proposed looped Modified Shoal Creek Arterial respectively. An existing sanitary sewer trunk line will require extension from the east to serve the Commons, along with extending an existing sewer trunk line in Little Shoal Creek to the west. Water service can be provided from the existing main in Shoal Creek Parkway, while the storm drainage will be collected and conveyed east of the site in existing drainage or conveyed west to Shoal Creek in existing drainage ways.

Community Design: A mix that may include pedestrian-oriented community activity area with buildings located close to the street, parking lots in the rear and on-street parking and a collection of freeway edge parcels that should each establish a distinctive identity, while supporting the overall cohesive character of Shoal Creek Valley.



Mixed-use development could be the identity for The Shoal Creek Commons Neighborhood.

Zoning	Area
MPC-4	Approx. 78 Acres
MPC-9	Approx. 40 Acres
MPC-10	Approx. 119 Acres
MPC-14	Approx. 5 Acres
Total	242 Acres



6. Creekside

Creekside neighborhood is located between Shoal Creek Parkway and I-435 south of NE 76th Street. Its role is to provide flexible supporting development of office or multi-family uses as one of three neighborhoods adjacent to the central Commons neighborhood.

Natural Features: Relatively even, grassed ridge tops separated by wooded slopes and drainage dropping off to Shoal Creek below and to the west.

Land Use: Multi-family residential (MPC-4 0-24 du/ac). Transitional Use 1 (MPC-10), allowing development of Office 2 (0.5 FAR), Multi-family residential (0-48 du/ac) or Commercial-community (0.33 FAR) and Transitional Use 2 (MPC-11), which allows the same uses as Transitional I without Commercial use, and Parks and Open Space (MPC-14)

Acreage: Approx. 123 AC

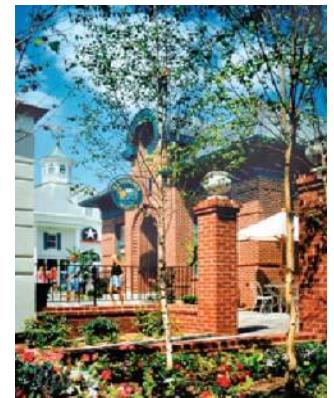
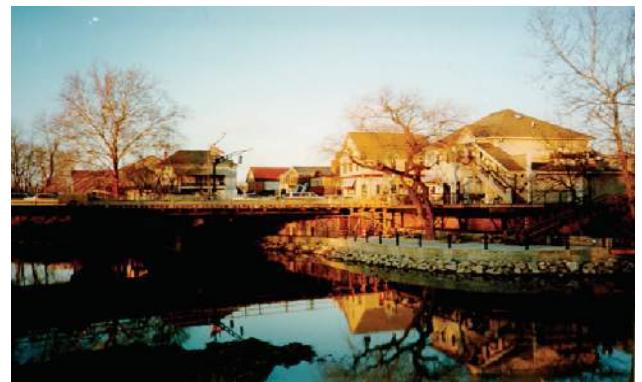
Trip Budget: 1,150

Community Facilities: Private open space in the form of urban plazas, multi-family residential recreational amenities or other designated private open space within wooded site drainage.

Infrastructure: Primary access is provided by NE 76th Street on the north and Shoal Creek Parkway to the east. An existing sanitary sewer trunk line is available to serve the Ridge in Shoal Creek. Water service can be provided from the existing main in Shoal Creek Parkway, while the storm drainage will be collected and conveyed west to Shoal Creek in existing drainage.

Community Design: The Creekside neighborhood is comprised of a collection of ridge top parcels that should each establish a distinctive identity, while supporting the overall cohesive character of Shoal Creek Valley.

Zoning	Area
MPC-4	Approx. 35 Acres
MPC-10	Approx. 43 Acres
MPC-11	Approx. 38 Acres
MPC-14	Approx. 7 Acres
Total	123 Acres



As the southwest gateway to the community, the Creekside Neighborhood provides the opportunity for a distinctive environment.



7. The Crossroads

The Crossroads neighborhood is comprised of the office and research and development parcels adjacent to the I-435/M152 interchange on the banks of Shoal Creek. Those freeway edge parcels offer high visibility sites for businesses, while providing the distinctive amenity of being adjacent to the Shoal Creek open space corridor.

Natural Features: Relatively flat, creekside meadows separated by the wooded slopes and drainage that rise from Shoal Creek to the Commons and other business-related neighborhoods on the uplands to the east.

Land Use: Office (MPC-13, 0.50 FAR), allowing development of office, research and development uses.

Acreage: Approx. 86 AC

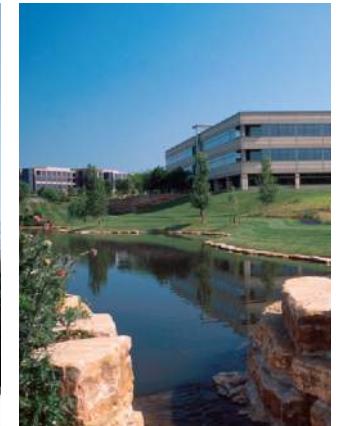
Trip Budget: 6,470 (for The Commons/Crossroads Area)

Community Facilities: Private open space corridor with public-use trail easements in the Shoal Creek floodplain and other private open space in the form of urban plazas, and office-related outdoor use areas.

Infrastructure: Primary access is provided by NE 76th Street on the south and a proposed loop collector connecting to the east adjacent to the Corporate Center neighborhood. An existing sanitary sewer trunk line is available to serve Crossroads in Shoal Creek. Water service can be provided with a looped extension from the existing main in Shoal Creek Parkway. Storm drainage will be collected and conveyed to detention basins within the Shoal Creek 100-year flood plain.

Community Design: The Crossroads neighborhood is comprised of a collection of parcels that together should establish a distinctive neighborhood identity, while supporting the overall cohesive character of Shoal Creek Valley.

Zoning	Area
MPC-13	Approx. 86 Acres
Total	86 Acres



The visibility from M-152 and I-435 at the Crossroads Neighborhood is ideal for commercial and office development.

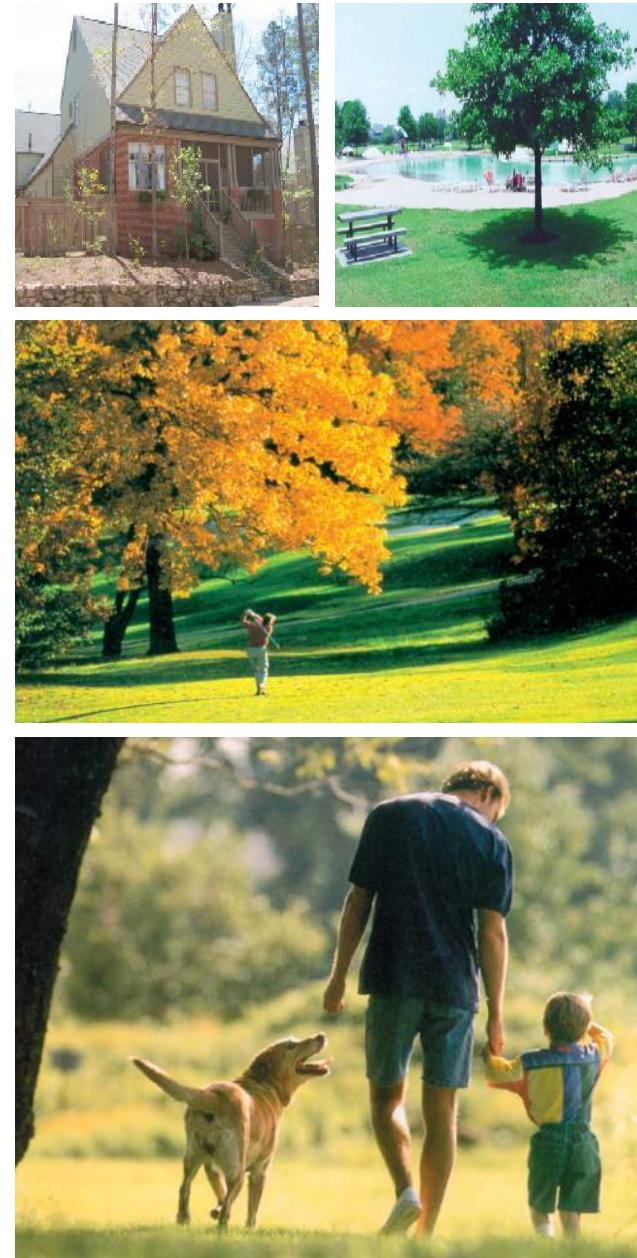
2. The Vision and Commitment to Community Building

In summary, the planning and development of Shoal Creek Valley is intended to create a comprehensive planned community that incorporates the following key elements;

- + A range of housing choices for all age groups.
- + Community facilities, parks and open space.
- + A business center.
- + A central mixed-use activity center and convenient commercial and retail uses to serve the needs of the community and the greater Northland area.

Of equal importance to these key planning elements is the commitment and desire of the Shoal Creek Valley Development Company, LLC (SCVDC) to provide the plan, space, land, entitlements and opportunity for individuals and businesses to join in this dramatic community-building endeavor. Without question, some of the most highly regarded and most livable communities began with a grand vision and plan. Those master planned communities that actually went beyond “the grand plan on paper” were those that were developed and built slowly, with care, and over time, by a wide variety of public and private groups and individuals.

SCVDC has committed the necessary time, resources and thought to providing this “opportunity” to create a very innovative and different community building enterprise for the Northland area. The actual implementation and realization of Shoal Creek Valley as a real place - a real community - and a living example of FOCUS will largely rely not only with SCVDC, but equally with the concerted commitment of the greater Northland community. To this end, the Shoal Creek Valley Community Plan is not a static or perfect document. It is a guideline, which will hopefully be revised, updated and improved over time to better reflect a common preferred future for a diversity of public and private uses.



Shoal Creek Valley is envisioned to provide a quality and diverse living environment.

LAND USE

SECTION 2





A. Overview

The Land Use Section is organized to first present the zoning of the site, beginning with the current zoning followed by an explanation of the proposed (MPC) zone district. Several market and development issues are then discussed which arise from the comprehensive and long-range nature of planning a community the size and complexity of Shoal Creek Valley.

A brief description of the proposed land uses for Shoal Creek Valley is provided with a plan illustrating general locations and general configurations of use areas. A series of development standard tables for each respective use sub-district follow that plan. The development standards prescribe the requirements that when applied to the designated use areas establish the development entitlements for that use and area.

Finally, goals, objectives and guiding principles for land use types are presented to guide future refinement of the land use element through the Neighborhood Plan and Final Plat/Final Plan process, or potential future Community Plan amendments.



B. Shoal Creek Valley Zoning

1. Existing Zoning Plan

From the initial planning process of 2000, all of Shoal Creek Valley was rezoned to MPC, Master Plan Community ([Refer to Exhibit F - Existing Zoning Map](#)). This strategy allows greater flexibility, allowing transitional and mixed uses in the way necessary to accommodate a long range development at this scale.

2. Proposed Zoning Plan

The Botham property (Zoned R1b and CP-2, north of NE 76th Street and east of Shoal Creek Parkway) is proposed to be rezoned to MPC as part of the Shoal Creek Valley Community ([Refer to Exhibit G - Proposed Zoning, page 2-2](#)). The Master Planned Community (MPC) Zone district designation was originally developed in order to achieve the Land Use goals, objectives and guiding principles for the SCVCP, fourteen (14) land use sub-districts are proposed that correspond with proposed land use designations. Those sub-districts are numbered 1-14, with the prefix MPC, and each describes the prescribed development standards that regulate permitted uses, intensity of use and site development.

Section 2 - Land Use

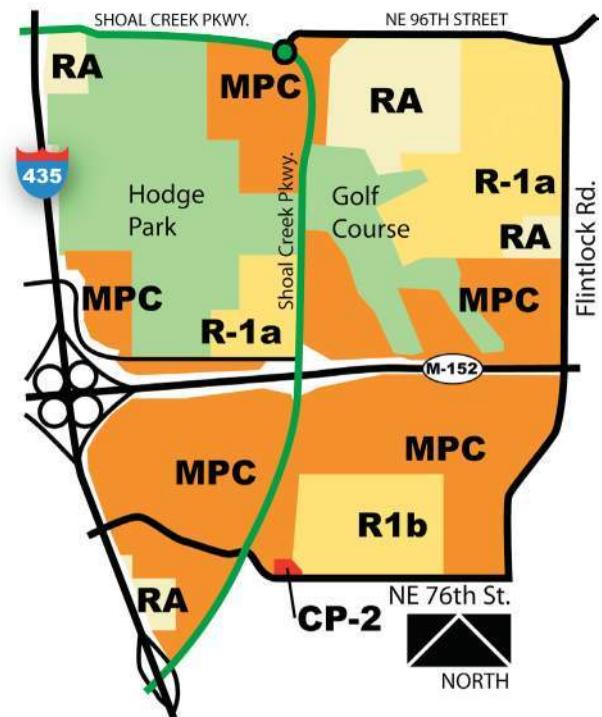
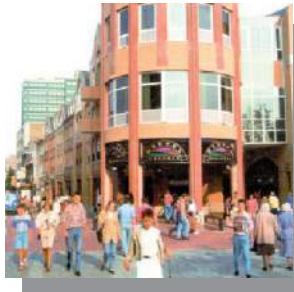


Exhibit F: Existing Zoning Map



C. Market and Development Issues

The unique scale of Shoal Creek Valley as a single, 1,742-acre parcel being planned in a comprehensive and integrated fashion provides tremendous opportunities in the creation of a cohesive new community within the Northland. Shoal Creek Valley can provide a wide range of uses, with complementary locations and relationships on the site.

The Shoal Creek Valley Community Plan includes three important planning concepts described below that are essential in achieving the purposes of the plan and the ability to serve as tools in adapting the plan to an ever changing market environment.

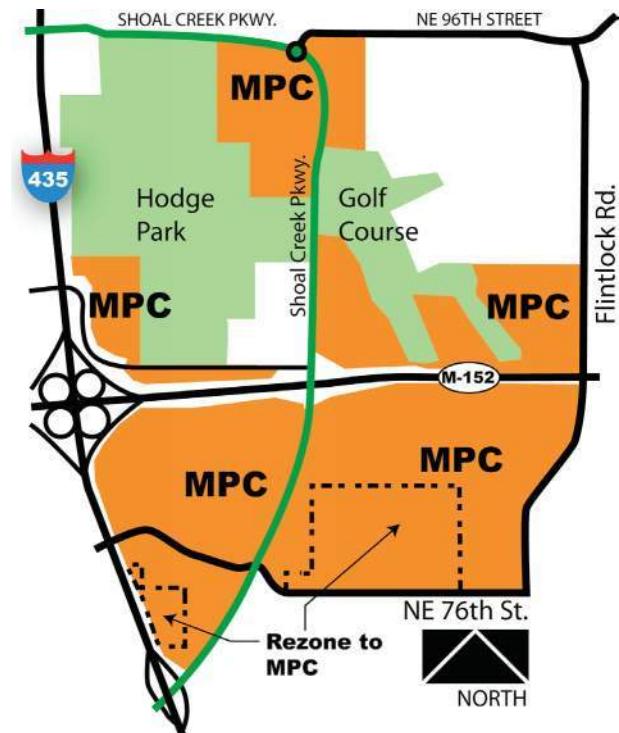
1. Mixed-Use

FOCUS Kansas City calls for designation of Mixed Use Centers that concentrate a range of uses in a small area to serve as community focal points and activity centers. Three categories of mixed-use center are described in FOCUS, based on the area they are intended to serve. The three categories identified are regional, community and neighborhood centers, with corresponding distinctions of use and development intensity.

The mixed-use concept is based on the principle of allowing different but complimentary uses to be “mixed” either vertically within the same building (e.g. residential or office uses above ground floor commercial shops) or in very close horizontal proximity (e.g. offices next door to apartments and restaurants). The provision for mixed-use areas furthers the goal of creating a pedestrian-oriented community by allowing people to “live, work and play” in the same relative area without total reliance on the automobile.

The Shoal Creek Commons is proposed as a Community Mixed-Use Center as the heart and focus of Shoal Creek Valley. Its location along Shoal Creek Parkway and NE 76th Street provides direct access from all neighborhoods in Shoal Creek Valley.

A Neighborhood Mixed-Use area is proposed within The Village Neighborhood to provide a neighborhood focal point in conjunction with an elementary school site and neighborhood public park. It should be located within walking distance of much of the neighborhood, south of State Highway 152 midway between Shoal Creek Parkway and Flintlock Road. Development standards to regulate mixed-use development (MPC-8, MPC-9) have been included among those for other land uses in Shoal Creek Valley. It is anticipated that mixed-use development will occur as a latter phase of community development. Due to potential changes in market conditions over that time frame, a commitment to a guaranteed ratio of specified uses has not been included in those standards.



Master Plan Community

Exhibit G : Proposed Zoning

2. Transitional Use

In considering the long-range time frame that a 1,742-acre new community will require for build-out, it is anticipated that there will be changes in development trends and market conditions that are impossible to foresee at this time. Therefore, designation of areas as Transitional Use, or flex areas where two or more prescribed uses are allowed but a commitment to the selection of a specific use or uses can be deferred until a time closer to actual development.

Prior to development in a Transitional sub-district a Neighborhood Plan must be prepared to designate development parcels and specify MPC sub-district uses. As with all Neighborhood Plans in Shoal Creek Valley, sufficient infrastructure capacities to support the proposed development must be demonstrated as part of the Neighborhood Plan as well as their connections to circulation, utilities and other community systems.

Two categories of Transitional Use are proposed in Shoal Creek Valley. The uses prescribed for Transitional Use-1 development are Community Commercial (MPC-7), Office-2 (MPC-13), and Multi-family Residential(MPC-5) land uses. There are no areas in Shoal Creek Valley exclusively reserved for Community Commercial (MPC-7) uses. That sub-district only occurs within the Transitional Use-1 category. The Transitional Use-2 sub-district is similar, including Office-2 (MPC-13) and Multi-family Residential (MPC-5) uses. Transitional Use sub-districts are predominantly located near the mixed-use Commons Neighborhood as supporting perimeter Neighborhoods. The eastern edge of The Village Neighborhood is also a designated Transitional Use sub-district due to its location at the intersection of State Highway 152 and Flintlock Road between the residential uses of The Village and commercial and multi-family uses of Willshire Plaza and Barry Pointe.

Development standards to regulate Transitional Use development (MPC-10, MPC-11) have been included among those for other land uses in Shoal Creek Valley as described in this section. Those standards incorporate by reference, the standards governing the sub-district use that is designated.

3. Density Transfer

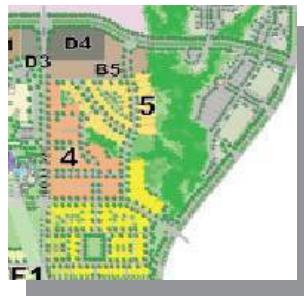
The third concept is density transfer. Density transfer occurs where maximum densities of dwelling units or commercial floor area are approved for each neighborhood in Shoal Creek Valley designated by the proposed land use (MPC sub-district). The distribution of those units may be shifted within a neighborhood based on market conditions. Proposed density transfers within a neighborhood must be depicted in the approved or amended Neighborhood Plan prior to the Final Plat. Transfer of density is not allowed between neighborhoods.



Density transfer allows for greater flexibility to respond to ever-changing market conditions and opportunities.

At the time of development, each Final Plat applicant will be responsible for providing an audit of the Neighborhood development to date to demonstrate that densities established at the Community and Neighborhood Plan levels have not been exceeded. Furthermore, the transfer of density shall not cause a specific parcel being platted to exceed the maximum density established for an MPC sub-district area in this Community Plan.

In the event that density transfer results in densities that exceed those of an adjacent existing use, a transitional buffer must be provided by the proposed development. Two types of buffer may be provided. The first provides an internal transitional density buffer that does not exceed the density of the existing use at the adjacent edge of the development. The second is provision of a landscaped setback buffer to provide physical separation and visual buffering. The planning and design of buffers is the responsibility of the developer of the proposed use and is subject to the approval of the Development Review Committee.



D. Proposed Land Uses in Shoal Creek Valley

1. **Proposed Land Use Plan**

The proposed SCVCP land use program calls for a full range of long-term land uses to address the needs of Shoal Creek Valley residents and to serve area residents in the greater Northland.

The mix of uses includes:

- + Residential - (low, medium and high densities).
- + Commercial.
- + Mixed-use.
- + Transitional use.
- + Office.
- + Parks and open space.

Those uses are illustrated on the Proposed Land Use Plan ([Refer to Exhibit H - Proposed Land Use Plan , page 2-6](#)) which depicts the general location and approximate configuration of use areas. A detailed Land Use Summary table is included on the Neighborhood Summaries on pages 1-8 through 1-14.

Section 2 - Land Use



Shoal Creek Valley is envisioned to be a community of amenities.

2. Calculation of Land Use Densities

Densities expressed for the proposed land uses in this Community Plan are based on net lot area calculations (exclusive of public street rights-of-way) for dwelling units per acre (du/ac) for residential uses. Non-residential use densities are expressed using the term floor area ratio (FAR). The floor area ratio represents the gross floor area of proposed development (on all floors) as a ratio to the total lot area. Since the use areas designated in the Community Plan do not yet have street rights-of-way delineated within them (and therefore subtracted from the development area), it is not possible to accurately calculate the actual total number of dwelling units or non-residential floor area proposed for Shoal Creek Valley. Actual dwelling unit counts and non-residential floor areas for each development area will be identified at the Neighborhood Plan and Final Plat in conformance with the density limits established by this Community Plan.

3. Parks, Recreation and Open Space

Proposed land uses for Shoal Creek Valley include a sub-district described as Parks and Open Space (MPC-14). It includes those designated park areas and open space corridors that serve as important neighborhood focal points or corridors that provide connections between neighborhoods. Additional parks and open space areas are planned for, within proposed development sub-districts, and are further described in Section Three / Community Facilities, Parks and Open Space. The Neighborhood Plan will identify those open space areas to be used to qualify for private open space as per Section 66-128 (or Section 88-405-17) of the Subdivision Regulations. The developer will keep a 'running total' chart with each residential final plat which shows the number of residential units and the amount of private open space for parkland purposes required and provided.

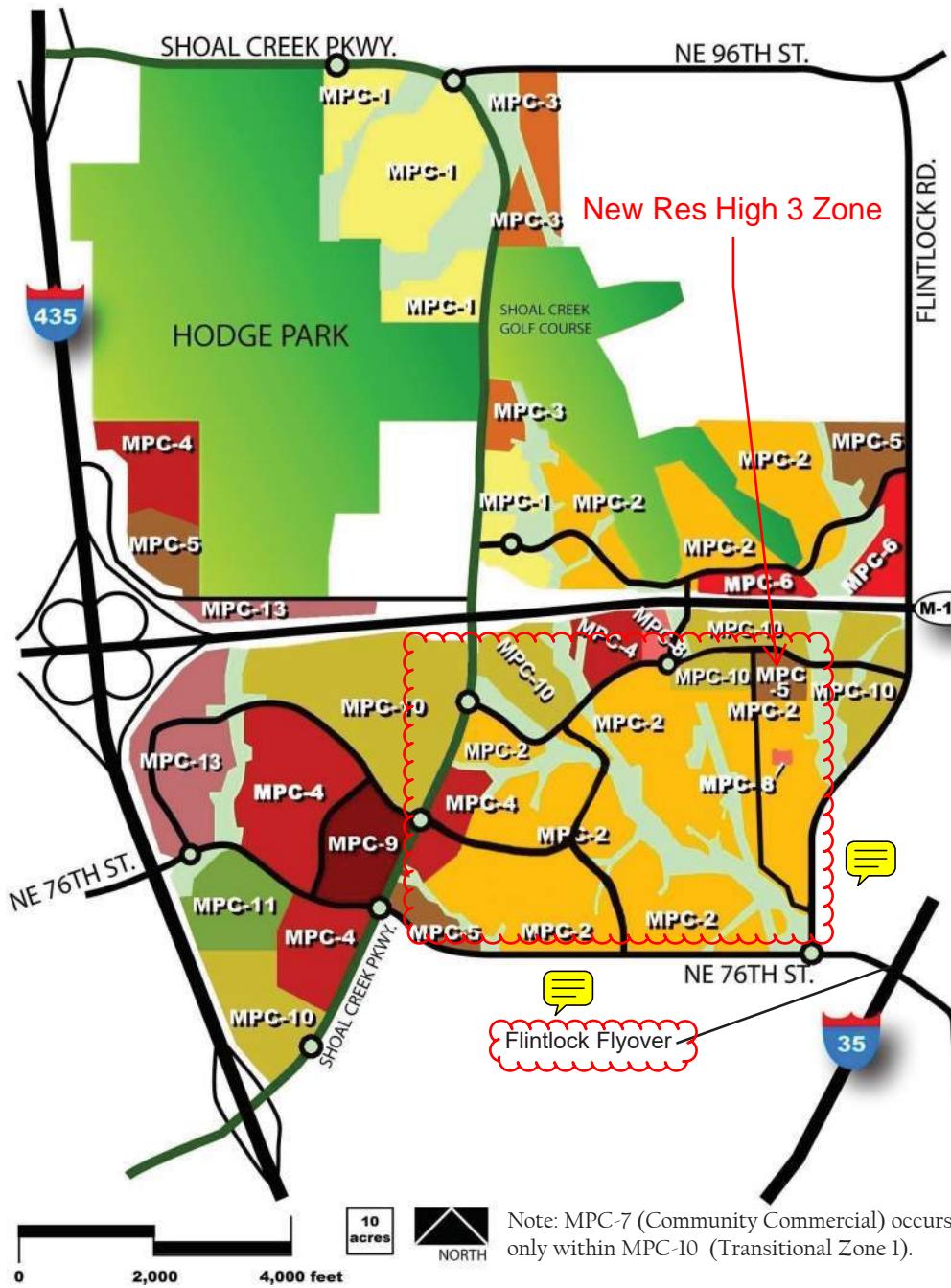
4. Development Standards

In order to provide orderly development of the land uses proposed for Shoal Creek Valley, development standards have been proposed to regulate development within each of the fourteen (14) land use sub-districts. Those standards have been organized in a one-page per sub-district format and follow the Proposed Land Use Plan in this section. Each has been color coded to correspond with the land use sub-district shown on the Proposed Land Use Plan.



Shoal Creek Valley affords the opportunity to build the 'bridge' between Kansas City's past and it's future by blending current trends with the timeless principles of neighborhood and community-building.

Exhibit H: Proposed Land Use Plan



MPC-1 Residential Low 0 to 3 du/acres	MPC-9 Community Mixed-Use Commercial: 1.00 FAR Residential: 0 to 12 du/acre
MPC-2 Residential Medium 0 to 8 du/acres	MPC-10 Transitional 1 Office: MPC-13: 0.5 FAR Residential: MPC 5: 0-48 du/acre Commercial MPC-7: 0.33 FAR
MPC-3 Residential High 1 0 to 12 du/acres	MPC-11 Transitional 2 Office: MPC-13: 0.5 FAR Residential: MPC 5: 0-48 du/acre
MPC-4 Residential High 2 0 to 24 du/acres	MPC-12 Office 1 0.33 FAR
MPC-5 Residential High 3 0 to 48 du/acres	MPC-13 Office 2 0.5 FAR
MPC-6 Neighborhood-Commercial 0.33 FAR	MPC-14 Parks and Open Space
MPC-7 Community-Commercial 0.33 FAR	Parks & Recreation
MPC-8 Neighborhood Mixed-Use Commercial: 0.50 FAR Residential: 0 to 12 du/acre	Updated - August 2025
	Updated - August 2015



E. Land Use Goals, Objectives and Guiding Principles

This section of the Community Plan sets forth the location, character and intensity of land uses envisioned for Shoal Creek Valley. In addition it outlines those guiding principles required to achieve a new kind of community in the Northland, one which addresses issues outlined in the future growth of the community.

For this reason, the Plan calls for a mixed-use component in a compact urban pattern that will contribute in helping to create a sense of community, encourage pedestrian activity and enhance the quality of life in the area as a whole. Together with the Community Design section, the Land Use section establishes specific criteria necessary for planning objectives and principles to be achieved.

The primary goal of the Shoal Creek Valley Community Land Use Plan should be to establish a balanced community with a mixture of uses and a pedestrian-oriented central area.

Development of the Northland as individual subdivisions and commercial projects has the potential to produce a development pattern that is not responsive to many of the issues identified in FOCUS Kansas City. The comprehensive planning of Shoal Creek Valley calls for a pattern of development which builds upon some of the special qualities found in the Northland today and draws upon lessons learned from other planned communities, while at the same time addresses modern planning issues in an innovative and creative fashion. It establishes an efficient use of land for development in an area that has been designated for future growth of the city and is served by an existing transportation network and recreational amenities. It further provides for a mix of uses that gives the opportunity to create a more compact, self-sufficient community that is integrated with the existing developed area and preserves natural areas along ravines and drainage ways.

1. Residential Land Use Objectives and Guiding Principles

The primary residential land use objective is to provide for predominantly residential uses in Shoal Creek Valley, organized into five residential neighborhoods, each with an identifiable theme and image.

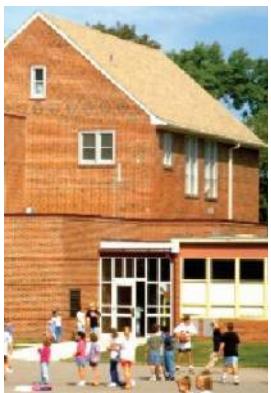


A diverse mix of housing types and neighborhood environments will create a dynamic community throughout Shoal Creek Valley.

Residential planning and design principles include:

- + Encourage a well-blended mixture of residential densities and unit types;
- + Ensure that single family residential uses occupy the major share of the overall residential program to maintain a single-family character in the area;
- + Locate residential uses in less-steep, tops and shoulders of hills that accommodate access while preserving wooded hillsides and drainage ways;
- + Locate higher density residential areas near or adjacent to the Commons, commercial uses and recreational amenities;
- + Locate moderate density residential areas near or with easy access to Shoal Creek Parkway and/or Flintlock Road;
- + Locate lower density residential areas in physically secluded sites, farther from the Shoal Creek Commons;
- + Locate multi-family parcels where they can best benefit from community amenities, where access to highway connections and community facilities is good and where assembly of land can be accommodated;
- + Provide senior housing sites in the community to provide a multi-generational mix of residents and the opportunity for long-term residents to remain in the community;
- + Provide for community mixed-use (residential, commercial, office) development;
- + Provide for centrally located neighborhood mixed-use (residential, commercial, office) development within moderate density residential areas; and
- + Require that new residential development meet high standards of quality.

Section 2 - Land Use



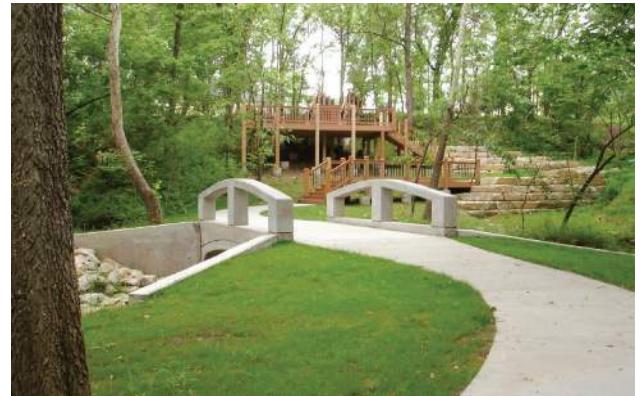
A mix of uses within Shoal Creek Valley can provide the setting for the live, work, and play experience.

2. Non-Residential Land Use Objectives and Guiding Principles

Non-residential objectives relate to a broad range of uses, including mixed-use and retail shopping facilities for the local residents, commercial uses, offices and community facilities. The primary non-residential land use objective should be to develop a pedestrian-oriented activity center with the The Commons Neighborhood as its center to serve as a shopping, social and recreational activity center for the surrounding residential and business community.

Non-residential planning and design principles related to that objective are:

- + Provide for a concentration and mixture of uses. In addition, create an appropriate environment for the inclusion nearby of higher density single family residential, multi-family, senior housing, business uses, a central open space and community facilities;
- + Place emphasis on pedestrian activities, linkages and a wide range of community facilities for public and civic use within Shoal Creek Valley;
- + Establish an attractive image and identity for The Shoal Creek Valley Community through unique configuration of streets and open spaces. Maintain design guidelines that establish a consistent character and quality standard for buildings and streetscapes;
- + Provide commercial development in mixed use centers (community and neighborhood) designated by the Community Plan for that purpose;
- + Provide for general commercial uses at specific locations near the intersection of Flintlock Road with State Highway 152. Provide safe and defined pedestrian crossings that link the north and south portions of the Shoal Creek Valley Community across State Highway 152;
- + Establish a major new employment center in Shoal Creek Valley comprised of commercial retail, office and corporate campus uses which will provide the opportunity to improve the area jobs/housing balance over time. Corporate campus uses may include uses such as offices, businesses/manufacturers oriented towards technology products, and other entities having a primary office with support facilities that provide employment in the 'clean' industry. Businesses and uses that would typically be classified in a light industrial category would not be appropriate for the neighborhood;
- + Locate the employment center between the State Highway 152 and Interstate 435 regional interchange and Shoal Creek Parkway; and
- + Provide for a variety of retail, office and corporate campus uses in the employment center.



A mix of uses within Shoal Creek Valley can provide the setting for the live, work, and play experience.

Development Standards: MPC-1

MPC-1	Land Use Category: MPC-1 Residential Low (0-3 du/ac)																
Primary Land Use:	One-family dwellings and accessory uses. Refer to associated Neighborhood Plan for detailed architectural guidelines.																
Secondary / Support Uses:	Public and privately owned parks and recreation areas, golf courses, community center buildings, police and fire stations, churches, synagogues and schools.																
Maximum Allowable Res. Density:	3.0 du/ac																
Minimum Lot Area:	NA																
Maximum Building Height:	35 ft.																
Off-Street parking Requirements (min):	Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Garages Driveways	<table> <thead> <tr> <th></th> <th>Front</th> <th>Side</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>20 ft.</td> <td>5 ft.</td> <td>20 ft.</td> </tr> <tr> <td>20 ft.</td> <td>5 ft.</td> <td>10 ft.</td> </tr> <tr> <td>20 ft.</td> <td>5 ft.</td> <td>5 ft.</td> </tr> <tr> <td>10 ft.</td> <td>0 ft.</td> <td>5 ft.</td> </tr> </tbody> </table> Corner lot building setback: Shoal Creek Parkway frontage:		Front	Side	Rear	20 ft.	5 ft.	20 ft.	20 ft.	5 ft.	10 ft.	20 ft.	5 ft.	5 ft.	10 ft.	0 ft.	5 ft.
	Front	Side	Rear														
20 ft.	5 ft.	20 ft.															
20 ft.	5 ft.	10 ft.															
20 ft.	5 ft.	5 ft.															
10 ft.	0 ft.	5 ft.															
*Shall conform to most currently adopted Building Code.	Front setback applied to corner side setback. 30 feet minimum building setback.																
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																
Minimum Access Requirement:	Public or private local street.																

Development Standards: MPC-2

MPC-2	Land Use Category: MPC-2 Residential Medium (0-8 du/ac)																				
Primary Land Use:	One-family attached and detached dwellings and accessory uses, development conforming to MPC-1 subdistrict. Refer to associated Neighborhood Plan for detailed architectural guidelines.																				
Secondary / Support Uses:	Secondary for sale or for rent dwelling units over garages, public and privately owned parks and recreation areas, golf courses, community center buildings, police and fire stations, churches, synagogues and schools.																				
Maximum Allowable Res. Density:	8.0 du/ac																				
Minimum Lot Area:	NA																				
Maximum Building Height:	35 ft.																				
Off-Street Parking Requirements (min):	Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																				
Min. Building Setbacks from property lines:* Primary Structures Accessory Structures Garages Driveways	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center; width: 33.33%;"></th><th style="text-align: center; width: 33.33%;">Front</th><th style="text-align: center; width: 33.33%;">Side</th><th style="text-align: center; width: 33.33%;">Rear</th></tr> </thead> <tbody> <tr> <td style="text-align: left;">Primary Structures</td><td style="text-align: center;">10 ft.</td><td style="text-align: center;">5 ft.*</td><td style="text-align: center;">15 ft.</td></tr> <tr> <td style="text-align: left;">Accessory Structures</td><td style="text-align: center;">20 ft.</td><td style="text-align: center;">5 ft.</td><td style="text-align: center;">5 ft.</td></tr> <tr> <td style="text-align: left;">Garages</td><td style="text-align: center;">10 ft.</td><td style="text-align: center;">5 ft.</td><td style="text-align: center;">5 ft.</td></tr> <tr> <td style="text-align: left;">Driveways</td><td style="text-align: center;">10 ft.</td><td style="text-align: center;">0 ft.</td><td style="text-align: center;">5 ft.</td></tr> </tbody> </table>		Front	Side	Rear	Primary Structures	10 ft.	5 ft.*	15 ft.	Accessory Structures	20 ft.	5 ft.	5 ft.	Garages	10 ft.	5 ft.	5 ft.	Driveways	10 ft.	0 ft.	5 ft.
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Corner lot building setback: Shoal Creek Parkway frontage:	Front setback applied to corner side setback. 30 ft. minimum building setback.																				
*Shall conform to most currently adopted Building Code.	*0-Lot line configurations allowed with 10 ft. opposing side setback.																				
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																				
Minimum Access Requirement:	Public or private local street.																				

Development Standards: MPC-3

MPC-3	Land Use Category: MPC-3 Residential High 1 (0-12 du/ac)																				
Primary Land Use:	Attached and detached dwellings and accessory uses, development confirming to MPC-1 and 2 subdistricts. Refer to associated Neighborhood Plan for detailed architectural guidelines.																				
Secondary / Support Uses:	Public and privately owned parks and recreation areas, golf courses, community center buildings, police and fire stations, churches, synagogues and schools.																				
Maximum Allowable Res. Density:	12 du/ac																				
Minimum Lot Area:	NA																				
Maximum Building Height:	45 ft.																				
Off-Street Parking Requirements (min):	Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																				
Min. Building Setbacks from property lines:* Primary Structures Accessory Structures Garages Parking Lots and Driveways	<table> <thead> <tr> <th></th> <th>Front</th> <th>Side</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Primary Structures</td> <td>10 ft.</td> <td>5 ft.</td> <td>30 ft.</td> </tr> <tr> <td>Accessory Structures</td> <td>20 ft.</td> <td>5 ft.</td> <td>10 ft.</td> </tr> <tr> <td>Garages</td> <td>20 ft.</td> <td>5 ft.</td> <td>5 ft.</td> </tr> <tr> <td>Parking Lots and Driveways</td> <td>10 ft.</td> <td>0 ft.</td> <td>5 ft.</td> </tr> </tbody> </table>		Front	Side	Rear	Primary Structures	10 ft.	5 ft.	30 ft.	Accessory Structures	20 ft.	5 ft.	10 ft.	Garages	20 ft.	5 ft.	5 ft.	Parking Lots and Driveways	10 ft.	0 ft.	5 ft.
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Garages	20 ft.	5 ft.	5 ft.																		
Parking Lots and Driveways	10 ft.	0 ft.	5 ft.																		
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*Shall conform to most currently adopted Building Code.																					
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)	30%																				
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																				
Minimum Access Requirement:	Public or private local street.																				

Development Standards: MPC-4

MPC-4	Land Use Category: MPC-4 Residential High 2 (0-24 du/ac)																
Primary Land Use:	One-family attached dwellings, multi-family dwellings and accessory uses, development conforming to MPC 1-3 subdistricts. Refer to associated Neighborhood Plan for detailed architectural guidelines.																
Secondary / Support Uses:	Public and privately owned parks and recreation areas, golf courses, community center buildings, police and fire stations, churches, synagogues and schools.																
Maximum Allowable Res. Density:	24 du/ac																
Minimum Lot Area:	NA																
Maximum Building Height:	55 ft.																
Off-Street Parking Requirements (min):	Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																
Min. Building Setbacks from property lines:* Primary Structures Accessory Structures Driveways	<table> <thead> <tr> <th style="width: 33.33%;"></th> <th style="width: 33.33%;">Front</th> <th style="width: 33.33%;">Side</th> <th style="width: 33.33%;">Rear</th> </tr> </thead> <tbody> <tr> <td>10 ft.</td> <td>10 ft.</td> <td>10 ft.</td> <td></td> </tr> <tr> <td>10 ft.</td> <td>5 ft.</td> <td>10 ft.</td> <td></td> </tr> <tr> <td>10 ft.</td> <td>5 ft.</td> <td>5 ft.</td> <td></td> </tr> </tbody> </table> <p style="text-align: center;">15 ft. min. separation between parking and buildings.</p>		Front	Side	Rear	10 ft.	10 ft.	10 ft.		10 ft.	5 ft.	10 ft.		10 ft.	5 ft.	5 ft.	
	Front	Side	Rear														
10 ft.	10 ft.	10 ft.															
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10 ft.	5 ft.	5 ft.															
Corner lot building setback: Shoal Creek Parkway frontage:	Front setback applied to corner side setback. 30 ft. minimum building setback.																
*Shall conform to most currently adopted Building Code.																	
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)	30%																
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																
Minimum Access Requirement:	Public local street.																

Development Standards: MPC-5

MPC-5		Land Use Category: MPC-5 Residential High 3 (0-48 du/ac)																
Primary Land Use:		Multi-family dwellings and accessory uses, development conforming to MPC 1-4 sub-districts. Refer to associated Neighborhood Plan for detailed architectural guidelines.																
Secondary / Support Uses:		Public and privately owned parks and recreation areas, golf courses, community center buildings, police and fire stations, churches, synagogues and schools.																
Maximum Allowable Res. Density:		48 du/ac																
Minimum Lot Area:		NA																
Maximum Building Height:		120 ft.																
Off-Street Parking Requirements (min):		Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																
Min. Building Setbacks from property lines:* Primary Structures Accessory Structures Driveways		<table> <thead> <tr> <th></th> <th>Front</th> <th>Side</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Primary Structures</td> <td>10 ft.</td> <td>10 ft.</td> <td>10 ft.</td> </tr> <tr> <td>Accessory Structures</td> <td>10 ft.</td> <td>5 ft.</td> <td>10 ft.</td> </tr> <tr> <td>Driveways</td> <td>10 ft.</td> <td>5 ft.</td> <td>5 ft.</td> </tr> </tbody> </table> 15 ft. min. separation between parking and buildings.		Front	Side	Rear	Primary Structures	10 ft.	10 ft.	10 ft.	Accessory Structures	10 ft.	5 ft.	10 ft.	Driveways	10 ft.	5 ft.	5 ft.
	Front	Side	Rear															
Primary Structures	10 ft.	10 ft.	10 ft.															
Accessory Structures	10 ft.	5 ft.	10 ft.															
Driveways	10 ft.	5 ft.	5 ft.															
Corner lot building setback: Shoal Creek Parkway frontage:		Front setback applied to corner side setback. 30 feet minimum building setback.																
*Shall conform to most currently adopted Building Code.																		
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)		25%																
Entry Monumentation and Signage:		Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																
Minimum Access Requirement:		Public local street.																

Development Standards: MPC-6

MPC-6		Land Use Category: MPC-6 Neighborhood Commercial
Primary Land Use:		Neighborhood serving commercial retail uses including restaurants, specialty food and liquor stores, dry goods, small appliances sales and service, personal services, florists, dry cleaners, video rentals and sales, day care, art and instructional studios, and banks with drive up services. Neighborhood serving commercial office uses including all professional offices i.e., veterinary clinics, business or commercial schools, clubs, and meeting facilities. Refer to associated Neighborhood Plan for detailed architectural guidelines.
Secondary / Support Uses:		Other retail business activities of the character enumerated above, not included in any other classification.
Floor Area Ratio:		0.33 FAR
Minimum Lot Area:		NA
Maximum Floor Area per single user:		20,000 sf
Maximum Building Height:		35 ft.
Off-Street Parking Requirements (min):		Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.
Drive Through Facilities:		Up to 5 lanes and no fewer than 3 stacking spaces per lane.
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Driveways		Front Side Rear 20 ft. 10 ft. 15 ft. 20 ft. 5 ft. 10 ft. 10 ft. 5 ft. 5 ft. 15 ft. min. separation between parking and buildings.
Corner lot building setback: Shoal Creek Parkway frontage: *Shall conform to most currently adopted Building Code.		Front setback applied to corner side setback. 30 feet minimum building setback.
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)		15%
Entry Monumentation and Signage		Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.
Minimum Access Requirement:		Public collector street.

MPC-7		Land Use Category: MPC-7 Community Commercial																
Primary Land Use:		Community serving commercial retail uses including any development conforming to MPC-6 subdistrict, grocery and hardware stores, restaurants and banks (with drive-through services), launderettes, auto repairs and detailing (all repair and storage indoors). Community serving commercial office uses including all professional offices, i.e., veterinary clinics, business or commercial schools, clubs and meeting facilities. Refer to associated Neighborhood Plan for detailed architectural guidelines.																
Secondary / Support Uses:		Other retail business activities of the character enumerated above, including hospitality, not included in any other classification.																
Floor Area Ratio:		0.33 FAR																
Minimum Lot Area:		NA																
Maximum Floor Area per single user:		200,000 sf (total for all floors)																
Maximum Building Height:		45 ft.																
Off-Street Parking Requirements (min):		Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																
Drive Through Facilities:		Up to 5 lanes and no fewer than 3 stacking spaces per lane.																
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Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)		10%																
Entry Monumentation and Signage:		Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																
Minimum Access Requirement:		Public collector street.																

Development Standards: MPC-8

MPC-8	Land Use Category: MPC-8 Neighborhood Mixed-Use																
Primary Land Use:	Residential (0-12 du/ac), neighborhood shopping, elementary schools, professional office, day care, beauty/personal services, police and fire stations. Refer to associated Neighborhood Plan for detailed architectural guidelines.																
Secondary / Support Uses:	Restaurants, small retail stores, gyms/health clubs, residential (0-8 du/ac), religious facilities, real estate office, convenience store (no gas pumps or drive-thru windows), hospitality.																
Land Use Mix:	To be designated in the Neighborhood Plan.																
Commercial Floor Area Ratio:	0.5 FAR																
Maximum Building Height:	55 ft.																
Off-Street Parking Requirements (min):	Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 33%;"></th><th style="text-align: center; width: 33%;">Front Build To</th><th style="text-align: center; width: 33%;">Side</th><th style="text-align: center; width: 33%;">Rear</th></tr> </thead> <tbody> <tr> <td></td><td style="text-align: center;">0 ft.</td><td style="text-align: center;">0 ft.</td><td style="text-align: center;">15 ft.</td></tr> <tr> <td></td><td style="text-align: center;">20 ft.</td><td style="text-align: center;">5 ft.</td><td style="text-align: center;">10 ft.</td></tr> <tr> <td></td><td style="text-align: center;">10 ft.</td><td style="text-align: center;">5 ft.</td><td style="text-align: center;">5 ft.</td></tr> </tbody> </table>		Front Build To	Side	Rear		0 ft.	0 ft.	15 ft.		20 ft.	5 ft.	10 ft.		10 ft.	5 ft.	5 ft.
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Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																
Minimum Access Requirement:	Public local street.																

Development Standards: MPC-9

MPC-9		Land Use Category: MPC-9 Community Mixed-Use												
Primary Land Use:		Residential (12 du/ac), cultural facilities, colleges/universities, government agencies, financial institutions with no drive-through facilities, hospitals, community shopping, multi-tenant (professional) office, police and fire stations. Refer to associated Neighborhood Plan for detailed architectural guidelines.												
Secondary / Support Uses:		Hotels, indoor amusements, movie theaters, restaurants, neighborhood shopping, small retail stores, day care, beauty/personal services, gyms/health clubs, residential (0-12 du/ac), secondary schools, religious facilities, general office, real estate office, medical facilities, convenience store (no gas pumps or drive-thru windows).												
Conditional Use:		Financial institutions with drive through facilities.												
Land Use Mix:		To be designated in the Neighborhood Plan.												
Commercial Floor Area Ratio:		1.0 FAR												
Maximum Building Height:		175 ft.												
Off-Street Parking Requirements (min): (combination of on-street, stacked beneath building, shared)		Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.												
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways Corner lot building setback: Shoal Creek Parkway frontage: *Shall conform to most currently adopted Building Code.		<table> <thead> <tr> <th>Front Build To</th> <th>Side</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>10 ft.</td> <td>0 ft.</td> <td>15 ft.</td> </tr> <tr> <td>20 ft.</td> <td>5 ft.</td> <td>10 ft.</td> </tr> <tr> <td>10 ft.</td> <td>5 ft.</td> <td>5 ft.</td> </tr> </tbody> </table> Front setback applied to corner side setback. 30 feet minimum building setback.	Front Build To	Side	Rear	10 ft.	0 ft.	15 ft.	20 ft.	5 ft.	10 ft.	10 ft.	5 ft.	5 ft.
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Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)		10%												
Entry Monumentation and Signage:		Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.												
Minimum Access Requirement:		Public local street.												

Development Standards: MPC-10

MPC-10	Land Use Category: MPC-10 Transitional 1
Primary Land Use:	Residential (MPC-5) Office (MPC-13) Commercial (MPC-7) Refer to associated Neighborhood Plan for detailed architectural guidelines.
Secondary / Support Uses:	Hotels, indoor amusements, movie theaters, restaurants, neighborhood shopping, small retail stores, day care, beauty/personal services, gyms/health clubs, residential (0-12 du/ac), secondary schools, religious facilities, general office, real estate office, medical facilities, convenience store (no gas pumps or drive-thru windows).
Maximum Allowable Development or Maximum Allowable Res. Density or Commercial Floor Area Ratio:	Per primary use MPC district.
Minimum Lot Area:	Per primary use MPC district.
Maximum Building Height:	Per primary use MPC district.
Off-Street Parking Requirements (min):	Per primary use MPC district.
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways Corner lot building setback: Shoal Creek Parkway frontage:	Per primary use MPC district.
*Shall conform to most currently adopted Building Code.	
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)	Per primary use MPC district.
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.
Minimum Access Requirement:	Public local street.

Development Standards: MPC-11

MPC-11	Land Use Category: MPC-11 Transitional 2
Primary Land Use:	Multi-family residential (MPC-5) Office (MPC-13) Refer to associated Neighborhood Plan for detailed architectural guidelines.
Secondary / Support Uses:	Per primary use MPC district.
Maximum Allowable Development or Maximum Allowable Res. Density or Commercial Floor Area Ratio:	Per primary use MPC district.
Minimum Lot Area:	Per primary use MPC district.
Maximum Building Height:	Per primary use MPC district.
Off-Street Parking Requirements (min):	Per primary use MPC district.
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways Corner lot building setback: Shoal Creek Parkway frontage: *Shall conform to most currently adopted Building Code.	Per primary use MPC district.
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)	Per primary use MPC district.
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.
Minimum Access Requirement:	Public local street.

Development Standards: MPC-12

MPC-12		Land Use Category: MPC-12 Office 1																	
Primary Land Use:		Office, research and development, office/warehouse, light assembly. Refer to associated Neighborhood Plan for detailed architectural guidelines.																	
Secondary / Support Uses:		No exterior storage.																	
Maximum Allowable Development or Maximum Allowable Res. Density or Commercial Floor Area Ratio:		0.33 FAR																	
Minimum Lot Area:		NA																	
Maximum Building Height:		35 ft.																	
Off-Street Parking Requirements (min):		Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.																	
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways		<table> <thead> <tr> <th></th> <th>Front</th> <th>Side</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Primary Structures</td> <td>15 ft.</td> <td>8 ft.</td> <td>30 ft.</td> </tr> <tr> <td>Accessory Structures</td> <td>20 ft.</td> <td>5 ft.</td> <td>10 ft.</td> </tr> <tr> <td>Parking lots and Driveways</td> <td>10 ft.</td> <td>5 ft.</td> <td>5 ft.</td> </tr> </tbody> </table> Corner lot building setback: Shoal Creek Parkway frontage:		Front	Side	Rear	Primary Structures	15 ft.	8 ft.	30 ft.	Accessory Structures	20 ft.	5 ft.	10 ft.	Parking lots and Driveways	10 ft.	5 ft.	5 ft.	Front setback applied to corner side setback. 30 feet minimum building setback.
	Front	Side	Rear																
Primary Structures	15 ft.	8 ft.	30 ft.																
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Parking lots and Driveways	10 ft.	5 ft.	5 ft.																
*Shall conform to most currently adopted Building Code.																			
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)		15%																	
Entry Monumentation and Signage:		Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																	
Minimum Access Requirement:		Public local street																	

MPC-13		Land Use Category: MPC-13 Office 2	
Primary Land Use:	Corporate office, multi-tenant (professional) office. Refer to associated Neighborhood Plan for detailed architectural guidelines.		
Secondary / Support Uses:	No exterior storage.		
Commercial Floor Area Ratio:	0.5 FAR		
Minimum Lot Area:	NA		
Maximum Building Height:	175 ft.		
Off-Street Parking Requirements (min):	Parking shall conform to Section 88:420 of the Zoning Ordinance. Shared parking is encouraged.		
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways	Front 15 ft. 30 ft. 10 ft.	Side 8 ft. 20 ft. 5 ft.	Rear 30 ft. 10 ft. 5 ft.
Corner lot building setback: Shoal Creek Parkway frontage:	Front setback applied to corner side setback. 30 feet minimum building setback.		
*Shall conform to most currently adopted Building Code.			
Minimum Landscaped Area: (excludes building footprint, parking lot, driveway)	15%		
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.		
Minimum Access Requirement:	Public local street.		

MPC-14	Land Use Category: MPC-14 Parks and Open Space																
Primary Land Use:	Public and privately owned parks and recreation areas, golf courses, trails, community center buildings, natural habitat areas, floodplains. Refer to associated Neighborhood Plan for detailed architectural guidelines.																
Secondary / Support Uses:	Public utilities transmission facilities, storm water management facilities.																
Maximum Allowable Development:	NA																
Minimum Lot Area:	NA																
Maximum Building Height:	35 ft.																
Off-Street Parking Requirements (min):	NA																
Minimum Building Setbacks from property lines:* Primary Structures Accessory Structures Parking lots and Driveways	<table> <thead> <tr> <th></th> <th>Front</th> <th>Side</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>Primary Structures</td> <td>20 ft.</td> <td>10 ft.</td> <td>30 ft.</td> </tr> <tr> <td>Accessory Structures</td> <td>20 ft.</td> <td>5 ft.</td> <td>10 ft.</td> </tr> <tr> <td>Parking lots and Driveways</td> <td>NA</td> <td>5 ft.</td> <td>5 ft.</td> </tr> </tbody> </table>		Front	Side	Rear	Primary Structures	20 ft.	10 ft.	30 ft.	Accessory Structures	20 ft.	5 ft.	10 ft.	Parking lots and Driveways	NA	5 ft.	5 ft.
	Front	Side	Rear														
Primary Structures	20 ft.	10 ft.	30 ft.														
Accessory Structures	20 ft.	5 ft.	10 ft.														
Parking lots and Driveways	NA	5 ft.	5 ft.														
Corner lot building setback: Shoal Creek Parkway frontage:	Front setback applied to corner side setback. 30 feet minimum building setback.																
*Shall conform to most currently adopted Building Code.																	
Minimum Landscaped Area:	NA																
Entry Monumentation and Signage:	Refer to Section 88:45 of the Zoning Ordinance for signage requirements, excluding the Village and Preserve Neighborhoods where signage is allowed as previously approved by their respective Neighborhood Plans.																
Minimum Access Requirement:	12' (min.) width paved public street, private street or 8' (min.) pedestrian trail																

- + All new development must meet adopted 2006 building code requirements, which requires a 5-foot minimum setback of building projections from the setback line. Projections may be closer than 5-feet, if the construction meets fire rated and all other requirements, as identified in the 2006 building code.
- + For non-residential MPC districts, shared-use parking strategies should be encouraged to serve two or more individual land uses either on the same site or from nearby sites taking advantage of different peak parking characteristics that vary by time of day, day of week, and/or season of year. Shared parking criteria should be established within the individual Neighborhood Plans. Shared use parking strategies can provide advantages such as:
 1. Reduction in total number of parking spaces for certain properties in cases where a mix of adjacent uses have varying peak periods of parking demand;
 2. Reduction in overall amount of paved surface (impermeable surface);
 3. Reduction of storm water runoff;
 4. Preserves more land for green space or development density;
 5. Encourage more compact development and efficient use of land;
 6. Help reduce development and maintenance costs;
 7. Help develop better potential for transit;
 8. Promote pedestrian and bicycle trips;
 9. Reducing dependence on private vehicles; and,
 10. Help increase communication and coordination between parking 'neighbors'.

Table: Applicable Standards for Development

	Newly Annexed Property (Botham Property & additional 30 acres in Creekside)	All Other Property
APWA 5600 Standards	Standards Effective 10/9/2006	Standards Effective 3/21/1990
Stream Buffer Ordinance No. 080736 (Chapter 65)	Applies to newly annexed properties.	Does not apply unless no FINAL plats are submitted by 2/14/2014
BMP Manual	Applies to all.	Applies to all.

COMMUNITY FACILITIES

SECTION 3





A. Overview

The Shoal Creek Valley Community Facilities, Parks and Open Space Section has been prepared to provide a diverse range of recreational opportunities to meet the recreational needs of an equally diverse residential population. Those opportunities are distributed throughout the neighborhoods of Shoal Creek Valley and inter-connected by a system of Open Space and natural habitat areas.



B. Community Facilities, Parks and Open Space

The proposed Parks and Open Space System is comprised of approximately 480 acres of land designated for parks, open space and golf course uses. The system represents approximately 24.3% of the total land area of Shoal Creek Valley. The system facilities are distributed throughout the community as open space corridors along creeks and drainages, centrally located neighborhood parks or as community-wide recreational amenities. ([Refer to Exhibit I - Facilities Plan Concept, page 3-2](#)).

There are seven parks and open space system components that perform distinct functions while contributing to a cohesive system that is well-integrated with the community and linked with recreational areas beyond Shoal Creek Valley.

1. Community Facilities

Private neighborhood community centers are the primary community facilities within Shoal Creek Valley. The Gatehouse, located in the Preserve Neighborhood and The Park House in The Village Neighborhood, provide amenities such as meeting and event space, aquatic facilities, and other features for the residents of Shoal Creek Valley. In addition, a network of neighborhood parks are envisioned to be developed as private open space within each neighborhood to serve residents.

As a key component to the traditional neighborhood environment, a school site was originally identified in the 2000 Community Master Plan. The Liberty Oaks Elementary has been completed and open since 2005.

Other community-serving facilities such as public safety (police and fire), libraries, schools and day care, and churches may also collectively comprise the community facilities of Shoal Creek Valley, should the opportunity present itself.



Investment of community facilities has become one of the trademarks for Shoal Creek Valley.



Shoal Creek Valley Community Master Plan

Trails KC Route

Bike KC Route

Trail - Pedestrian/Bike Connection
Public Trail in ROW (Minimum 8' Width)

Enhanced Sidewalk - Ped./Bike Connection
Private Trail in Public Easement (Min. 6' Width)

1
'The Gate House'
Neighborhood Community Center

2
'The Park House'
Neighborhood Community Center

Liberty Oaks Elementary School

Neighborhood Park
Privately Owned and Maintained

Greenways
Privately Owned and Maintained

Public Regional Park & Golf Course
Publicly Owned and Maintained

Exhibit I: Facilities Plan Concept

Updated - August 2025

Approved - February 2010

2. Open Space Corridors

The major creeks and drainage ways of Shoal Creek Valley provide the framework for an open space system that preserves the natural vegetation and habitat, storm drainage functions and prevents encroachment of development into potential natural hazard zones. Delineated by the 100-year flood limits, those open space areas provide the opportunity to link the greater Shoal Creek community and neighborhoods with off-street pedestrian/bicycle trails. To prevent frequent inundation by storm water, trails constructed within the 100-year flood limits will be designed with a slightly raised trail surface. Potential connections between the north and south sides of State Highway 152 are designated in two corridors. Possibilities may include a grade separated linkage along Shoal Creek or linkage on the west branch of Little Shoal Creek, as a grade separated crossing along the creek through existing 10-foot height box culverts, or if the culverts or grade separated linkage are deemed unsafe or infeasible, facilitate linkage at-grade along Shoal Creek Parkway. On-street pedestrian/bicycle linkages complete this community-wide network.

3. Neighborhood Parks

The designation of centrally located neighborhood parks provides active use public parks within a three-minute walking distance in The Village neighborhood. This approach to neighborhood park planning serves as a key organizing principle for neighborhood development patterns, while improving the pedestrian-friendly environment of Shoal Creek Valley. Designated neighborhood parks are generally four acres in size (7.75 acres in the Shoal Creek Commons), totaling 20.6 acres and represent 1.2% of the total site area.

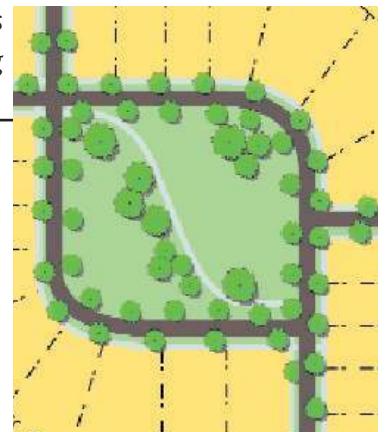
4. Neighborhood Pocket Parks

Neighborhood pocket parks are another component in the parks and open space system that offers recreation while contributing to the organization of neighborhood subareas. Pocket parks, generally less than one acre in size, are small, informal neighborhood green areas that serve as a neighborhood common or square. They are intended for locations such as the Preserve Neighborhood, where full-scale neighborhood parks cannot be centrally located due to site topography and residential neighborhood configuration. Neighborhood pocket park locations and acreage are not designated on the Community Plan maps, as they are intended for developer designation as homeowner association-maintained, private open space.

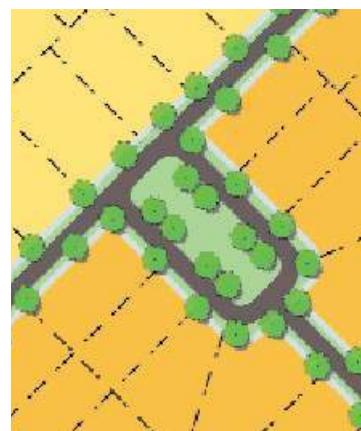


Major creeks and drainages provide the framework for an open space system.

Neighborhood parks are an organizing element.



Neighborhood pocket parks provide private open space in smaller neighborhoods.



5. Golf Course

The Shoal Creek Valley Golf Course is a community-wide amenity that adds 199.2 acres of active use recreation to the public parks system. That public facility, donated to the City by the Master Developer of Shoal Creek, opened in 2002. The golf course expansion helps protect site drainages and associated floodplains from encroachment while preserving mature stands of woodland. The golf course expansion acreage represents 11% of total planning site area. The donation of 172 acres of the golf course property was made by the Master Developer separate from and prior to this Community Plan application and is not counted toward public park dedication requirements.

6. Parks and Open Space Multi-Function

Parks and Open Space have been organized to further other community objectives beyond recreation by maximizing the multiple-function potential of its components. The multiple-function approach to planning contributes to the concept of creating efficient, compact development patterns in Shoal Creek Valley. In addition to providing recreational opportunities, the proposed parks and open space system:

- + Protects natural habitat areas;
- + Protects natural hazard areas from development encroachment;
- + Provides multiple-use storm drainage detention areas;
- + Provides multi-modal circulation choices with off-street pedestrian and bicycle trails;
- + Provides a walkable pedestrian environment by providing parks within minutes of the residents they serve; and,
- + Provides organizing elements for neighborhood development patterns.

The Neighborhood Plan will identify those open space areas which are to be used for private open space per Section 66-128 (or Section 88-405-17), Subdivision Regulations, and the developer shall keep a 'running total' chart with each residential final plat showing the number of residential units, the amount of private open space for parkland purposes that is required and provided.

7. Alternate Criteria for Park Dedication and Open Space Designation

The formula for calculating Parks and Open Space dedication requirements for Shoal Creek Valley shall conform to the standard prescribed by Kansas City Subdivision Regulations, current City Standard. The alternate standards for parks and open space facilities are intended to offer added flexibility in planning and implementation of the parks and open space to result in a more comprehensive and cohesive system. A table identifying specific proposed variations from city



The Shoal Creek Golf Course provides a community and regional amenity.



The natural features within Shoal Creek Valley provides the opportunity for an integrated and connected system of parks, open spaces, and greenways.

standards for public park dedications and private open space designations is provided below.

Criteria for Public Park Dedications and Private Open Space Designations

	Standards	KC Standards	SCVCP Proposed Standard Variance	Community Plan	Neighborhood Plan	Final Plat
Public Improvement/ Dedications	Design Standards:	Dedication Standard Variances Proposed	1. Minimum acreage for designation and design of Neighborhood Parks shall be 4.0 acres.			
Parks and Open Space	Dedication Standards:	Dedication Standard Variances Proposed	<ol style="list-style-type: none"> 1. Dedication acreage calculation per current City standard. 2. Public park dedication and private open space designation shall occur equally in fulfilling dedication requirements with agreed upon park amenities by the developer and City staff. 3. Storm detention areas located within 100 year floodplains in private open space where allowed by earlier adopted standards, may be counted toward dedication requirements with agreed upon park amenities by the developer and City staff. 4. Dedication requirements calculated at Final Plat. 			
Submittal:	Community Facilities, Parks and Open Space Framework Plan			X		
	Preliminary Park and Open Space designation within Neighborhood Plan				X	
	Public park dedication parcel and/or private open space designation plan Street tree planting plan					X
	Dedication: Parks dedication and Open Space designation					X
	Off-street trail construction and public use easement dedication.	Dedication Standard Variances Proposed	Trail design and public-use easement dedication at final plat. Trail construction by Master Developer at 50% build-out/platting of adjacent development parcels. Refer to 'Trails KC' Standards for regional trail and neighborhood connector requirements.			



C. Parks, Open Space and Community Facilities Goals, Objectives and Guiding Principles

The primary goal of the Shoal Creek Valley parks, open space and community facilities plan is to provide the community facilities to serve the future population of Shoal Creek Valley, and to contribute to the structure and organization of each Neighborhood.

Considering that goal, a primary objective of the Community Facilities, Parks and Open Space Plan is to develop a wide range of parks and open space to serve the specific recreational needs of the community. Guiding principles in support of that objective include the following:

- + Provide for the Shoal Creek Valley Golf Course expansion as a community-wide recreational amenity;
- + Provide for linear parks, open space and recreation facilities to link neighborhoods, the community and the greater Shoal Creek area;
- + Provide for centrally located neighborhood parks adjacent to planned schools;
- + Provide for pocket parks (or mini-parks) centrally located within residential neighborhoods;
- + Utilize the school as an organizing element within the neighborhood and community;
- + Reserve a site for the development of a public safety center within the Shoal Creek Commons;
- + Encourage civic uses, including a Shoal Creek Commons meeting hall, public library and other such facilities within the Commons;
- + Encourage churches to be located near or within the Commons and in key locations within residential neighborhoods;
- + Permit and encourage day care facilities in the Commons or in key locations within the neighborhoods (i.e., at the intersections of neighborhood connector streets or near schools or parks); and
- + Collaborate with the Parks & Recreation Department on applicable standards for development.



Development of parks, trails, open space can help reinforce the sense of community within Shoal Creek Valley.

INFRASTRUCTURE

SECTION 4





A. Overview

The Infrastructure element of this Plan is comprised of two components: Circulation and Utilities. Circulation addresses vehicular circulation and the street system proposed to serve Shoal Creek, as well as bicycle, pedestrian and transit planning and considerations, such as connections to the Bike KC Plan and the Trails KC Plan. The Utilities portion of this section describes service conditions and considerations for sanitary sewer, water, storm drainage and other utilities.



B. Circulation

1. Overview

Shoal Creek Valley is situated at the regional interchange of Interstate 435 and Missouri State Highway 152 which provide excellent regional connections. Shoal Creek Parkway serves as the community's central green spine while providing access to those two regional freeways.

The Circulation portion of this section first presents some of the primary circulation issues of the Northland area and those specific to Shoal Creek Valley. A summary of recommendations made in the Traffic Impact Study and walkability needs that was prepared in support of this Community Plan is then presented. A presentation then follows describing the proposed circulation framework for Shoal Creek Valley addressing the circulation plan, proposed street cross sections, intersection planning and potential phased development of the street system. Goals, objectives and guiding principles are presented as the final portion of the section to provide direction as more detailed planning and design of the system occurs at the Neighborhood Plan and Final Plat levels.

2. Circulation Issues

East-West Street Connections

Lack of continuous east/west connections has been identified as a critical short-coming of the Northland's major street network. In addition to M-152, NE 96th Street and NE 76th Street currently provide local east/west access for the area and have been identified for increased roles as Primary and Secondary Arterial streets, respectively, in the Kansas City Major Street Plan (MSP). NE 96th Street is proposed to be upgraded to a Primary Arterial street to connect M-291 with the proposed westward Shoal Creek Parkway extension to I-435.



NE 76th Street currently terminates at N Church Road south and east of Shoal Creek Valley. The grade-separated Flintlock Fly-Over was constructed completing the eastward connection of NE 76th Street into Liberty, Missouri. Flintlock Road serves as the east boundary of Shoal Creek Valley, providing a second intersection with M-152 and connecting the community north/south along that edge. With the

eastward extension of NE 76th Street and upgrading of NE 96th Street, its role within the area street network will be increased. NE 82nd Terrace has been constructed, linking Shoal Creek Parkway with Flintlock Road through The Village Neighborhood. Shoal Creek Valley Drive has also been completed, linking Shoal Creek Parkway with Flintlock through The Preserve Neighborhood.

Transit System

The Northland Transit Plan identifies the importance of transit (primarily bus) service to the Northland's young, old and transit dependent. The Transit Plan, based on the March, 1997 Northland Public Transportation Study, identifies a role for the entire Shoal Creek Valley Neighborhood Area, as well as a Potential Community Mixed Use Center. The plan emphasizes that accessibility to the transit system provided by continuous, barrier-free pedestrian routes is critical to the success of transit. The plan proposes that future development proposals be reviewed and analyzed as to pedestrian connections between existing and potential future transit stops and destinations within the Shoal Creek Valley Community Plan. Collaboration with the local Area Transportation Authority (ATA) to develop stops, stations and access to future destinations is recommended.

Pedestrian and Trails Network

Lack of transportation alternatives in the Northland builds dependence on the automobile and increases demands on the street network. The provision of continuous pedestrian and bicycle facilities within one-quarter mile of all commercial areas, transit routes, schools and other activity areas is recommended to improve the multi-modal transportation network in the Northland Plan and integrated with the City's Bike KC, Trails KC and Citywide trails effort. Review city standards, as necessary, for specifications of construction.

3. Traffic Impact Study Summary

A Traffic Impact Study was prepared for the Shoal Creek Valley Community Plan as required for all Community Plan submittals. However, the study prepared for Shoal Creek Valley not only analyzes the projected impact of the development, but also incorporates a computerized traffic model for the area, that is compatible with traffic models used by the city and Missouri Department of Transportation. The model can be used as a tool as Shoal Creek Valley and the surrounding area develops over time, through regular updates, to address system improvement needs specific to various phases of development.

The initial Shoal Creek Valley Traffic Impact Study made three general recommendations, identifies and provides background on several key issues and makes recommendations associated with each of those issues. General recommendations include:

1. Use the Shoal Creek Valley subarea traffic model as a monitoring tool to address long term and area-wide traffic improvements needs;
2. Establish a Circulation Phasing Task Force to plan and schedule improvements and to identify funding sources for those improvements;



NOTE: A signal has been installed at the intersection of M-152 & Shoal Creek Parkway. At this time there are no plans to construct an interchange.

- Establish Trip Budgets for Shoal Creek Valley neighborhood subareas to guide phasing of development and circulation system improvements.

In addition to the area-wide transportation issues in the Northland, and the general traffic planning recommendations made by the study, several issues emerge as important considerations in the circulation design and development of Shoal Creek Valley. They include:

- Identification of roadway designations for Shoal Creek Valley streets, which have been incorporated in this section of the Community Plan;
- The Barry Road connection and alignment should be made to connect with the proposed Shoal Creek Valley Drive, at Shoal Creek Parkway;
- M-152/Flintlock Road signalized intersection should be sufficient in the future, with upgrades, and that a future signal will be warranted at Shoal Creek Valley Drive at Flintlock;
- Shoal Creek Parkway northern alignment is sufficient as shown in this Community Plan and with a round-about at the intersection of NE 96th Street;
- Phasing of development should be monitored through the use of the traffic model;
- Impact Fee Assessment and Tax Increment Financing are available as potential sources of funding for improvements in Shoal Creek Valley;

7. Completion and improvements of NE 82nd Terrace West of Shoal Creek Parkway.

- A new break in access (N. Booth) along M-152 Highway midway between Shoal Creek Parkway and North Flintlock serves both the Preserve and Village Neighborhoods with a full access signalized intersection.

In 2012, a revised traffic study was undertaken to update conditions and potential impacts of annexing additional property to the Shoal Creek Valley development. In addition, a revised Preserve Traffic Study prepared by Priority Engineers in April 2015 updates the trip budget requirements for the Preserve. Recommendations by City staff included:

- Intentionally Left Blank.

2. That the developer cause the area to be platted and processed in accordance with Chapter 66 (or Chapter 88), Code of Ordinances of the City of Kansas City, Missouri, commonly known as the Subdivision Regulations.
3. That the developer submit a separate traffic study for each neighborhood plan prior to submission of the plan as required by the Department of Public Works for approval. The traffic study will analyze both AM and PM peak hour traffic demand, identify improvements which the developer will be required to make in order to maintain a level of service D or better and shall not exceed the following trip budget maximums (refer to Table 4.1).

Note: Trip budgets are defined as the maximum number of PM peak hour traffic entering and exiting a neighborhood. The developer shall construct the improvements which are required by the approved traffic studies for each neighborhood plan and as required by the Department of Public Works.

Trip budgets are to be based on PM peak hour trip rates defined in Appendix A to the approved Shoal Creek Valley Community Plan traffic study where available (refer to Table 4.2). For land uses not included in the Shoal Creek Valley Community Plan traffic study, rates from *Trip Generation* published by the Institute of Transportation Engineers (ITE) are to be used.

4. That the developer provide right-of-way for and construct all improvements to the State highway system as recommended in the approved Shoal Creek Valley Community Plan traffic study and in future approved neighborhood traffic studies (including improvements to the intersection of Shoal Creek Parkway with the I-435 freeway ramps, and the intersections of MO-152 with Shoal Creek Parkway and N. Booth Avenue), as required by MODOT.
5. That the developer provide right-of-way for and construct all improvements to Parkways and Boulevards within the plan area as recommended in the approved Shoal Creek Valley Community Plan traffic study and in future approved neighborhood traffic studies, as required by the Department of Parks and Recreation and the Public Works Department.
6. That the specific improvements to the state highway system recommended in the Shoal Creek Valley Community Plan traffic study be detailed in separate future traffic studies for each of the Shoal Creek neighborhood plans and that these improvements be constructed either before or at the same time as the recommended mitigation measures for movement of internal

Section 4 - Infrastructure



Neighborhood	PM Trip Budget
Northpark	800
Parkside	900
The Commons, Crossroads & Creekside Areas	7,620
The Preserve	1,366
The Village	4,032
Total:	14,718

Table 4.1 Neighborhood Trip Budgets (2012)

Land Use Type	Trip Rate	Unit
Single Family Household	0.95	Households
Multi-Family Household	0.57	Households
Office	1.48	1,000 Gross SF
Retail	3.45	1,000 Gross SF
Industrial	0.47	1,000 Gross SF
School (option 1)	0.15	Students
School (option 2)	3.13	1,000 Gross SF
Hotel	0.54	Rooms

Table 4.2 Appendix A, Shoal Creek Valley Community Plan traffic study 2012 Revision

Updated - August 2025

Updated - August 2015

traffic in the neighborhood plans, as required by the Public Works Department.

7. That the developer obtain permits from the Missouri Department of Transportation for a break in access control to connect N. Booth Avenue with Missouri Highway 152 prior to requesting or obtaining building permits for the Crossroads, Commons, and Creekside Neighborhoods, that would result in utilization of more than 50% of the combined trip budget for said Neighborhoods, or at such earlier time as is recommended by the future approved traffic studies for said Neighborhoods, as required by the Public Works Department and Development Services. (Completed) 
8. That the developer obtain permits from the Missouri Department of Transportation for a break in access control to connect N. Booth Avenue with Missouri Highway 152 prior to requesting or obtaining building permits for the Village Neighborhood that would result in utilization of more than 75% of the trip budget for said Neighborhood or at such earlier time as is recommended by the approved traffic study for said Neighborhood, as required by the Public Works Department and Development Services. (Completed) 
9. That the developer construct the north half of NE Barry Road to Primary Arterial standards with bike lanes, in accordance with the Major Street Plan, on relocated alignment intersecting with Shoal Creek Parkway at approximately 630 feet north of the center-line of Highway 152 as recommended in the Shoal Creek Valley Community Plan traffic study and detailed in future approved neighborhood traffic studies, as required by the Public Works Department.
10. That the developer construct said relocated intersection of NE Barry Road with Shoal Creek Parkway so as to provide an eastbound left-turn lane, a 160 feet long eastbound right-turn lane plus appropriate taper, two northbound lanes, and two southbound lanes, as recommended in the Shoal Creek Valley Community Plan traffic study and detailed in future neighborhood traffic studies, as required by the Department of Parks and Recreation and the Public Works Department.
11. That the developer provide an additional 12 feet of right of way on the west side of Shoal Creek Parkway from Highway 152 to either NE 82nd Terrace or a right-in only access point north of NE 82nd Terrace for a southbound auxiliary lane before or at the time of the first final plat of the Crossroads, Commons, or Creekside Neighborhoods, as required by the Department of Parks and Recreations and the Public Works Department. The length of the auxiliary lane shall be sufficient to provide adequate weaving capacity to provide for future weaving traffic demand between the southbound lanes of Shoal Creek Parkway and the proposed auxiliary lane as determined by future approved neighborhood traffic studies for the Crossroads and Commons Neighborhoods.
12. That the developer construct a southbound auxiliary lane on the west side of Shoal Creek Parkway from Highway 152 to either NE 82nd Terrace or a right-in only access point north of NE 82nd Terrace as recommended in the Shoal Creek Valley Community Plan traffic study and detailed in future approved traffic study for the Crossroads, Commons, or Creekside Neighborhoods, as required by the Department of Parks and Recreation and the Public Works Department. The length of the auxiliary lane shall be sufficient to provide adequate weaving capacity to provide for future weaving traffic demand between the southbound lanes of Shoal Creek 

Parkway and the proposed auxiliary lane as determined by future approved neighborhood traffic studies for the Crossroads and Commons Neighborhoods.

13. That the developer provide adequate right-of-way for an urban double-lane roundabout with inscribed circle diameter of 150 to 180 feet with northbound and southbound right-turn bypass lanes and pedestrian/bike trails at the intersection of NE 82nd Terrace with Shoal Creek Parkway before or at the time of the first final plat of the Crossroads, Commons, or Creekside Neighborhoods, as required by the Department of Parks and Recreation and the Public Works Department. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.
14. That the developer construct an urban double-lane roundabout with inscribed circle diameter of 150 to 180 feet with northbound and southbound right-turn bypass lanes and pedestrian/bike trails at the intersection of NE 82nd Terrace with Shoal Creek Parkway before or at the time of the first occupancy permit associated with the first final plat of the Crossroads, Commons, or Creekside Neighborhoods that takes access to Shoal Creek Parkway at NE 82nd Terrace, as required by the Department of Parks and Recreation and the Public Works Department. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.
15. That the developer provide adequate right-of-way for urban double-lane roundabouts with inscribed circle diameter of 150 to 180 feet and pedestrian/bike trails at the intersection of NE 79th Street, NE 76th Street, and N Corrington Avenue with Shoal Creek Parkway before or at the time of the first adjacent plats of the Crossroads, Commons, and Creekside Neighborhoods, or the next adjacent plat of the Village Neighborhood, as required by the Department of Parks and Recreation and the Public Works Department. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.
16. That the developer construct an urban double-lane roundabout with inscribed circle diameter of 150 to 180 feet and pedestrian/bike trails at the intersection of NE 79th Street with Shoal Creek Parkway, as recommended in the approved Shoal Creek Valley Community Plan traffic study and the approved Village Neighborhood traffic study, before or at the time of the first occupancy permit associated with adjacent plats of the Village Neighborhood or at the time of the first occupancy permit associated with the first plat of the Crossroads, Commons, and Creekside Neighborhoods that takes access to Shoal Creek Parkway at NE 79th Street, as required by the Department of Parks and Recreation and the Public Works Department. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.
17. That the developer construct an urban double-lane roundabout with inscribed circle diameter of 150 to 180 feet and pedestrian/bike trails at the intersection of NE 76th Street with Shoal Creek Parkway, as recommended in the Shoal Creek Valley Community

Plan traffic study, before or at such time as is recommended in the future approved neighborhood traffic studies for the Crossroads, Commons, Creekside, and Village Neighborhoods, as required by the Department of Parks and Recreation and the Public Works Department. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.

18. That the developer construct an urban double-lane roundabout with inscribed circle diameter of 150 to 180 feet and pedestrian/bike trails at the intersection of N Corrington Avenue with Shoal Creek Parkway, as recommended in the Shoal Creek Valley Community Plan traffic study, before or at such time as is recommended in the future approved neighborhood traffic studies for the Crossroads, Commons, Creekside, and Village Neighborhoods, as required by the Department of Parks and Recreation and the Public Works Department. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.

19. That the developer enter into a cooperative agreement as required by Development Services, prior to approval of the first final plat for any part of the Crossroads, Commons, or Creekside Neighborhoods, to share 25 percent of the cost of installation of a traffic signal at the intersection of Searcy Creek Parkway with Pleasant Valley Road, the developer's contribution not to exceed a maximum of \$50,000.00, as required by the Public Works Department and Development Services. The signal will be installed by the City when warranted and when full funding for design, construction and inspection is available.

20. That the developer enter into a cooperative agreement as required by Development Services, prior to approval of the first final plat for any part of the Crossroads, Commons, or Creekside Neighborhoods, to share 25 percent of the cost of installation of a traffic signal at the intersection of NE 80th Street/NE Soccer Drive with N Brighton Avenue, the developer's contribution not to exceed a maximum of \$50,000.00, as required by the Public Works Department and Development Services. The signal will be installed by the City when warranted and when full funding for design, construction and inspection is available.

21. That the developer provide adequate intersection sight distance at all proposed street intersections.

22. That all intersections on Shoal Creek Parkway between N Corrington Avenue and Missouri Highway 152 be restricted to right-in and right-out only, enforced by retaining the existing median on Shoal Creek Parkway, except at the intersections with N Corrington Avenue, NE 74th Street, NE 76th Street, NE 79th Street, NE 82nd Terrace, and Missouri Highway 152.

23. That the developer provide a minimum of 52 feet right-of-way from the centerline on the north side of NE 76th Street between N Flintlock Road and Shoal Creek Parkway for a secondary arterial including a bike lane and half of a left turn lane.

24. That the developer provide a minimum of 52 feet right-of-way from the centerline of NE 76th Street between Shoal Creek Parkway and Interstate Highway 435 for a total of 104 feet of right-of-way for a secondary arterial, bike route, and left-turn lane, as required by the

Public Works Department.

25. That the developer improve NE 76th Street between Shoal Creek Parkway and Interstate Highway 435 as detailed in future approved neighborhood traffic studies for the Crossroads, Commons, and Creekside Neighborhoods, as required by the Public Works Department.

26. That the developer provide eastbound dual left-turn lanes (currently one left-turn lane), right-turn lane, and a through lane on NE 82nd Terrace at the intersection of NE 82nd Terrace and N Flintlock Road as recommended in the approved Village Neighborhood traffic study, as required by the Public Works Department.

27. That the developer install traffic signals, as recommended in the approved Village Neighborhood traffic study, at the intersection of NE 82nd Terrace and N Flintlock Road and provide traffic signal coordination on Flintlock Road between Missouri Highway 152 and NE 82nd Terrace, at such time as warrants for traffic signals are satisfied, as required by the Public Works Department (Completed)

28. That the developer provide adequate right-of-way for an urban double-lane roundabout with inscribed circle diameter of 150 to 180 feet at the intersection of NE 76th Street and N Flintlock Road as required by the Public Works Department (Completed)

29. That the developer dedicate right-of-way for Shoal Creek Parkway from the intersection of MODOT's I-435 right-of-way on the south to the north boundary of Northpark Neighborhood on the north, as required by Development Services, so as to provide a minimum of 75 feet right-of-way, as measured from the street centerline, along the entire length of the development's frontage on the parkway.

30. That the developer dedicate right-of-way on the west side of Flintlock Road from NE 76th Street to Missouri Highway 152, as required by Development Services, so as to provide a minimum of 46 feet of right-of-way as measured from the centerline of Flintlock Road for secondary arterial and bike route.

31. That the driveway located on the west side of Flintlock Road between Missouri Highway 152 and NE 82nd Terrace (Driveway A) be restricted to right-in-right-out only, as recommended in the approved Village Neighborhood traffic study, at such time as alternative public street access is available via NE 82nd Terrace, NE 82nd Street is signalized, and occupancy permits have been issued for 175 dwelling units or 50,000 gross square feet of commercial buildings having public street access via Driveway A, as required by the Public Works Department and Development Services. This restriction shall be achieved by appropriate channelization of Driveway A or the median of Flintlock Road so as to retain full access to the existing driveway on the east side of Flintlock Road.

32. That the developer construct a 10 foot wide bicycle/pedestrian trail on the west side of Shoal Creek Parkway where the development abuts the parkway and a 5 foot wide walkway on the east side of Shoal Creek Parkway where the development abuts the parkway, as required by the Department of Parks and Recreation.

4. Circulation Plan

The Shoal Creek Valley circulation concept has been developed based on providing a safe and efficient network of streets, walks, trails and bicycle routes to serve its residents and visitors. It also seeks to further interconnect the community through its continuous pattern and spatial qualities, and to offer choices in mode (auto, bicycle, pedestrian and transit) and route.

Shoal Creek Collectors

The street network serving Shoal Creek Valley consists of two new Shoal Creek Primary Collector streets ([Refer to Exhibit J: Vehicular Circulation Plan Concept, page 4-11](#)). It is designed to connect to the two existing north/south thoroughfares in the area, Shoal Creek Parkway and Flintlock Road, which in turn, provide access to the areas regional highway routes. It also provides a looped access through Shoal Creek Valley connecting with NE 76th Street.

The Commons Neighborhood is a proposed Community Mixed-Use Center as the heart and focus of Shoal Creek Valley. Its location along Shoal Creek Parkway and NE 82nd Terrace provides direct access from all neighborhoods in Shoal Creek Valley. The Commons area business-related uses are served internally by a Shoal Creek Primary Collector and a Shoal Creek Secondary Collector. They connect with the Parkway East of the Commons and North of NE 76th Street.

The Village Neighborhood, south of M-152 and east of The Commons Neighborhood is served by an east/west Shoal Creek Primary Collector (NE 82nd Terrace), connecting Flintlock Road and Shoal Creek Parkway.

A Shoal Creek Secondary Collector street (Shoal Creek Valley Drive), is proposed immediately north of M-152, also connecting Shoal Creek Parkway and Flintlock Road. It serves the residential neighborhoods to the north and the small commercial parcel at the intersection with Flintlock and does not continue beyond Flintlock to the east.

Proposed street cross sections have been illustrated for Shoal Creek Primary Collector and Shoal Creek Secondary Collector streets, each incorporating on-street bicycle lanes for commuter bike travel.

A network of Collector streets has been identified to provide service to the northern portion of The Village Neighborhood and the Commons and Crossroads Neighborhoods. That network includes a Shoal Creek Primary Collector (NE 82nd Terrace) providing an east/west connection between The Village Neighborhood and the Commons Neighborhood. A Commercial Collector street connects The Commons and Crossroads Neighborhoods to NE 76th Street. The associated proposed Collector street cross sections facilitate auto travel, bicycle and pedestrian traffic between those areas. A north/south Shoal Creek Secondary Collector will connect the existing Village Neighborhood from M-152 through the new property annexation over to Shoal Creek Parkway, with connections to NE 76th Street and Flintlock Road.

Local Streets

A network of Local residential streets has been envisioned to serve the individual neighborhoods and sub-neighborhood areas of Shoal Creek Valley. In the interest of improving the pedestrian and bicycle environment of the community, street networks and cross sections are proposed based on lower design speeds (25mph) within neighborhoods. A choice of four alternative local neighborhood street sections has been provided on the following pages to match the residential character of each neighborhood, while providing safe, efficient local access.

Alleys

In order to reduce the predominance of driveways and garage doors in neighborhood streetscapes, alley-loaded garages are encouraged in Shoal Creek Valley.

Roundabouts

Roundabouts are designed to make intersections more efficient and safer for drivers, pedestrians and cyclists. Roundabouts force drivers to travel in one direction around a landscaped center island using yield signs and one-way arrows instead of stop signs. Roundabouts increase safety by requiring traffic to slow down upon approach and maintain lower speed while maneuvering the roundabout. Urban double-lane roundabouts with inscribed circle diameter of 150 to 180 feet with bypass lanes and bike trails are envisioned for the intersections of Shoal Creek Parkway with NE 96th Street, NE 82nd Terrace, NE 79th Street, NE 76th Street, and N Corrington Avenue, as well as the intersection of NE 76th Street and Flintlock Road. A signalized intersection is also acceptable per Parks & Recreation Resolution NO. 29007 that was approved in the official minutes of the Parks and Recreation Board of Commissioners Meeting on April 3, 2007.

Off-Street Pedestrian/Bicycle Trails

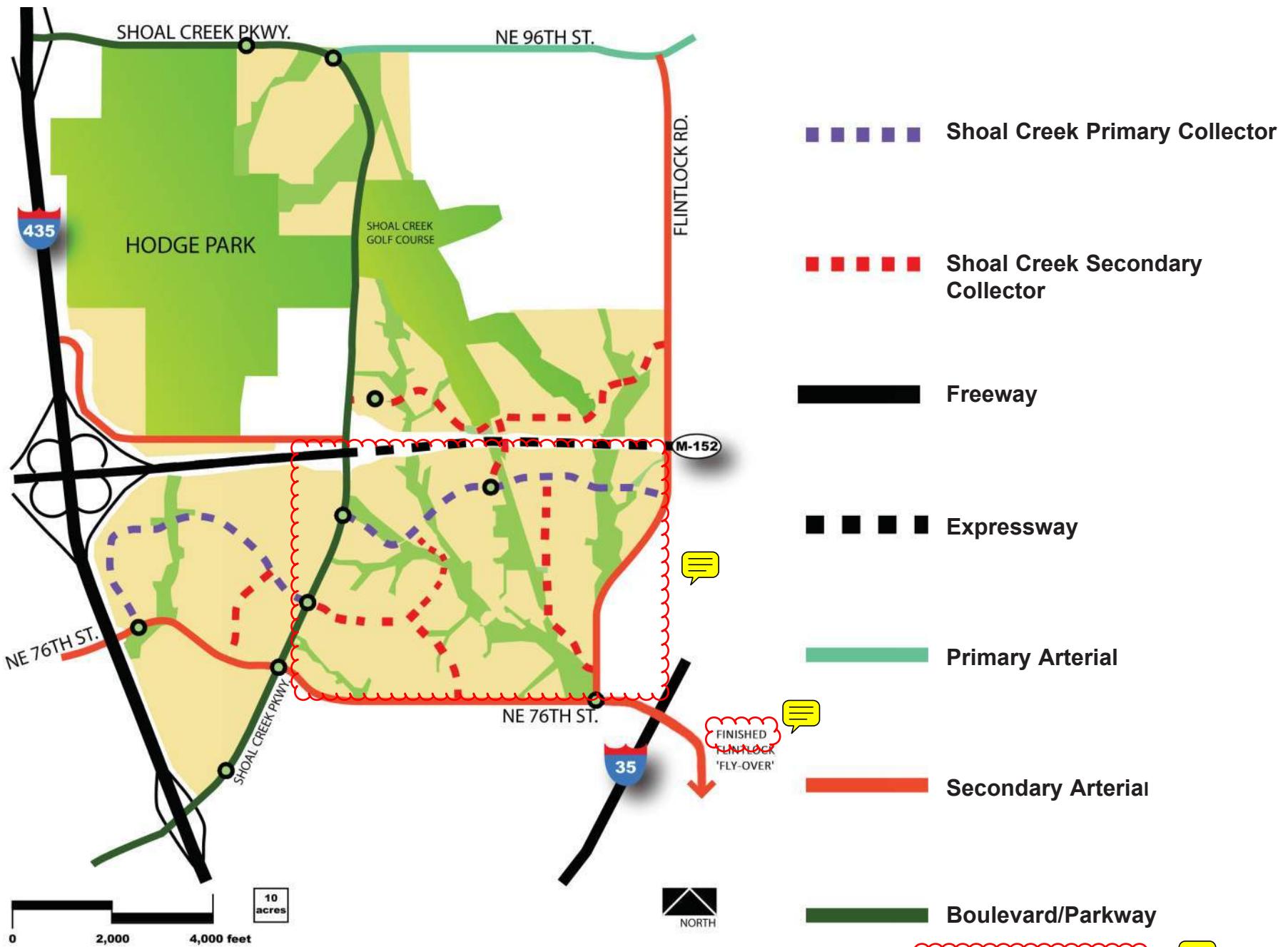
An off-street trails network is proposed as an alternative mode of transportation connecting neighborhoods within the community and the community to the greater Northland area ([Refer to Exhibit K: Pedestrian-Bike Circulation Plan Concept, page 4-12](#)). Off-street trails are located in open space corridors that follow site drainage courses and are interconnected by off-street trails within public street rights-of-way. The trails network is illustrated on the Circulation Plan and Community Facilities, Parks and Open Space Plan. Trail systems, either off-street or on-street should consider a comprehensive wayfinding or signed bike system, especially for major metropolitan systems such as the Bike KC, Trails KC and Community-wide trail network.

Proposed Alternative Street Cross Sections

In planning the network of streets proposed for Shoal Creek Valley the multiple functions that streets serve has been carefully considered to balance the needs of auto travellers, bicyclist and pedestrians. Additionally, compatibility of those streets with the character and identity of the neighborhoods they serve has also been an important consideration in the planning of Shoal Creek Valley. In order to achieve the best fit between the transportation functions of proposed streets and neighborhood compatibility, a range of alternative street cross sections has been proposed for potential use in Shoal Creek Valley. Proposed street section design was originally informed by the 1999 ITE *Traditional Neighborhood Development Street Design Guidelines* and reflect similar right-of-way requirements as the City's Major Street Plan.

Those sections are presented in this Community Plan as potential alternatives for use in locations that can be demonstrated to be appropriate by Traffic Impact Study. Specific locations for alternative section use will be identified at the Neighborhood Plan or Final Plat level, when specific traffic needs can be accurately modeled to evaluate a proposed section's adequacy. The presentation of alternative street sections does not preclude use of standard city street cross sections in Shoal Creek Valley provided they are best suited for use in an area.

Variation from standard Kansas City street lighting requirements have also been proposed for Shoal Creek Valley that are intended to provide a safe but unobtrusive street lighting system. Variations are proposed for pole heights, fixture types and lighting levels that are consistent with the character of the neighborhoods served. At the Neighborhood Plan level of design, descriptions will be provided to further identify proposed pole heights, fixture types, levels of lighting provided and comparisons to national standards of practice (ANSI IES RP-8). At the time of final platting, lighting system designs will be provided to demonstrate the system's protection of the public





Trails KC Route

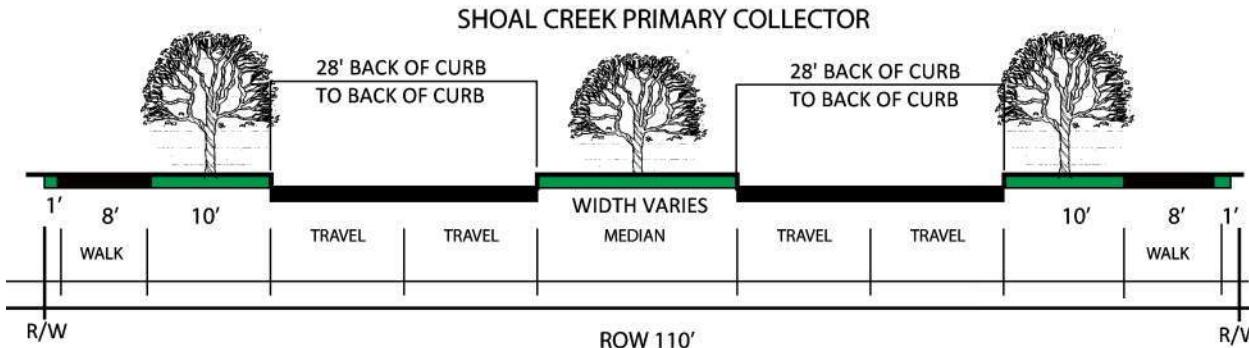
Bike KC Route

Trail - Pedestrian/Bike Connection
Public Trail in ROW (Minimum 8' Width)Enhanced Sidewalk - Ped./Bike Connection
Private Trail in Public Easement
(Minimum 6' Width)

A more detailed trail alignment and design will be developed for each neighborhood at the Neighborhood Plan level and submitted as part of the Neighborhood Plan and Final Plat approval stages. This will allow the greatest flexibility for integrating trails and connecting areas of activity and destination within each neighborhood's final development design.



Updated - August 2025

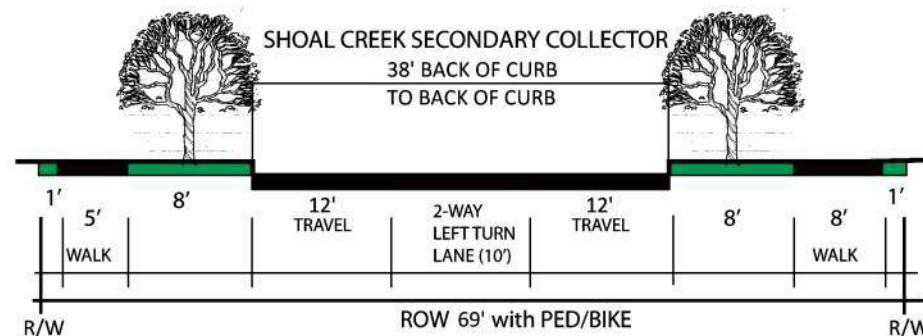


Street Type

COLLECTOR STREETS

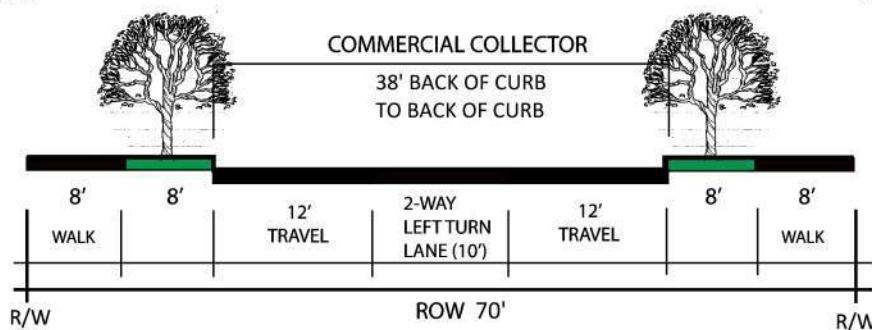
1. Shoal Creek Primary Collector

4 Lanes
No Parking
8' Detached Walk



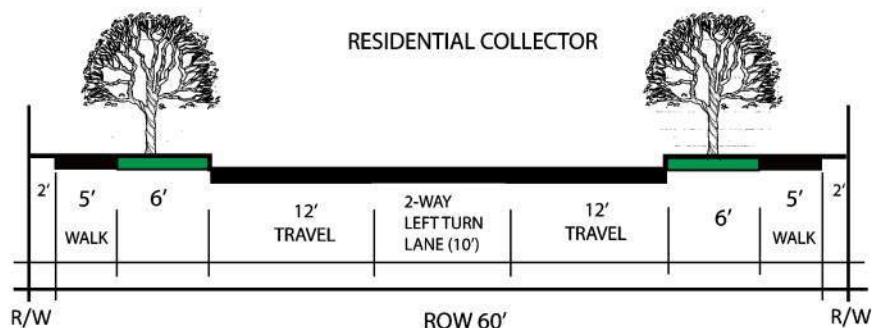
2. Shoal Creek Secondary Collector

3 Lanes with left turn
No Parking
8' Detached Walk



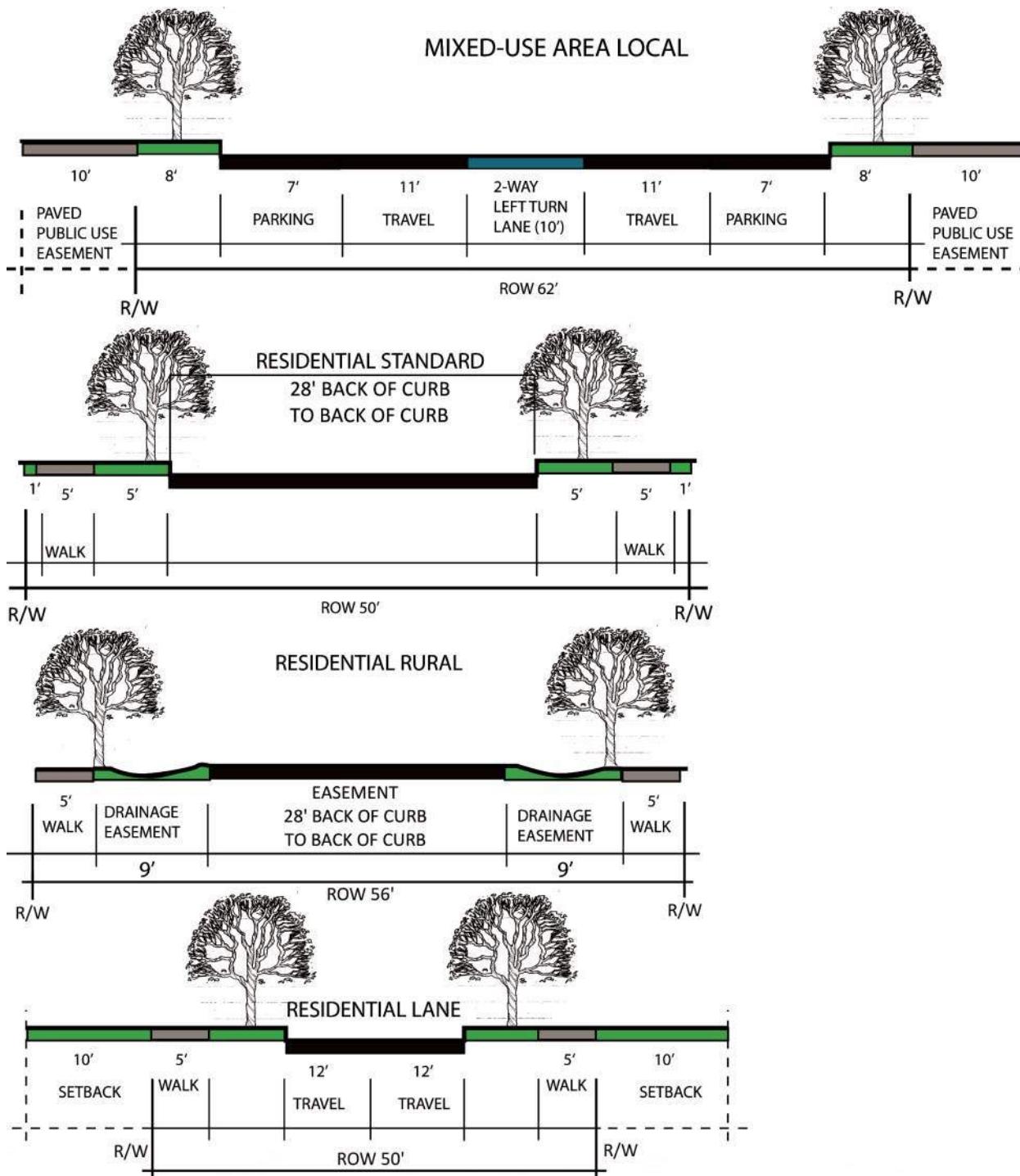
3. Commercial Collector

3 - 4 Lanes,
No Parking
8' Detached Walk



4. Residential Collector

3 Lanes,
No Parking
5' Detached Walk



Street Type

LOCAL STREETS

5. Mixed-Use Area Local:

3 Lanes, 2 Parking Lanes,
(Parallel and Diagonal)
8' Attached Walk

6. Residential Standard

2 Lanes
2 Parking Lanes,
Parallel Only
5' Detached Walk

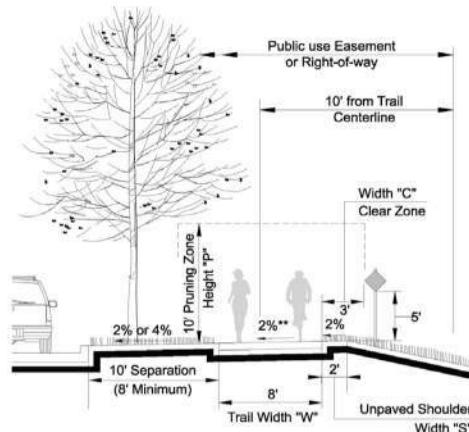
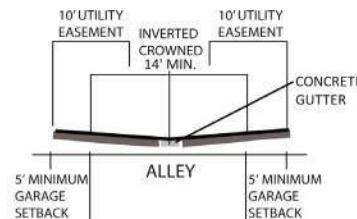
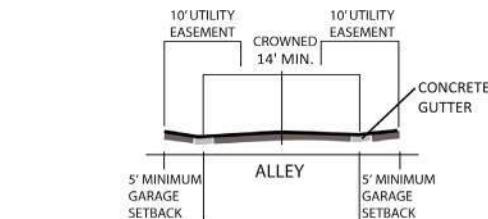
7. Residential Rural

Private, 2 Lanes,
No Parking
5' Detached Walk

8. Residential Lane

Private, 2 Lanes,
No Parking
5' Detached Walk

ALLEYS & TRAILS



NEIGHBORHOOD CONNECTOR (PUBLIC & PRIVATE SHARED USE TRAIL) STANDARD SECTION

Note: All dimensions shown for one side of the trail apply to the other as well.

Section Options

"W" = Paved Width* (ft)	"S" = Unpaved Shoulder Width* (ft)	"C" = Clear Zone Width (ft)	"P" = Pruning Height (ft)	Note
8	2	3	10	Standard Section
10	2	3	10	High volume
12	2	3	10	High volume

*Refer to LOS Section in Trails KC Plan for appropriate width determination.

** When trail parallels roadways, the 2% maximum cross-slope drains to curb as shown.

The standard permanent trail easement width is 30'; however narrower widths may be allowed provided that the permanent easement varies to accommodate trail signage, shoulders, drainage items and other trail appurtenances as well as the suitable access for the maintenance of these items. All requests to be submitted to City Engineer or designee for approval.

Additional Guidelines

- In special circumstances, the 30' public use easement or right-of-way may be reduced with City Engineer or designee approval. (e.g. abutting other right-of-way or easements, constrained corridors, etc.)
- See drainage section for swale requirements.
- Tree planting and landscaping must be designed honoring the clear zone requirements at time of planting and allowing for planting future growth.
- This section applies to any public shared use trail not on the Trails KC system.
- Any variance to the standards must have prior approval from City Engineer or designee.

Section Options

"W" = Paved Width* (ft)	"S" = Unpaved Shoulder Width (ft)	"C" = Clear Zone Width (ft)	"P" = Pruning Height (ft)	Note
10	4	3	10	Standard Section
12	2	3	12	High volume
14	2	3	14	High volume

* Refer to LOS Section in Trails KC Plan for appropriate width determination.

** See drainage section for swale requirements.

The standard permanent trail easement width is 30'; however narrower widths may be allowed provided that the permanent easement varies to accommodate trail signage, shoulders, drainage items and other trail appurtenances as well as the suitable access for the maintenance of these items. All requests to be submitted to City Engineer or designee for approval.

Additional Guidelines

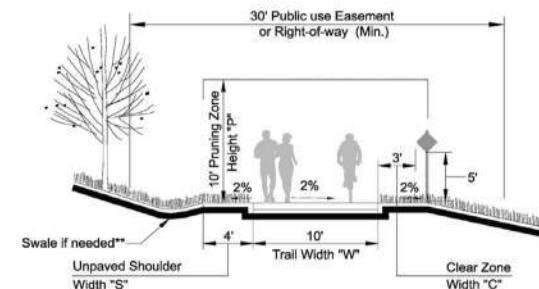
- See drainage section for swale requirements.
- New tree plantings and landscaping must be designed honoring the clear zone requirements at time of planting and allowing for planting future growth.
- Maintain adequate line of sight through areas of heavy undergrowth – See AASHTO for further guidance.
- See trail underpass for vertical clearance to obstructions.
- Trails abutting traffic lanes shall be separated from traffic by an approved concrete barrier. The barrier must have appropriate extension/railing to maintain the 48" required height. (See bridge section.)
- Any variance to the standards must have prior approval from City Engineer or designee.

10. Trails KC

Public & Private - Neighborhood Connector
Bikes and Pedestrians
Slope to one side
Concrete (preferred) or asphalt

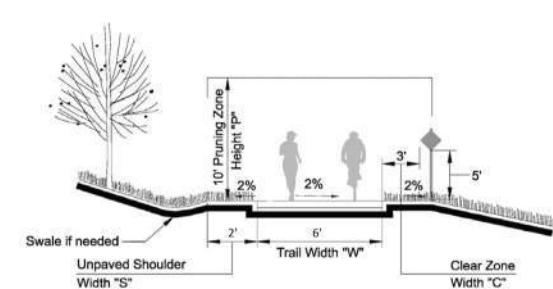
9. Alley Residential

2 Lane (14' Wide Minimum),
No Parking, No Walks



CITYWIDE TRAIL - STANDARD SECTION (PUBLIC & PRIVATE SHARED USE TRAIL)

Note: All dimensions shown for one side of the trail apply to the other as well.



ENHANCED SIDEWALK TRAIL (PRIVATE)

Note: All dimensions shown for one side of the trail apply to the other as well.

Section Options

"W" = Paved Width* (ft)	"S" = Unpaved Shoulder Width (ft)	"C" = Clear Zone Width (ft)	"P" = Pruning Height (ft)	Note
6	2	3	10	Standard Section

Trails included in the Trails KC System shall be maintained by the City of Kansas City Missouri. Private trails shall be maintained by the owners of the lots, tracts, and parcels within the subdivision in which the trail is located. Refer to Trails KC for additional maintenance information.

Public - Citywide Trail (Trails KC)
Construct per City standards

Private - Enhanced 6' Sidewalk Trail

health safety and welfare. Street lighting will be designed and constructed by the developer as part of standard public street improvement requirements. If alternative lighting equipment is installed in that construction, maintenance of that portion of the system will be the financial responsibility of the SCVOA.

Intersections

M-152/Shoal Creek Parkway Intersection

The M-152/ Shoal Creek Parkway intersection is a key intersection in terms of traffic operations and access to the development of the Shoal Creek Valley Community. It will provide access to numerous existing and future developments and is currently controlled by full traffic signals.

Barry Road Alignment and Connection

Alternatives were analyzed regarding the re-alignment of Barry Road and its connection to Shoal Creek Parkway. Barry Road east of Shoal Creek Parkway will be removed and a 10 feet wide Pedestrian/Bike trail will take its place, ultimately connecting Shoal Creek Parkway with Flintlock Road. West of Shoal Creek Parkway, Barry Road will be realigned to provide greater separation from the improved intersection at Shoal Creek Parkway and M-152 Highway per the Shoal Creek Valley Community Plan Transportation Impact Analysis.

M-152/ Flintlock Road Intersection

The intersection of M-152/Flintlock Road is another primary entry to the Shoal Creek Valley Community. This intersection will directly serve The Preserve and The Village neighborhoods as well as the Willshire Shopping Center on the east side of Flintlock. The intersection was evaluated as a signalized intersection at full build-out of Shoal Creek Valley and Willshire Plaza with the determination that an acceptable level of service should be achievable. It is also recommended that the intersection of Shoal Creek Valley Drive with Flintlock be located 590 feet to the north of M-152, ultimately requiring signalization.

M-152/North Booth Avenue Intersection

A break in access (N. Booth) along M-152 Highway midway between Shoal Creek Parkway and North Flintlock serves both the Preserve and Village Neighborhoods with a full access signalized intersection.

Preliminary Circulation Phasing

The impacts associated with this build-out scenario have been analyzed in order to preserve sufficient right-of-way while interim improvements are provided, it is likely that a number of the ultimate system improvements will not be required until latter stages of project development. It may also become apparent through monitoring the system that as the surrounding area develops and more detail is available for latter stages of Shoal Creek Valley development, that initial traffic assumptions are no longer valid.

Monitoring of the system will be possible through updates to the traffic model. Performance standards that shall apply will include that Primary Arterial streets, Secondary Arterial streets and Collector streets achieve a level of service D or above at intersections based on peak traffic flows. Local streets shall also provide level of service D or above based on average daily traffic (ADT).

To provide an additional level of assurance that sufficient right-of-way can be available for potential street expansion, a thirty (30) foot minimum building setback has been provided along Shoal Creek Parkway between I-435 and M-152. This area has the greatest potential

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Approved - February 2010

for expanded service needs given the range of potential development options in the neighborhoods west of the parkway.

Because of the long-term build-out, it can be beneficial to explore the types of street construction phasing that could occur. One possible phasing scenario might include:

1. Build the Eastern portion of Shoal Creek Valley Drive with signalized intersection at Flintlock Road to serve The Preserve East, including the golf course, planned residential and neighborhood commercial development east of the golf course.
2. Build the internal roadways and intersections with Flintlock Road South of M-152 to serve The Village East, including a yet to be determined portion of the residential development and The Village Neighborhood mixed-use center development on the eastern edge of The Village Neighborhood.
3. Build the internal roadways and extension of Shoal Creek Valley Drive (Shoal Creek Secondary Collector) west to connect with Shoal Creek Parkway aligned with Barry Road to serve The Preserve West, including the remaining development west of the golf course in The Preserve.

4. Build internal roadways and intersections with Shoal Creek Parkway and at M-152/ Shoal Creek Parkway intersection to serve The Village West and Creekside, including the remaining Village development and the Creekside areas.

5. Build the western portion of Shoal Creek Valley Drive (Barry Road), with intersection improvements and internal streets to serve The Commons and remaining mixed use development west of Shoal Creek Parkway and remaining residential development north of M-152.

Transit Service

Accommodations for transit (bus) routes serving Shoal Creek Valley were considered in the planning of the Shoal Creek Commons as a community mixed use center. The collector street loop is seen as the logical transit route, providing access to the heart of the Commons and other adjacent neighborhoods. The location of a central transit center has not been identified along that route, however, the pedestrian-oriented environment envisioned for the Commons will accommodate access at a variety of locations. Development proposals identifying specific use locations will more likely define the best location for stops or a center.

5. Circulation Goals, Objectives and Guiding Principles

Section 4 - Infrastructure



The primary goal of the Shoal Creek Valley circulation system is to establish a circulation system that provides an adequate major street system and creates and preserves a pedestrian-oriented community.

Major Street System

A primary objective is to provide a system of major streets to serve both project traffic with external destinations and area-wide through traffic. Guiding principles include the following:

- + Extend the Parkway system north to NE 96th Street and west to I-435.
- + Connect the major east/west street system through Shoal Creek Valley by designating direct, interconnected street routes.
- + Provide for potential future right-of-way needs by establishing additional building setbacks adjacent to the Shoal Creek Parkway between I-435 and M-152.

Neighborhood Street System

The presence of heavy through traffic movements and high rates of speed on neighborhood streets has the potential to diminish the character and identity of neighborhoods and the quality of life of their residents. A primary objective for the neighborhood street system is to develop a circulation network that operates efficiently but is also complementary to each neighborhood's character. The following guiding principles aid in this endeavor.

- + Develop a hierarchy of streets that serves the Shoal Creek Valley residents. Street classifications are designated to provide a differentiated system of roadways designed principally to serve either long-range through traffic or short-range local traffic. The roadway standards for neighborhood streets are designed to incorporate landscaped tree lawn ("boulevard") areas and minimized roadway pavement widths. The roadways are aligned to give structure to the community and connect major public facilities.
- + Develop a circulation system that limits through traffic in residential neighborhoods. The presence of substantial levels of through traffic, which is characterized by high volumes and high speeds, is not compatible with the desire to provide a more pedestrian-oriented community nor is it consistent with appropriate neighborhood character.
- + Develop a vehicular, pedestrian, and bike circulation network that provides efficient connections between the commercial and employment-oriented neighborhoods and the primarily residential neighborhoods of Shoal Creek Valley.
- + Develop an access system to The Botham Neighborhood that includes at least two separate signalized intersections or roundabouts with Shoal Creek Parkway that includes safe and user friendly pedestrian and bike movements.

- + Provide a circulation system that allows for efficient transit service to the Neighborhood Planning areas.
- + Establish a network of primary transit streets to serve the Neighborhood Planning areas.

Bicycle System

- + Provide a bicycle and trail system that allows for the safe and convenient use of the bicycle as an alternative mode of transportation.
- + Incorporate bikeways and trails into the circulation system of Shoal Creek Valley, including on- and off-street routes.
- + Provide amenities at areas of destination which may include items such as bike racks, trail maps, wayfinding kiosks and other features.

Off-Street Parking

- + Provide parking facilities to adequately serve both residential and commercial needs.
- + Establish parking requirements for all Shoal Creek Valley issues that promote shared parking, encourage use of transit and other alternate modes of transportation. Refer to Section 88:420 of the KCMO Zoning Ordinance for parking requirements.

**C. Utilities****1. Overview**

This portion of the Infrastructure section addresses the Utility services necessary to serve the development planned for Shoal Creek Valley. Those services include water, sanitary sewer, storm drainage, natural gas, electrical and telephone facilities. Since major utility lines have already been extended through the site to serve adjacent development to the north, utility service provision should be straightforward.

2. Utilities Plan**Sanitary Sewer**

Sanitary sewer trunk lines currently exist along the major drainage courses of the site. At the western edge of the site, a trunk line follows the course of Shoal Creek which will serve the neighborhoods west of Shoal Creek Parkway (*See Exhibit L- Utilities Plan, page 4-21*). Through the center of the site, along the alignment of the West Branch of Little Shoal Creek, an existing trunk line is in place to serve the central portions of the site and the western portion of the Preserve neighborhood. Another existing trunk line is located in the East Branch of Little Shoal Creek, parallel to Flintlock Road. Two additional trunk lines have been extended from this line to the northwest through the Preserve neighborhood, north of M-152. These trunk lines are of sufficient capacity to serve site development in Shoal Creek Valley.

A sanitary sewer trunk line identified to serve Shoal Creek Valley is located in the Northbrook development and has been built as far north as NE 76th Street. This trunk line will require an extension of approximately 500 feet to the northwest to reach the Shoal Creek Valley property on the west side of Shoal Creek Parkway. The extension may require crossing an intervening property and will serve that property, The Commons and Village neighborhoods on either side of Shoal Creek Parkway. Other existing sanitary sewer lines are present to the southwest, in Northbrook and the High Ridge Manor development that are available to serve the Creekside Neighborhood. Upon construction, sanitary sewer improvements will be dedicated to the City as part of the municipal sanitation system. Upon dedication, the city will provide maintenance of the system.

Water

Water supply mains are currently in place in Shoal Creek Parkway, NE 76th Street and Flintlock Road. A water main was recently constructed along NE 82nd Terrace. A new water supply main has been planned as part of the Woodneath development, immediately north of Shoal Creek Valley. This proposed main will connect the supply mains in Flintlock and Shoal Creek Parkway, to create a completed, looped supply main system. Upon completion of construction, water system improvements will be dedicated to the City as part of the municipal water system. Upon dedication, the city will provide maintenance of the water system.



Electric Power, Natural Gas and other Utility Services

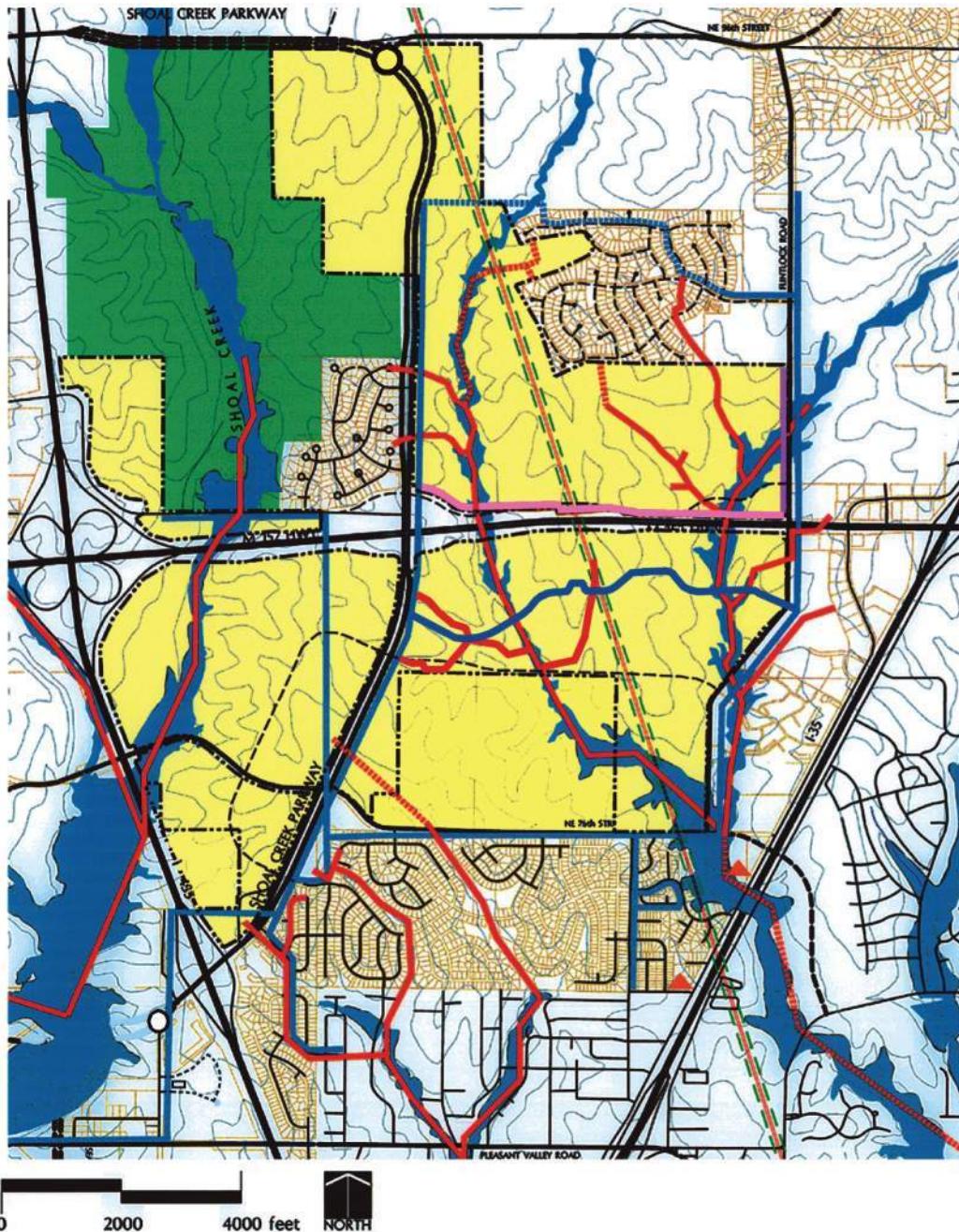
Electrical power is provided in the Shoal Creek Valley area by Evergy. Primary and Secondary facilities will be extended as required for the phased development.

Overhead electric power transmission lines cross the site on a north to south alignment within a 160-foot easement. The alignment of the overhead transmission lines has been designated for open space and an off-street trail alignment to avoid potential encroachment of development.

Missouri Gas Energy provides natural gas service to the Shoal Creek Valley area. An underground natural gas line is present on the site within a 15-foot right-of-way adjacent to Flintlock Road, north of State Highway 152 and immediately north of and parallel to Highway 152. There is also a 10-foot natural gas transmission line right-of-way that crosses the site. Gas mains will be extended as required for the phased development.

In the Shoal Creek Valley area telephone, fiber optic communication and cable television service provisions are generally available. Coordination of those utility services is ongoing at this time and will be addressed at the Neighborhood Plan level.

Further development of proposed utility line extensions into the site will be prepared as initial development phases are prepared and actual development densities and dwelling unit counts are identified. A Utilities Master Plan for each neighborhood, including sizing of service lines will be prepared as part of each Neighborhood plan.



Storm Drainage

Plans for addressing storm drainage include the recommendation of the construction of surface conveyances (swales) rather than underground storm sewers where possible. (*See Exhibit M - Drainage Plan, page 4-23*). The purpose of doing so is to promote the extension of natural drainage systems into development areas, to promote filtration of sediments from storm run-off and to encourage multiple function in infrastructure design where possible. Similarly, storm drainage detention is proposed by way of the creation of local basin storm detention facilities that are located within the FEMA designated 100-year flood plain. Storm detention is proposed to be provided in those areas by shallow depth basins that use the natural configuration of the floodplain to define basin limits and to limit excavation.

As part of that concept, detention facilities shall incorporate innovative natural landscape restoration techniques that meet the performance of standard engineering practices, but may vary in slope armoring or other engineering design standards. That approach also incorporates sizing culverts through proposed road fills to serve as outlet structures.

Site conditions are present in the Shoal Creek Valley area that may offer the potential to address storm water detention in another way while providing added scenic and recreation value. Opportunities may exist for regional detention facilities to be created in areas in the downstream portions of the site.

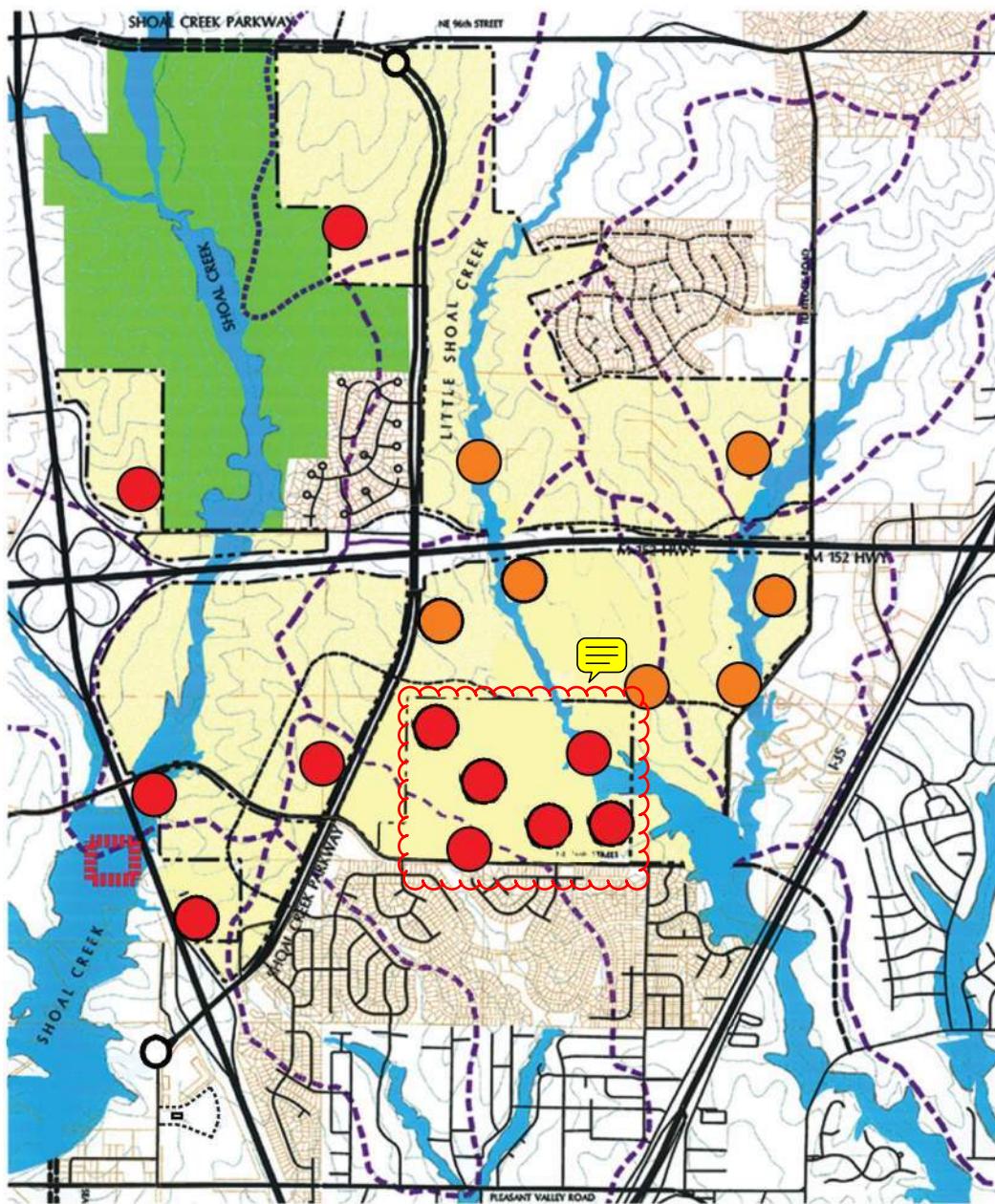
Where the use of surface conveyance storm sewers are not possible, storm sewer systems shall be designed in compliance with KCMO, APWA 5600 Standards.

Construction of the storm drainage system will be the responsibility of the developer and upon completion, those improvements will be dedicated to the City as part of its storm drainage system. Upon dedication, the city will provide maintenance of storm drainage improvements.

For development of newly annexed properties to the MPC zoning category, The American Public Work Association Section 5600 Natural Stream, or APWA 5600 Stream Preservation and Buffer Zones, as well as the Stream Buffer Chapter 65 of the KCMO Zoning Ordinance will only apply for those newly annexed properties (220 acres, a.k.a. Botham Property and approximate 30 acres in the Creekside Neighborhood) in Shoal Creek Valley. These setbacks should be identified at the Neighborhood Plan level. All other portions of Shoal Creek Valley currently zoned MPC will be grandfathered in and shall be required to adhere to the year 2000 design standards applicable at the time of adoption. The BMP (Best Management Practices) Manual applies to all portions of the development.

3. Alternative Criteria for Public Infrastructure Improvements and Dedications

The SCVCP is intended to propose not only a mix of uses and dwelling types but to also encourage the use of alternate standards for public improvements and dedications. The alternate standards for public infrastructure improvements and dedications are intended to offer flexibility in planning and implementation of infrastructure improvements to preserve existing natural site features, create a street network that is pedestrian friendly, accommodate the use of alleys for garages and services and promote a non-urban character of



- Drainage Basin Boundary
- Existing Detention Facility
- Proposed Detention Facility
- Potential Future Regional Detention Site
- Approximate 100 Year Floodplain

predominantly residential neighborhoods. Tables identifying specific proposed variations from City standards for public infrastructure improvements and dedications are provided on pages 4-26 and 4-27.

4. Utilities Goals, Objectives and Guiding Principles

Establish utility services to Shoal Creek Valley which will accommodate the planned growth for the area while incorporating resource management approaches.

Develop a facilities master plan that incorporates effective resource conservation measures. Guiding principles include the following:

- + Develop a utilities master plan for each neighborhood in Shoal Creek Valley prior to development within that area;
- + Encourage the location of local utility lines to be underground and coordinate with public agencies and public and private service providers to encourage the underground location of larger distribution lines to the greatest extent feasible;
- + Encourage the location of underground utility lines under non-paved surfaces to the greatest extent feasible;
- + Ensure domestic water supplies are sufficient in quality and quantity for domestic consumption and fire suppression;
- + Encourage water conservation to the greatest extent feasible;
- + Loop main water transmission lines and lines of lesser diameter to the extent feasible;
- + Utilize gravity flow systems in storm drainage and sanitary sewer systems;
- + Extend sewer lines in accordance with this plan and with minimum gradients and velocities set forth by the Kansas City Department of Public Works;
- + Establish a storm drainage master plan for each neighborhood in Shoal Creek Valley prior to development within that area;
- + Develop a storm water management system that transmits storm flows in surface swales rather than underground pipes to the greatest extent feasible;
- + Allow storm drainage detention to occur within the 100-year flood plain as undeveloped facilities with a natural appearance that fits the surrounding natural landscape;

- + Allow temporary storm drainage detention basins until the necessary components of the storm drainage system are in place to serve a particular development; and
- + Consider projects to strive for LEED (Leadership in Energy and Environmental Design) certification levels for office and commercial projects. Investigate opportunities for initiatives such as corporate rain gardens and 'Green' architectural solutions.

Public Involvement	Public Improvement Documents	KC Standards	SCVCP Proposed Standard	Community Plan	Neighborhood Plan	Final Plat
Utilities	Dedication Standards Submittals Existing Utilities Plan Master Utilities Plan	Design Standards Variances Proposed	1. Utilities located in alleys within easements (if alley is private) or R.O.W. (if alley is public), Locate utility lines under non-paves areas to the extent feasible.	X		
	Neighborhood Utilities Construction				X	
	Documents					X
Street Design and Lighting	Dedication Standards: Submittals: Master Traffic Study	Design Standards Variances Proposed	1. Arterial and collector intersections to perform at L.O.S. D or above at peak flows, residential streets based on ADTs. 2. Alternative street lighting levels shall be sympathetic to the street, land use and neighborhood center. 3. Alternative street lighting pole height, pole spacing and fixture types allowed. 4. Alternative street sections allowed.	X		
	Neighborhood Traffic & Walkability Study				X	
	Circulation Framework Plan			X		
	Alternative Street Sections			X		
	Sidewalk and Off-street Trail Sections			X		
	Prelim. Street Design Plan, Profile and Lighting Levels		Street lighting levels description compared with ANSI IES RP-8.		X	
	Preliminary Street Sections				X	
	Final Street Design Lighting Plan, Street tree plan and Construction Documents		Demonstrate lighting design that protects health, safety and welfare.			X
Storm Drainage	Dedication Standards	Design Standards Variances Proposed	1. Meet City Standard for detention capacity for specified design storms. 2. In-line detention allowed in swales, local sub-basins. 3. Non-improved/limited improved detention allowed within 100 yr. floodplains with road fills serving as detention/outlet structures. 4. Overload swale conveyances allowed in place of storm sewer. 5. Incorporate BMP on all projects.	X		
	Submittals Drainage Basin Concept Plan					
	Neighborhood Master Drainage Study				X	
	Final Drainage Study, Design and Construction Documents					X

Public Dedications	Standards	KC Standards	SCVCP Proposed Standard Variance	Community Plan	Neighborhood Plan	Preliminary Plat	Final Plat
Utilities	Dedication Standards	Dedication Standards Variances Proposed	1. Utilities located in alleys within easements (if alley is private) or R.O.W. (if alley is public), Locate utility lines under non-paves areas to the extent feasible.				
	Dedication:						
	Utilities Easements						X
Streets	Constructed Utilities Improvements						X
	Dedication Standards:	Dedication Standards Variances Proposed	1. Per standard cross sections, Pages 4-13 through 4-15.				
	Dedication: Street Rights-of Way						
	Constructed Street Improvements						X
Storm Drainage	Constructed Street Lighting System		1. Specialty street lights allowed with maintenance agreement.				X
	Dedication Standards	No Variances Proposed					
	Dedication: Drainage Easements						
	Constructed Drainage Improvements						X
	APWA 5600	Setbacks	Applies only to newly annexed properties as shown.			X	X
	Chapter 65: Stream Buffers	Setbacks	Applies only to newly annexed properties as shown.			X	X

COMMUNITY DESIGN

SECTION 5





A. Overview

The Community Design section establishes the basic ground rules for development in Shoal Creek Valley. In a broader sense, Community Design provides guidance in the creation of well-orchestrated relationships between the elements of land use, community facilities and the infrastructure that serves them.

The design intent and general principles defined in this section apply to the entire Shoal Creek Valley Community Plan area. They will assure a level of consistency and community cohesiveness, within the limits of plan flexibility that are allowed. Detailed design guidelines addressing architectural and landscape materials, colors and details will be presented as separate documents for each Neighborhood in Shoal Creek Valley. Those detailed Neighborhood Guidelines are a required component of the Neighborhood Planning process.



B. Community Design Approach and Intent

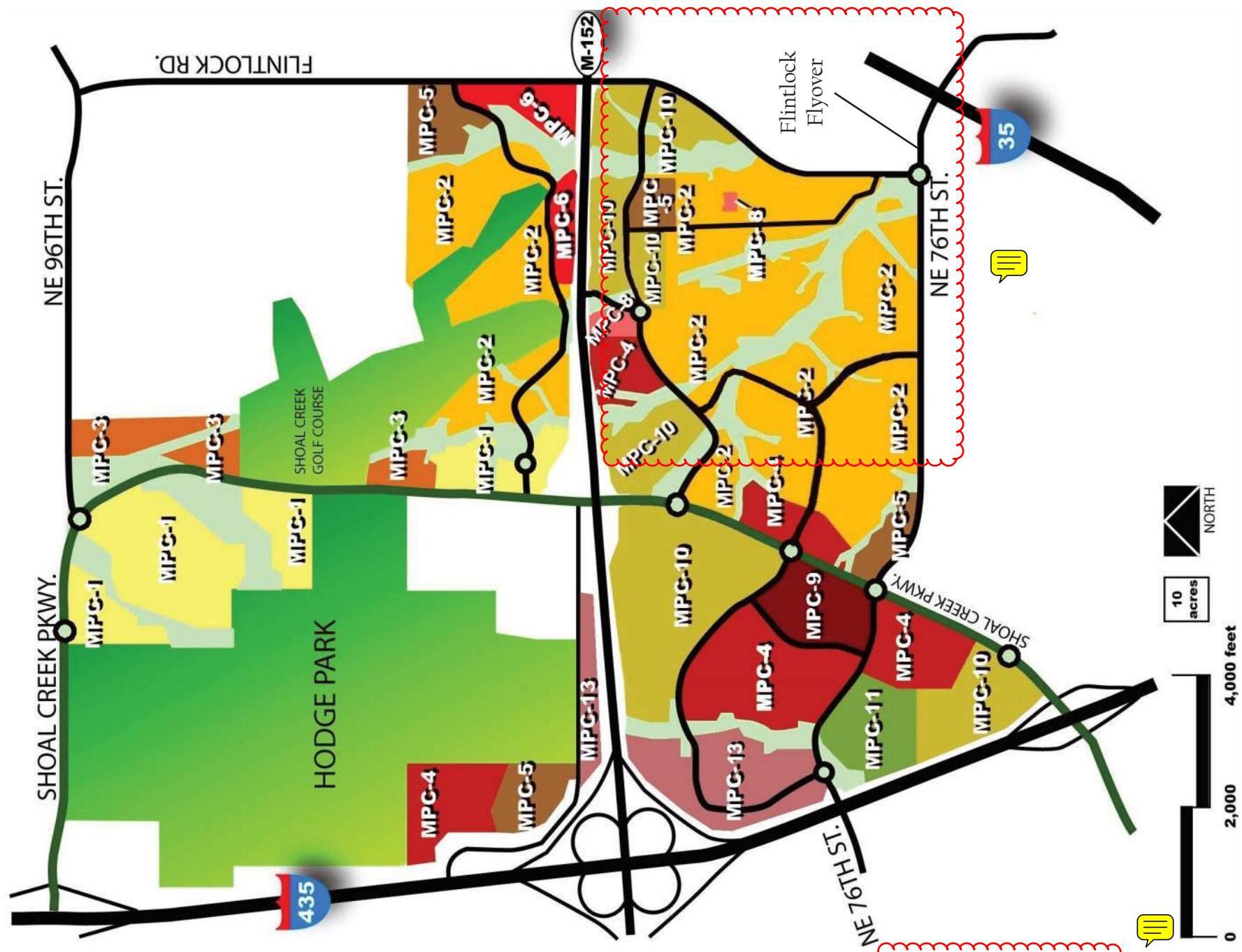
As the Northland continues to grow and expand its role as a vital part of the Kansas City community, the appearance and livability of the community is an increasing concern for residents. In Shoal Creek Valley, the Community Plan has been developed to place an emphasis on the definition of an overall community identity comprised of a number of differing parts in a well-ordered composition of neighborhood sub-areas.

Each neighborhood is also organized by the natural conditions of the site and the neighborhood's respective role in the broader Shoal Creek Valley community. (*See Exhibit N - Land Use Plan, page 5-2*). Each neighborhood is organized around a public element, for instance a public school, golf course, neighborhood public park or private open space corridor or pocket park. These elements are closely linked to one another designed to facilitate direct access between neighborhoods and activity areas.

The intent of the Community Design section is to establish the goals, objectives, and guiding principles that are necessary for a well-ordered community environment. The design intent communicated in them is depicted in the Illustrative Plan.



Shoal Creek Valley is envisioned to be a multi-modal community.



This section suggests approaches to ensure pedestrian-scaled streets, meaningful open spaces, thoughtful design of buildings, a fine-grain mixture of uses and careful organization of community facilities. The emphasis is not on dictating a particular architectural style but rather on establishing important guidelines within which the creativity of the individual builders and designers can be expressed.

The goals, objectives, and guiding principles of the Community Design section apply to the entire Shoal Creek Valley Community Plan area. Additional and more specific Neighborhood Design Guidelines will be prepared for each of the seven (7) neighborhoods as part of each Neighborhood Plan. They will discuss more specific issues that are unique and particular to each area; address, in detail, building finish materials, fencing and landscaping. The Neighborhood Design Guidelines will be used primarily by the Owners Association for internal development review prior to City submittal.

The implementation of goals, objectives, guiding principles and guidelines set forth in this section will occur through the Master Developer / Owners Association review of development proposals submitted for review. They will also be  by the City in reviewing plans that are submitted for Neighborhood Plan and Final Plan. Together goals, objectives, and guiding principles comprise intent statements that offer guidance in the planning and design of future development.

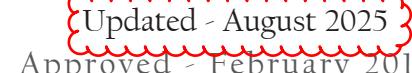
Community Design considerations within Shoal Creek Valley focus on four (4) major components:

1. Mixed use areas, which may either be vertically integrated (such as office or residential over retail), or horizontally integrated (such as offices adjacent to apartment homes and restaurants) with defined pedestrian and vehicular connections.
2. Residential neighborhoods.
3. Office.
4. Commercial areas.

Section 5 - Community Design



Interconnected areas of destination contribute to the 'sense' of community identity.

 Updated - August 2025
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In the mixed-use areas, the focus is on the development of buildings and spaces that maintain a pedestrian scale and a high level of activity. In the residential areas, the emphasis is on providing adequate private open space, minimizing the dominance of garages along the street and creating appropriate transitions between housing of different densities. For office areas, emphasis is placed on creating attractive and appropriate treatments at property edges and in the creation of a campus setting where possible. Commercial area design considerations focus on the design of parking lots, pedestrian access and commercial building scale and orientation.



C. Community Design Goals, Objectives and Principles

The primary Community Design goal for Shoal Creek Valley is to develop an attractive, well-planned community that promotes pedestrian activity, diverse neighborhoods, an active commercial civic center and a major employment center. More detailed design guidelines are to be developed at the Neighborhood Plan level, specifically drafted for that neighborhoods specific character and development environment.

1. Mixed-Use Design

The primary mixed-use planning and design objective is to organize the buildings and streets to concentrate pedestrian activity within appropriately scaled districts, in order to create a strong sense of identity and community. Guiding principles in support of that objective include the following.

- + Focus people-oriented activities (window shopping, store entrances, cafes, displays, and signage) along the streets and in front of buildings. Locate parking, deliveries, trash and other ancillary services at the rear of buildings;
- + Develop a focused, efficient pattern of buildings and open spaces in order to concentrate activities, rather than dissipate them in a way that requires dependence on the automobile;
- + Design buildings, streets and parking lots to be scaled to pedestrians and bicyclist (with regard to such issues as the height and length of walls, the amount of uninterrupted pavement, the width of streets, the distance between crosswalks, continuity of shop fronts, and the size of signage);
- + Encourage the development of pedestrian and bike amenities such as benches, trash receptacles, bike racks, access to trails and bike routes, sidewalks and pedestrian-scale lighting, as well as



Mixed-use activity centers should accommodate pedestrian access and provide strong linkages to adjacent neighborhoods.

outdoor cafes and sidewalk magazine stands - all of which enhance the experience of moving through the area by foot or bike;

- + Create a complex and diverse network of streets, passageways, trails, safe and defined ped/bike crossings, open spaces and well-distributed parking lots to enhance visual interest and efficiency; and
- + Provide adequate land for a mix of commercial, civic-related uses and high-density residential development, to allow mixed-use areas to evolve over time.

2. Residential Design

The primary objective for residential design is to develop high-quality residential neighborhoods that are both livable and attractive to residents and can increase in value over time. Guiding principles in support of that objective include:

- + Establish a fine-grain mixture of residential densities within the neighborhoods;
- + Connectivity to shopping, trails, open space, and other neighborhoods within the Shoal Creek Valley Community;
- + Create sociable residential environments, with houses creating a positive transition to pedestrian and bike-oriented streets that link to trails, Bike KC and other community-wide trail systems;
- + Ensure adequate landscaping and visual investment along streets and yards;
- + Ensure that garages do not dominate the residential streetscape and house frontages and encourage alley vehicular access;
- + Ensure that a useable backyard space is provided as private open space on single-family lots;
- + No fence over six feet high shall be erected on a residential lot. Refer to Chapter 27 in Kansas City Missouri's Code of Ordinances for full fencing requirements;
- + More detailed design guidelines shall be provided in the Neighborhood Plans; and
- + Collaborate with the Parks & Recreation Department on applicable standards for development.



Quality residential will help establish viable and lasting neighborhoods.

3. Office Area Design

The primary objective in the planning and design of office areas is to create a cohesive office setting that does not treat development parcels as isolated elements and establishes an overall identity for office subareas. Guiding principles supporting that objective include:

- + Develop an attractive employment center that considers both linkages and transitions to adjacent areas for the automobile, bike, and pedestrian;
- + Create a well-coordinated, campus-like setting for office area businesses;
- + Create a strong sense of identity from the regional highway interchange and a strong sense of entry from arterial streets with safe intersections and access;
- + Encourage landscaping throughout parcels to distinguish entries and exits and to break up large surface parking lots. Landscaping should be distributed throughout parking areas rather than be clustered along the edge and consider complementary monument and wayfinding signage systems;
- + Buffer surface parking areas from view from adjacent buildings, freeways, and residential portions of neighborhoods;
- + Emphasize opportunities for pedestrian and bicycle parking, circulation, transportation (to and from work) and linear sports (e.g., walking, jogging, cycling) within the office areas; and
- + Create a coordinated signage system that provides clear criteria for the design of attractive directional and business identification signs. Criteria would address size, location, attachment, illumination quality, informational content and type of materials to be used.

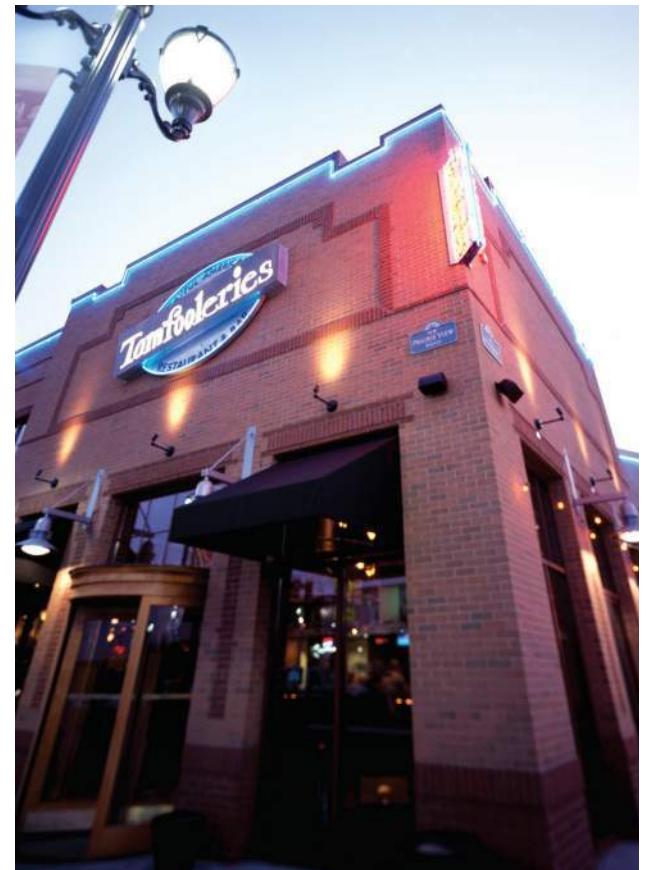


Quality office development will contribute to Shoal Creek Valley as a live, work, and play community.

4. Commercial Area Design

The primary planning and design objective for commercial areas is to organize buildings, parking and internal site circulation to create convenient, comfortably-scaled commercial activity areas. Guiding principles in support of that objective include the following:

- + Provide a diverse mix of complementary commercial uses (retail, restaurant, service);
- + Wayfinding systems that define routes for the automobile, pedestrian, and bicyclist;
- + Create a strong identity that represents the entire commercial site. This may be accomplished through the use of finishes or site elements that tie the different uses together;
- + Provide a variety of building sizes and building facade articulation to foster variety, mix and to mitigate large-scale building masses;
- + Arrange uses to maximize connections, minimize conflicts and promote shared parking where possible. Provide direct, continuous pedestrian and bike routes from the street to building entries, across all large parking areas and between all activity areas of the project site;
- + Locate service and ancillary areas so that they can be visually screened from view and are away from pedestrian use areas;
- + Encourage site design where parking does not dominate site layout from street or from buildings;
- + Provide a minimum fifteen (15) foot setback between building face and parking areas to allow for landscaping;
- + Encourage alternative materials for pedestrian/bike walks through commercial drives;
- + Refer to Section 88-445 of Kansas City Missouri Ordinance No. 081033 for complete sign regulations; and
- + More detailed criteria and guidelines will be provided in the Neighborhood Plan.



IMPLEMENTATION

SECTION 6





A. Overview

The Implementation section addresses the steps necessary to take the Community Plan forward to construction. It describes the review processes that will apply to the Community Plan and new development proposals within its boundaries. The administrative structure and responsibilities of the Master Developer are described including establishment of an Owners Association, Development Review Committee and separate Neighborhood Design Guidelines.

B. The Review and Regulatory Process

The SCVCP was prepared for submission as part of an Application for Rezoning. A new zoning ordinance established a new zoning district, a Master Planned Community (MPC) District, to regulate the land use designations that are included in the community plan area. In addition to relatively conventional residential and commercial uses, the new zoning ordinance addresses the regulation of Mixed-Use Centers and Transitional Use designations.

The City's standard process for review and adoption of rezoning applications applies to the original Community Master Plan and any subsequent major amendments, including public hearings before the City Planning Commission and City Council. Concurrently, an Amendment to the Shoal Creek Valley Area Plan, one of eighteen (18) component Area Plans of the City's Comprehensive Plan, will require processing to reflect the proposed new zoning. Similarly, the City's Major Street Plan (MSP) will require concurrent amendment, as needed, to incorporate applicable components of the Shoal Creek Valley circulation system.

An Application to rezone to UR district is not necessary for any parcel within the SC zoning district receiving any tax incentives. Parcels within the SC zoning district receiving any tax incentives may not be considered by the city council until after the statutory agency has considered and approved said incentive.

The Community Plan will establish land use entitlements and regulate land use within the plan area. Furthermore, site development standards, goals, objectives and guiding principles contained within the plan will govern land use, site planning and design proposals within the Shoal Creek Valley.

Following adoption of the Community Plan, Neighborhood Plans will be prepared for each of the seven component Neighborhoods in the Shoal Creek Valley.

The Neighborhood Plan will more clearly identify proposed development intensities, general parcel or lot configuration or size, street and utilities preliminary layout and other preliminary engineering information that establishes development capacities for the Neighborhood. Detailed design guidelines addressing architecture, landscaping and fencing will also be developed to further distinguish the character of each neighborhood.

The Neighborhood Plan also provides the opportunity to incorporate more restrictive amendments to the development standards contained in this Community Plan, if desired by the developer, to tailor them to specific development patterns or to accommodate special types of development. Neighborhood Plan preparation will occur in a phased manner, prior to development in each neighborhood, and will then be submitted to the City for review and approval by appropriate City departments.

Upon adoption of the Neighborhood Plan, subdivision of land for development will occur following standard City Final Plat and (as required) Project Plan review and approval procedures.

All areas to be dedicated or reserved should be indicated on the preliminary and/or final plat, including but not limited to open space dedications, BMP locations and all applicable easements. Easements that may be required include: utility easements; drainage easements (surface or sub-surface); BMP and pedestrian access.

Landscape plans depicting proposed and existing plant material and locations must accompany all required site plans and similar development plans. All landscaping must be in place and healthy prior to issuance of a final occupancy permit. Irrigation plans with a rainfall sensor on all systems will also be required.

C. Master Developer/Home Owners Association



The Master Developer of the Shoal Creek Valley is the Shoal Creek Valley Development Company, L.L.C which shall be responsible for the establishment of the Neighborhood HOA's who review plans for the purpose of administration, operations and maintenance of property held in common ownership by the HOA. The HOA shall also be responsible for administration of the design review procedures and enforcement of the Neighborhood Design Guidelines.

1. Development Review Committee

The design review procedures described below are to be administered by the HOA Development Review Committee (DRC). The DRC is composed of members residing within the Neighborhood. Until such time as ninety percent of lots in Shoal Creek Valley are conveyed to Owners of residential dwelling units, the Master Developer (Shoal Creek Development Company) has the right to appoint the DRC members.

The DRC recommends that each lot owner and/or builder retain the services of a qualified landscape architect and architect or residential designer in preparing new construction designs to assist in the design process in compliance with the Neighborhood Design Guidelines, including any applicable special site specific requirements.



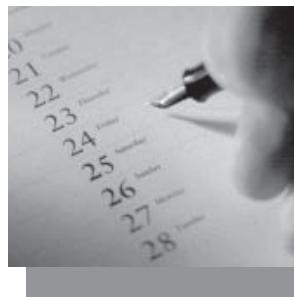
Updated - August 2025

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2. Design Review Procedures



All new construction, including all design elements, paint, stain or other surface treatments of any commercial buildings, residences, fences, trellises, decks, patios, patio covers, exterior stairs, balconies, other appurtenances and structures, permanent street or outdoor furnishings, landscaping, lighting and signage shall be submitted to the DRC for approval; that approval shall be obtained prior to application for a building permit for, or any commencement of, such new construction. The DRC's approval of any proposed new construction shall be within the sole discretion of the DRC and the DRC may, in its discretion, determine to enforce or waive, in whole or in part, any or all of the Neighborhood Design Guidelines under the exclusive jurisdiction of the Association.



D. Project Development Phasing

The phased development of Shoal Creek Valley is expected to occur over the next 20-30 years from this update, with preparation of the first Neighborhood Plan and initial phases of platting and construction to follow immediately after the Community Plan adoption in the year 2000. Development phasing will occur largely in response to market demand and development parcel sales; however, the first project construction has been targeted for the area north of State Highway 152.

1. Phase One - The Preserve Neighborhood

The initial development phase of Shoal Creek Valley will be The Preserve Neighborhood, located north of State Highway 152 between Shoal Creek Parkway and Flintlock Road. Initiatives since the original Community Plan adoption include:

- + Street improvements have been made to upgrade Flintlock north of Highway 152 and storm drainage improvements have been completed at the eastern end of the neighborhood in association with that street-widening project;
- + Construction of the 'Gatehouse' that provides a clubhouse and pool for Shoal Creek Valley residents has been completed;
- + Residential plats and construction of single family homes for much of the Preserve Neighborhood west of the golf course (Preserve Plats 1-4, and 6) and apartment homes east of the golf course (Carrington Place at Shoal Creek);
- + Commercial construction of the 'Shoppes at Shoal Creek' at Flintlock Road and M-152 has been completed;



The Shoppes at Shoal Creek..



Conceptual land planning is underway for portions of the Preserve Neighborhood east of the golf course.

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Updated - August 2013

Approved - February 2010

+ Utilities are in place to serve the neighborhood as the result of the development of the Fairways and Woodneath subdivisions, to the west and north of the neighborhood, respectively;

+ The Shoal Creek Golf Course opened in 2002;

+ Construction of multifamily units and Shoal Creek Valley Drive at Flintlock Road have been completed. Planning for the extension of Shoal Creek Valley Drive to connect Flintlock and Shoal Creek Parkway has also been completed.

+ Land Planning for portions of the Preserve Neighborhood east of the golf course are currently in the preliminary concept design phase.

2. Phase Two- The Village Neighborhood

Several initiatives have been completed within the Village Neighborhood. These include:

+ Residential plats and construction of single and multi-family homes and attached housing product for Village Plats 1-8;

+ The Construction and opening of the Liberty Oaks Elementary School along Farley Road;

+ The Construction of NE 82nd Terrace, which connects Flintlock Road to Shoal Creek Parkway through the Village Neighborhood;

+ Commercial construction of the Plaza at Shoal Creek at Flintlock Road and M-152 and final plats for the Plaza at Shoal Creek I and II;

+ The 'Park House' that complements the 'Gatehouse' in the Preserve Neighborhood. The community complex includes a youth pool, adult serenity pool, lazy river, splash tower with two slides, a clubhouse, and an open lawn with an informal amphitheater/resident event open space;

+ Land Planning and final plat approval for Village 6, located along Shoal Creek Parkway and NE 82nd Terrace; and

+ Annexation and incorporation of the 220 acre Botham property along NE 76th Street.



Section 6 - Implementation

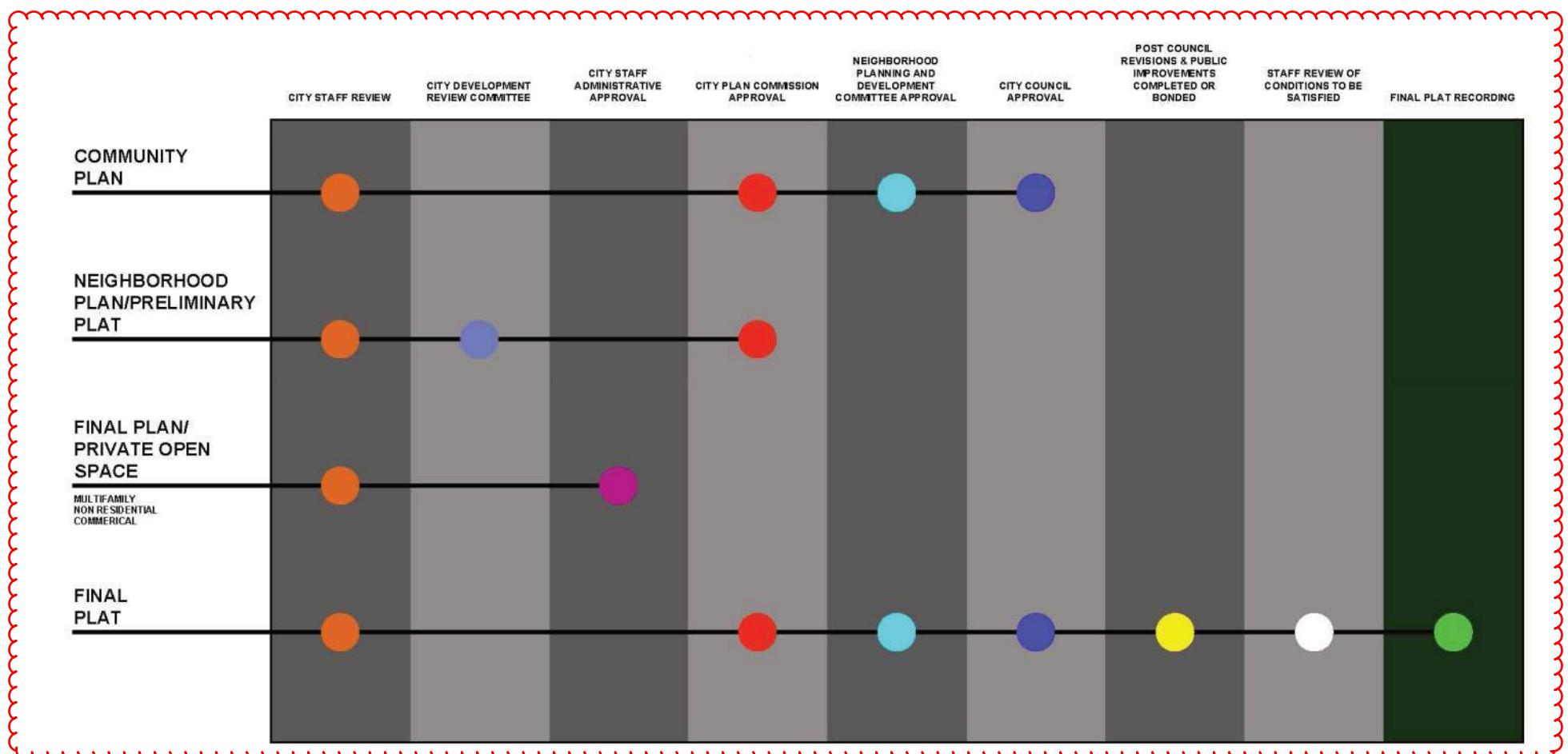


The Park House, opened in the summer of 2007.



Conceptual land planning is underway for portions of the Village Neighborhood and the anticipated addition of the Botham property. Concept graphic by Gould Evans Associates.





* For the newly annexed properties located within the Village and Creekside Neighborhoods, development proposals must be submitted at the preliminary and final plat stages per Section 88-405 of the Kansas City Missouri Subdivision Regulations.

** Neighborhood Plans/Preliminary Plat are processed as a project plan unless seeking waivers or deviations, which must be granted by City Council.

Exhibit O: Review and Approval Process

Community Plan Contents:

1. Land Use

- + Uses and development standards
- + Maximum yield for each use
- + General location of uses

2. Community Facilities

- + Community facilities parks and open space framework plan
- + General locations

3. Infrastructure

- + Street and utilities framework plans
- + Variances from city standards and proposed standards

4. Community Design

- + Community-wide design intent goals, objectives and guiding principles

5. Implementation

- + Public requirements
- + Review and approval procedures
- + Master developer administration
- + Initial phasing

Purpose:

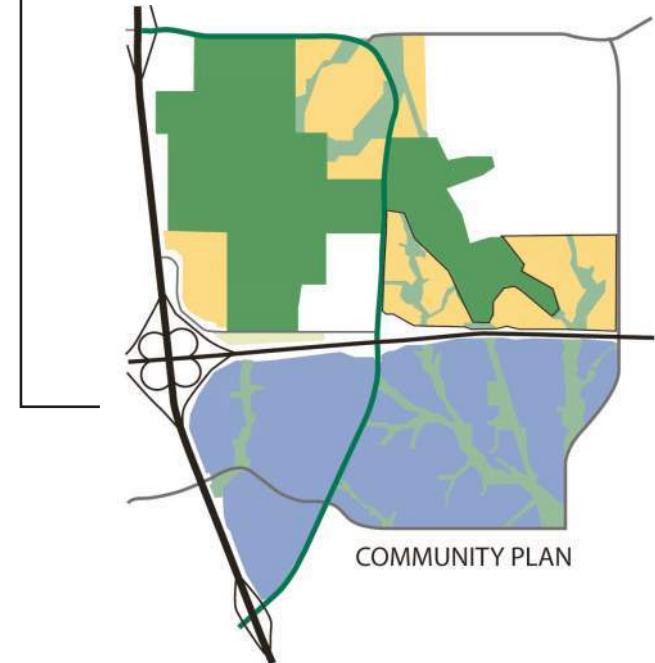
1. Establish land use and entitlements
2. Provide framework for development
3. Establish design intent through community-wide goals, objectives and guiding principles

Prepared by:

1. Master Developer

Review and Approval:

1. Application for a zoning map amendment (rezoning) and development plan.
2. Mailed noticed required to all property owners within the SC district and within 300 feet of the SC boundary at the applicant's expense.
3. City staff review.
4. City Plan Commission
5. City Council



MASTER PLANNED COMMUNITY (MPC) SUBMITTAL PROCESS

NEIGHBORHOOD PLAN

Neighborhood Plan/Preliminary Plat Contents:

Adhere to the Director's Minimum Submittal Requirements



Purpose:

1. Establish site planning layout
2. Provide master level infrastructure
3. Establish specific design guidelines

Prepared by:

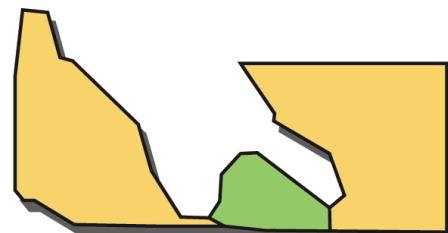
1. Master Developer/Applicant



Review and Approvals:

1. Application for project plan
2. City staff review
3. City Plan Commission

Section 6 - Implementation



NEIGHBORHOOD PLAN



MASTER PLANNED COMMUNITY (MPC) SUBMITTAL PROCESS

Section 6 - Implementation



FINAL PLAN

Final Plan Contents:

Adhere to the Director's Minimum Submittal Requirements

Purpose:

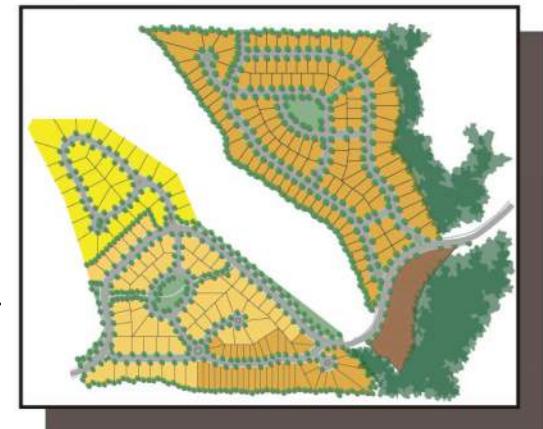
1. Establish detailed final layout of uses
2. Provide detailed final street and utilities design
3. Establish final architecture and landscape design

Prepared by:

1. Parcel Developer

Review and Approvals:

1. Application for Final Plan
2. City Staff review and approval



Final Plan

FINAL PLAT

Final Plat Contents:

Adhere to the Director's Minimum Submittal Requirements

Purpose:

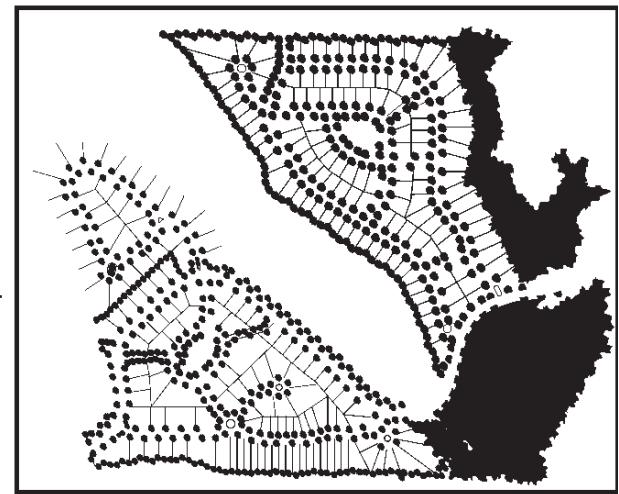
1. Establish detailed final layout of uses
2. Provide detailed final street and utilities design
3. Establish final architecture and landscape design

Prepared by:

1. Parcel Developer

Review and Approvals:

1. Application for Final Plat
2. Staff review
3. City Plan Commission
4. City Council



Final Plat

NEIGHBORHOOD LEGAL DESCRIPTIONS

APPENDIX A



A. THE VILLAGE

All that part of the Southwest Quarter and Southeast Quarter of Section 10, and all that part of the Southwest Quarter of Section 11, and all that part of the Northwest Quarter of Section 14, and all that part of the Northeast Quarter and Northwest Quarter of Section 15, all in Township 51 North, Range 32 West, and including all of The Village First Plat, The Village Second Plat, The Village Third Plat, The Village Fourth Plat, The Village Fifth Plat, The Village Sixth Plat, The Village Seventh Plat, The Village Eighth Plat, The Plaza @ Shoal Creek, Plaza @ Shoal Creek Second Plat, in the City of Kansas City, Clay County, Missouri, all being more particularly described as follows: commencing at the southeast corner of the Northeast Quarter of said Section 15, thence North 00 degrees 32 minutes 06 seconds East, with the east line of the Northeast Quarter of said Section 15, a distance of 25.00 feet to a point on the north right-of-way line of NE 76 Street, said point being the point of beginning; thence North 89 degrees 04 minutes 45 seconds West, with the north right-of-way line of NE 76th Street, and parallel with the south line of the Northeast Quarter of said Section 15, a distance of 2,644.15 feet; thence North 88 degrees 55 minutes 49 seconds West, continuing with the north right-of-way line of NE 76th Street, and now parallel with the south line of the Northwest Quarter of said Section 15, a distance of 1,408.75 feet; thence North 01 degree 04 minutes 11 seconds East, continuing with the north right-of-way line of NE 76th Street, a distance of 15.00 feet; thence continuing with the north right-of-way line of NE 76th Street on a curve to the right having a radius of 564.69 feet, a central angle of 48 degrees 06 minutes 00 seconds, with an initial tangent bearing of North 88 degrees 55 minutes 49 seconds West, an arc distance of 474.06 feet; thence North 40 degrees 50 minutes 00 seconds West, continuing with the north right-of-way line of NE 76th Street, a distance of 329.82 feet to a point of curvature; thence continuing with the north right-of-way line of NE 76th Street on a curve to the left having a radius of 645.33 feet, a central angle of 37 degrees 06 minutes 09 seconds, an arc distance of 417.89 feet to a point on the east right-of-way line of NE Shoal Creek Parkway; thence North 25 degrees 05 minutes 50 seconds East, with the east right-of-way line of NE Shoal Creek Parkway, a distance of 2,148.27 feet to a point on the south line of the Southwest Quarter of aforesaid Section 10; thence continuing North 25 degrees 05 minutes 50 seconds East, with the east right-of-way line of NE Shoal Creek Parkway, a distance of 229.10 feet to a point of curvature; thence continuing with the east right-of-way line of NE Shoal Creek Parkway on a curve to the left having a radius of 3,757.05 feet, a central angle of 23 degrees 45 minutes 24 seconds, an arc distance of 1,557.79 feet to a point on the south right-of-way line of Missouri Highway Route 152; thence South 89 degrees 24 minutes 42 seconds East, with the south right-of-way line of Missouri Highway Route 152, a distance of 36.89 feet; thence North 00 degrees 35 minutes 15 seconds East, continuing with the south right-of-way line of Missouri Highway Route 152, a distance of 190.00 feet; thence North 55 degrees 35 minutes 04 seconds East, continuing with said right-of-way, a distance of 142.47 feet; thence continuing with said right-of-way on a curve to the left having a radius of 1,004.93 feet, a central angle of 20 degrees 01 minute 15 seconds, with an initial tangent bearing of North 85 degrees 32 minutes 36 seconds East, an arc distance of 351.15 feet; thence North 65 degrees 28 minutes 33 seconds East, continuing with said right-of-way line, a distance of 226.83 feet; thence North 88 degrees 40 minutes 30 seconds East, continuing with the south right-of-way line of Missouri Highway Route 152, a distance of 401.70 feet to a point on the west line of the Southeast Quarter of said Section 10; thence continuing North 88 degrees 40 minutes 30 seconds East, with said right-of-way line, a distance of 6.89 feet; thence North 80 degrees 54 minutes 14 seconds East, continuing with said right-of-way line, a distance of 942.85 feet; thence continuing with said right-of-way line on a curve to the right having a radius of 11,314.16 feet, a central angle of 05 degrees 48 minutes 09 seconds, with an initial tangent bearing of North 85 degrees 35 minutes 18 seconds East, an arc distance of 1,145.83 feet; thence South 84 degrees 56 minutes 12 seconds East, continuing with said right-of-way line, a distance of 343.49 feet; thence North 84 degrees 46 minutes 54 seconds East, continuing with the south right-

of-way line of Missouri Highway Route 152, a distance of 186.62 feet to a point on the west line of the Southwest Quarter of aforesaid Section 11; thence continuing North 84 degrees 46 minutes 54 seconds East, with said right-of-way line, a distance of 213.04 feet; thence South 88 degrees 36 minutes 33 seconds East, continuing with the south right-of-way line of Missouri Highway Route 152, a distance of 1,115.04 feet; thence South 57 degrees 39 minutes 01 second East, continuing with said right-of-way line, a distance of 58.36 feet; thence South 88 degrees 36 minutes 48 seconds East, continuing with said right-of-way line, a distance of 150.00 feet; thence North 80 degrees 04 minutes 36 seconds East, continuing with said right-of-way line, a distance of 152.97 feet; thence South 88 degrees 36 minutes 33 seconds East, continuing with the south right-of-way line of Missouri Highway Route 152, a distance of 805.18 feet to a point on the west right-of-way of N Flintlock Road; thence with the west right-of-way line of N Flintlock Road on a curve to the right having a radius of 84.00 feet, a central angle of 41 degrees 12 minutes 55 seconds, with an initial tangent bearing of South 40 degrees 47 minutes 25 seconds East, an arc distance of 60.42 feet; thence South 00 degrees 25 minutes 30 seconds West, continuing with the west right-of-way line of N Flintlock Road, a distance of 423.41 feet to a point of curvature; thence continuing with said right-of-way line on a curve to the left having a radius of 1,142.00 feet, a central angle of 04 degrees 06 minutes 52 seconds, an arc distance of 82.01 feet to a point of reverse curvature; thence continuing with said right-of-way line on a curve to the right having a radius of 1,100.00 feet, a central angle of 18 degrees 26 minutes 37 seconds, an arc distance of 354.09 feet to a point of compound curvature; thence continuing with said right-of-way line on a curve to the right having a radius of 1,750.00 feet, a central angle of 22 degrees 09 minutes 44 seconds, an arc distance of 676.91 feet; thence South 36 degrees 54 minutes 59 seconds West, continuing with the west right-of-way line of N Flintlock Road, a distance of 756.34 feet; thence South 36 degrees 55 minutes 52 seconds West, continuing with said right-of-way line, a distance of 363.50 feet to a point on the north line of the Northwest Quarter of aforesaid Section 14; thence continuing South 36 degrees 55 minutes 52 seconds West, with said right-of-way line, a distance of 109.38 feet to a point of curvature; thence continuing with said right-of-way on a curve to the left having a radius of 1,332.00 feet, a central angle of 09 degrees 23 minutes 27 seconds, an arc distance of 218.32 feet; thence South 37 degrees 14 minutes 44 seconds West, continuing with said right-of-way line, a distance of 17.01 feet to a point of curvature; thence continuing with said right-of-way line on a curve to the left having a radius of 390.00 feet, a central angle of 31 degrees 34 minutes 54 seconds, an arc distance of 214.97 feet; thence continuing with said right-of-way line on a curve to the left having a radius of 1332.00 feet, a central angle of 16 degrees 26 minutes 18 seconds, with an initial tangent bearing of South 17 degrees 41 minutes 25 seconds West, an arc distance of 382.15 feet; thence South 01 degree 15 minutes 13 seconds West, continuing with the west right-of-way line of N Flintlock Road, a distance of 144.17 feet to a point of curvature; thence continuing with said right-of-way line on a curve to the right having a radius of 25.00 feet, a central angle of 90 degrees 00 minutes 00 seconds, an arc distance of 39.27 feet; thence North 88 degrees 44 minutes 47 seconds West, continuing with said right-of-way line, a distance of 12.00 feet; thence South 01 degrees 15 minutes 13 seconds West, continuing with said right-of-way line, a distance of 60.00 feet; thence South 88 degrees 44 minutes 47 seconds East, continuing with said right-of-way line, a distance of 12.00 feet to a point of curvature; thence continuing with said right-of-way line on a curve to the right having a radius of 25.00 feet, a central angle of 90 degrees 00 minutes 00 seconds, an arc distance of 39.27 feet; thence South 01 degrees 15 minutes 13 seconds West, continuing with the west right-of-way line of N Flintlock Road, a distance of 640.00 feet to a point of curvature; thence continuing with said right-of-way line on a curve to the right having a radius of 25.00 feet, a central angle of 90 degrees 00 minutes 00 seconds, an arc distance of 39.27 feet; thence North 88 degrees 44 minutes 47 seconds West, continuing with said right-of-way line, a distance of 6.00 feet; thence South 01 degree 15 minutes 13 seconds West, continuing with said right-of-way line, a distance of 60.00 feet; thence South 88 degrees 44 minutes 47 seconds East, continuing with said right-of-way line, a distance of 6.00 feet to a point of curvature; thence continuing with said right-of-way line

on a curve to the right having a radius of 25.00 feet, a central angle of 90 degrees 00 minute 00 seconds, an arc distance of 39.27 feet; thence South 01 degree 15 minutes 13 seconds West, continuing with the west right-of-way line of N Flintlock Road, a distance of 677.97 feet to a point of curvature; thence continuing with the west right-of-way line of N Flintlock Road on a curve to the right having a radius of 25.00 feet, a central angle of 80 degrees 18 minutes 21 seconds, an arc distance of 35.04 feet; thence South 00 degrees 40 minutes 20 seconds West, continuing with the west right-of-way line of N Flintlock Road, a distance of 18.99 feet to a point on the north right-of-way of NE 76th Street; thence North 89 degrees 34 minutes 44 seconds West, with the north right-of-way line of NE 76th Street, and parallel with the south line of the Northwest Quarter of said Section 14, a distance of 1,148.20 feet to the point of beginning. The above described tract contains 672.10 acres.

B. THE PRESERVE

All that part of the Southwest Quarter of Section 3, and all that part of the Northwest Quarter and Northeast Quarter of Section 10, and all that part of the Northwest Quarter of Section 11, all in Township 51 North, Range 32 West, including all of The Preserve First Plat, The Preserve Second Plat, The Preserve Third Plat, The Preserve Fourth Plat, The Preserve Fourth Plat – Single Family, The Preserve Sixth Plat, Carrington Place at Shoal Creek, Shoppes at Shoal Creek, and Shoal Creek Veterinary Clinic, all in the City of Kansas City, Clay County, Missouri, and all being more particularly described as follows: beginning at the northwest corner of the Northwest Quarter of said Section 11, thence South 89 degrees 24 minutes 54 seconds East, with the north line of the Northwest Quarter of said Section 11, a distance of 2,533.27 feet to a point on the west right-of-way line of N Flintlock Road; thence South 00 degrees 26 minutes 45 seconds West, with the west right-of-way line of N Flintlock Road, and parallel with the east line of the Northwest Quarter of said Section 11, a distance of 831.98 feet; thence continuing with the west right-of-way line of N Flintlock Road on a curve to the right having a radius of 4,986.00 feet, a central angle of 04 degrees 33 minutes 13 seconds, with an initial tangent bearing of South 00 degrees 00 minutes 17 seconds West, an arc distance of 396.28 feet to a point of reverse curvature; thence continuing with the west right-of-way line of N Flintlock Road on a curve to the left having a radius of 5,054.00 feet, a central angle of 04 degrees 06 minutes 45 seconds, an arc distance of 362.76 feet; thence South 00 degrees 26 minutes 45 seconds West, continuing with the west right-of-way of N Flintlock Road, and parallel with the east line of the Northwest Quarter of said Section 11, a distance of 623.59 feet to a point of curvature; thence continuing with said right-of-way line on a curve to the right having a radius of 21.00 feet, a central angle of 64 degrees 38 minutes 06 seconds, an arc distance of 23.69 feet; thence South 00 degrees 26 minutes 45 seconds West, continuing with the west right-of-way line of N Flintlock Road, and parallel with the east line of the Northwest Quarter of said Section 11, a distance of 309.74 feet to a point on the north right-of-way line of Missouri Highway Route 152; thence North 88 degrees 36 minutes 33 seconds West, with the north right-of-way line of Missouri Highway Route 152, a distance of 674.68 feet; thence South 89 degrees 06 minutes 01 seconds West, continuing with the north right-of-way line of Missouri Highway Route 152, a distance of 100.08 feet; thence North 88 degrees 36 minutes 33 seconds West, continuing with said right-of-way line, a distance of 745.00 feet; thence North 82 degrees 41 minutes 18 seconds West, continuing with said right-of-way line, a distance of 135.72 feet; thence South 87 degrees 44 minutes 59 seconds West, continuing with said right-of-way line, a distance of 220.45 feet; thence North 88 degrees 36 minutes 33 seconds West, continuing with said right-of-way line, a distance of 600.00 feet; thence North 81 degrees 35 minutes 33 seconds West, continuing with said right-of-way line, a distance of 17.31 feet to a point on the east line of the Northeast Quarter of aforesaid Section 10; thence continuing North 81 degrees 35 minutes 33 seconds West, with the north right-of-way line of Missouri Highway Route 152, a

distance of 179.16 feet; thence North 73 degrees 54 minutes 20 seconds West, continuing with said right-of-way line, a distance of 145.77 feet; thence North 88 degrees 36 minutes 33 seconds West, continuing with said right-of-way line, a distance of 203.78 feet; thence South 84 degrees 36 minutes 53 seconds West, continuing with said right-of-way line, a distance of 521.95 feet; thence South 88 degrees 36 minutes 50 seconds West, continuing with said right-of-way line, a distance of 263.53 feet; thence North 00 degrees 21 minutes 04 seconds East, continuing with the north right-of-way line of Missouri Highway Route 152, a distance of 83.23 feet; thence South 86 degrees 32 minutes 59 seconds West, continuing with said right-of-way line, a distance of 399.67 feet; thence South 88 degrees 16 minutes 38 seconds West, continuing with said right-of-way line, a distance of 852.64 feet; thence North 88 degrees 24 minutes 09 seconds West, continuing with said right-of-way line, a distance of 54.51 feet to a point on the east line of the Northwest Quarter of said Section 10; thence continuing North 88 degrees 24 minutes 09 seconds West, and continuing with the north right-of-way line of Missouri Highway Route 152, a distance of 174.73 feet; thence continuing with said right-of-way line on a curve to the right having a radius of 482.96 feet, a central angle of 29 degrees 36 minutes 45 seconds, with an initial tangent bearing of North 88 degrees 34 minutes 49 seconds West, an arc distance of 249.61 feet; thence North 54 degrees 45 minutes 47 seconds West, continuing with said right-of-way line, a distance of 280.53 feet; thence continuing with said right-of-way line on a curve to the left having a radius of 682.96 feet, a central angle of 30 degrees 30 minutes 49 seconds, with an initial tangent bearing of North 58 degrees 48 minutes 14 seconds West, an arc distance of 363.72 feet; thence North 39 degrees 52 minutes 53 seconds West, continuing with the north right-of-way line of Missouri Highway Route 152, a distance of 98.23 feet; thence North 89 degrees 29 minutes 33 seconds West, continuing with the north right-of-way line of Missouri Highway Route 152, a distance of 52.13 feet to a point on the east right-of-way line of NE Shoal Creek Parkway; thence North 00 degrees 34 minutes 36 seconds East, with the east right-of-way line of NE Shoal Creek Parkway, a distance of 1,701.18 feet; thence North 04 degrees 11 minutes 57 seconds East, continuing with the east right-of-way line of NE Shoal Creek Parkway, a distance of 120.59 feet; thence North 00 degrees 25 minutes 07 seconds West, a distance of 42.91 feet; thence continuing with said right-of-way line on a curve to the right having a radius of 2,764.79 feet, a central angle of 05 degrees 10 minutes 31 seconds, with an initial tangent bearing of North 03 degrees 51 minutes 58 seconds East, an arc distance of 249.73 feet to a point of reverse curvature; thence continuing with said right-of-way on a curve to the left having a radius of 2,928.35 feet, a central angle of 00 degrees 45 minutes 43 seconds, an arc distance of 38.95 feet to a point on the south line of the Southwest Quarter of aforesaid Section 3; thence continuing with the east right-of-way line of NE Shoal Creek Parkway on a curve to the left having a radius of 2,928.35 feet, a central angle of 07 degrees 34 minutes 35 seconds, an arc distance of 387.22 feet; thence North 00 degrees 42 minutes 11 seconds East, continuing with the east right-of-way of NE Shoal Creek Parkway, a distance of 185.15 feet; thence South 87 degrees 42 minutes 40 seconds East, and no longer with the east right-of-way line of NE Shoal Creek Parkway, a distance of 497.44 feet; thence South 22 degrees 26 minutes 38 seconds East, a distance of 611.58 feet to a point on the north line of the Northwest Quarter of aforesaid Section 10; thence continuing South 22 degrees 26 minutes 38 seconds East, a distance of 120.78 feet; thence South 46 degrees 52 minutes 27 seconds East, a distance of 337.90 feet to a point on the west line of the Northeast Quarter of said Section 10; thence continuing South 46 degrees 52 minutes 27 seconds East, a distance of 960.84 feet; thence South 17 degrees 56 minutes 23 seconds East, a distance of 700.95 feet; thence South 29 degrees 54 minutes 30 seconds East, a distance of 544.83 feet; thence South 01 degree 35 minutes 04 seconds East, a distance of 264.08 feet; thence North 88 degrees 24 minutes 56 seconds East, a distance of 385.94 feet to a point of curvature; thence on a curve to the left having a radius of 290.00 feet, a central angle of 79 degrees 54 minutes 43 seconds, an arc distance of 404.47 feet; thence North 17 degrees 29 minutes 56 seconds West, a distance of 929.24 feet; thence North 27 degrees 19 minutes 54 seconds West, a distance of 558.50 feet; thence North 25 degrees 03 minutes 31 seconds East, a distance of 67.94 feet; thence North 88 degrees 48 minutes 31 seconds East, a distance of 436.70 feet;

thence South 55 degrees 00 minutes 30 seconds East, a distance of 707.74 feet; thence South 21 degrees 05 minutes 10 seconds East, a distance of 328.53 feet; thence South 50 degrees 22 minutes 13 seconds East, a distance of 148.00 feet to a point on the west line of the Northwest Quarter of aforesaid said Section 11; thence continuing South 50 degrees 22 minutes 13 seconds East, a distance of 1,035.79 feet; thence South 66 degrees 03 minutes 11 seconds East, a distance of 105.76 feet; thence North 80 degrees 22 minutes 21 seconds East, a distance of 105.76 feet; thence North 29 degrees 14 minutes 22 seconds East, a distance of 201.67 feet; thence North 23 degrees 15 minutes 10 seconds West, a distance of 588.10 feet; thence North 56 degrees 43 minutes 00 seconds West, a distance of 934.69 feet; thence North 00 degrees 00 minutes 00 seconds East, a distance of 139.25 feet; thence North 36 degrees 15 minutes 54 seconds West, a distance of 133.14 feet to a point on the east line of the Northeast Quarter of aforesaid Section 10; thence continuing North 36 degrees 15 minutes 54 seconds West, a distance of 667.33 feet; thence North 52 degrees 57 minutes 26 seconds West, a distance of 164.29 feet to a point on the north line of the Northeast Quarter of said Section 10; thence South 88 degrees 10 minutes 56 seconds East, with the north line of the Northeast Quarter of said Section 10, a distance of 529.96 feet to the point of beginning. The above described tract contains 276.95 acres.

C. THE COMMONS

All that part of the Southeast Quarter of Section 9, the Southwest Quarter of Section 10, the Northwest Quarter of Section 15, and the Northeast Quarter of Section 16, all in Township 51 North, Range 32 West, of the Fifth Principal Meridian, in the City of Kansas City, Clay County, Missouri, more particularly described as follows: commencing at the northeast corner of the Northeast Quarter of said Section 16, said point being the common corner to Sections 9, 10, 15, and 16, thence South 00 degrees 58 minutes 18 seconds West, with the east line of the Northeast Quarter of said Section 16, a distance of 1,950.24 feet to a point on the west right-of-way of Shoal Creek Parkway, said point being the point of beginning; thence South 25 degrees 05 minutes 50 seconds West, with the west right-of-way of Shoal Creek Parkway, a distance of 3.73 feet to a point on the north right-of-way of NE 76th Street; thence North 88 degrees 55 minutes 06 seconds West, with the north right-of-way of NE 76th Street, a distance of 388.66 feet to a point of curvature; thence continuing with the north right-of-way of NE 76th Street, on a curve to the right having a radius of 1,597.02 feet, a central angle of 40 degrees 02 minutes 26 seconds, an arc distance of 1,116.06 feet; thence North 48 degrees 52 minutes 40 seconds West, continuing with the north right-of-way of NE 76th Street, a distance of 441.31 feet to a point of curvature; thence continuing with the north right-of-way of NE 76th Street, on a curve to the left having a radius of 790.00 feet, a central angle of 12 degrees 39 minutes 13 seconds, an arc distance of 174.47 feet to a point of compound curvature; thence continuing with the north right-of-way of NE 76th Street on a curve to the left having a radius of 782.86 feet, a central angle of 24 degrees 11 minutes 45 seconds, an arc distance of 330.60 feet; thence North 03 degrees 09 minutes 54 seconds West, and no longer with the north right-of-way of NE 76th Street, a distance of 472.78 feet; thence North 27 degrees 24 minutes 23 seconds East, a distance of 434.17 feet; thence North 08 degrees 08 minutes 18 seconds East, a distance of 207.13 feet to a point on the south line of the Southeast Quarter of said Section 9; thence continuing North 08 degrees 08 minutes 18 seconds East, a distance of 208.57 feet; thence North 02 degrees 56 minutes 16 seconds West, a distance of 1,389.05 feet; thence North 34 degrees 54 minutes 08 seconds East, a distance of 277.66 feet to a point on the south right-of-way of Missouri Highway Route 152; thence South 89 degrees 28 minutes 21 seconds East, with the south right-of-way of Missouri Highway Route 152, a distance of 626.31 feet; thence North 85 degrees 36 minutes 01 seconds East, continuing with the south right-of-way of Missouri Highway Route 152, a distance of 340.00 feet; thence continuing with the North 81 degrees 47 minutes 10 seconds East, a distance of 902.00 feet; thence continuing with the south right-of-way of Missouri Highway Route 152, North 83 degrees 36 minutes

45 seconds East, a distance of 90.18 feet to a point on the west line of the Southwest Quarter of said Section 10; thence continuing North 83 degrees 36 minutes 45 seconds East, with the south right-of-way of Missouri Highway Route 152, a distance of 371.10 feet; thence continuing with the south right-of-way of Missouri Highway Route 152, South 78 degrees 22 minutes 36 seconds East, a distance of 405.76 feet; thence continuing with the south right-of-way of Missouri Highway Route 152, on a curve to the left having a radius of 1,497.40 feet, a central angle of 15 degrees 59 minutes 31 seconds, with an initial tangent bearing of South 78 degrees 30 minutes 06 seconds East, an arc distance of 417.95 feet; thence South 72 degrees 35 minutes 51 seconds East, continuing with the south right-of-way of Missouri Highway Route 152, a distance of 86.95 feet; thence continuing with the south right-of-way of Missouri Highway Route 152, South 00 degrees 35 minutes 18 seconds West, a distance of 190.00 feet; thence continuing with the south right-of-way of Missouri Highway Route 152, South 89 degrees 24 minutes 42 seconds East, a distance of 43.09 feet to a point on the west right-of-way of NE Shoal Creek Parkway; thence with the west right-of-way of NE Shoal Creek Parkway on a curve to the right having a radius of 3,557.05 feet, a central angle of 23 degrees 42 minutes 52 seconds, with an initial tangent bearing of South 01 degrees 22 minutes 58 seconds West, an arc distance of 1,472.24 feet; thence continuing with the west right-of-way of NE Shoal Creek parkway, South 25 degrees 05 minutes 50 seconds West, a distance of 317.19 feet to a point on the north line of the Southwest Quarter of said Section 15; thence continuing South 25 degrees 05 minutes 50 seconds West, with the west right-of-way of NE Shoal Creek Parkway, a distance of 2,131.66 feet to the point of beginning. The above described tract contains 241.83 acres.

D. CROSSROADS

All that part of Section 9 and 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri, more particularly described as follows: commencing at the northeast corner of the Northeast Quarter of said Section 16, thence South 89 degrees 46 minutes 59 seconds West, with the north line of the Northeast Quarter of said Section 16, a distance of 2,030.63 feet to the point of beginning; thence South 08 degrees 08 minutes 18 seconds West, a distance of 207.13 feet; thence South 27 degrees 24 minutes 23 seconds West, a distance of 434.17 feet; thence South 03 degrees 09 minutes 54 seconds East, a distance of 472.78 feet to a point on the north right-of-way of NE 76th Street; thence with the north right-of-way of NE 76th Street on a curve to the left having a radius of 782.86 feet, a central angle of 25 degrees 13 minutes 58 seconds, with an initial tangent bearing of North 85 degrees 43 minutes 37 seconds West, an arc distance of 344.77 feet; thence South 69 degrees 02 minutes 25 seconds West, continuing with the north right-of-way of NE 76th Street, a distance of 84.48 feet to a point on the east right-of-way of Interstate 435; thence North 20 degrees 57 minutes 35 seconds West, with the east right-of-way of Interstate 435 and no longer with the north right-of-way of NE 76th Street, a distance of 85.00 feet; thence South 69 degrees 02 minutes 25 seconds West, continuing with the east right-of-way of Interstate 435, a distance of 527.81 feet; thence North 20 degrees 57 minutes 35 seconds West, continuing with the east right-of-way of Interstate 435, a distance of 1,027.80 feet; thence North 21 degrees 10 minutes 27 seconds West, continuing with the east right-of-way of Interstate 435, a distance of 216.14 feet; thence North 05 degrees 06 minutes 08 seconds West, continuing with the east right-of-way of Interstate 435, a distance of 88.31 feet to a point on the south line of the Southwest Quarter of said Section 9; thence continuing North 05 degrees 06 minutes 08 seconds West, continuing with the east right-of-way of Interstate 435, a distance of 403.14 feet; thence North 23 degrees 45 minutes 13 seconds East, continuing with the east right-of-way of Interstate 435, a distance of 566.20 feet; thence North 38 degrees 36 minutes 03 seconds East, continuing with the east right-of-way of Interstate 435, a distance of 807.99 feet; thence North 59 degrees 57 minutes 34 seconds East, continuing with the east right-of-way of Interstate 435, a distance of 375.35 feet to a point on the west line of the Southeast Quarter of said Section 9; thence continuing North 59 degrees 57 minutes

34 seconds East, with the easterly right-of-way of Interstate 435, a distance of 179.27 feet to a point on the south right-of-way of Missouri Highway 152; thence South 89 degrees 28 minutes 21 seconds East, with the south right-of-way of Missouri Highway 152, and no longer with the east right-of-way of Interstate 435, a distance of 537.99 feet; thence South 34 degrees 54 minutes 08 seconds West, and no longer with the south right-of-way of Interstate 435, a distance of 277.66 feet; thence South 02 degrees 56 minutes 16 seconds East, a distance of 1,389.05 feet; thence South 08 degrees 08 minutes 18 seconds West, a distance of 208.57 feet to the point of beginning. The above described tract contains 86.37 acres.

E. CREEKSIDER

All that part of the Northwest Quarter, the Northeast Quarter and the Southeast Quarter of Section 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri, more particularly described as follows: commencing at the northeast corner of the Northeast Quarter of said Section 16, thence South 00 degrees 58 minutes 18 seconds West, with the east line of the Northeast Quarter of said Section 16, a distance of 1,950.23 feet to a point on the west right-of-way line of NE Shoal Creek Parkway; thence South 25 degrees 05 minutes 50 seconds West, with the west right-of-way line of NE Shoal Creek Parkway, a distance of 91.31 feet to a point on the south right-of-way line of NE 76th Street, said point also being the point of beginning; thence continuing South 25 degrees 05 minutes 50 seconds West, with the west right-of-way line of NE Shoal Creek Parkway, a distance of 672.50 feet to a point on the north line of the Southeast Quarter of said Section 16; thence continuing South 25 degrees 05 minutes 50 seconds West, with the west right-of-way line of NE Shoal Creek Parkway, a distance of 1,469.90 feet to a point of curvature; thence continuing with the west right-of-way line of NE Shoal Creek Parkway on a curve to the right having a radius of 1,357.22 feet, a central angle of 23 degrees 56 minutes 35 seconds, an arc distance of 567.16 feet; thence South 49 degrees 02 minutes 25 seconds West, continuing with the west right-of-way line of NE Shoal Creek Parkway, a distance of 120.54 feet; thence South 62 degrees 07 minutes 52 seconds West, continuing with the west right-of-way line of NE Shoal Creek Parkway, a distance of 220.74 feet to a point on the east right-of-way line of Interstate 435; thence North 34 degrees 57 minutes 17 seconds West, with the east right-of-way of Interstate 435, a distance of 963.21 feet; thence North 20 degrees 57 minutes 35 seconds West, continuing with the west right-of-way line of Interstate 435, a distance of 1,255.47 feet to a point on the south line of the Northeast Quarter of said Section 16; thence continuing North 20 degrees 57 minutes 35 seconds West, with the east right-of-way line of Interstate 435, a distance of 144.42 feet to a point on the east line of the Northwest Quarter of said Section 16; thence continuing North 20 degrees 57 minutes 35 seconds West, with the east right-of-way line of Interstate 435, a distance of 849.87 feet; thence North 28 degrees 55 minutes 46 seconds West, continuing with the east right-of-way line of Interstate 435, a distance of 252.44 feet; thence North 69 degrees 02 minutes 25 seconds East, continuing with the east right-of-way line of Interstate 435, a distance of 475.57 feet to a point on the west line of the Northeast Quarter of said Section 16; thence continuing North 69 degrees 02 minutes 25 seconds East, with the east right-of-way line of Interstate 435, a distance of 52.24 feet; thence North 20 degrees 57 minutes 35 seconds West, continuing with the east right-of-way line of Interstate 435, a distance of 85.00 feet to a point on the south right-of-way line of NE 76th Street; thence North 69 degrees 02 minutes 25 seconds East, with the south right-of-way line of NE 76th Street, a distance of 84.48 feet to a point of curvature; thence continuing with the south right-of-way line of NE 76th Street on a curve to the right having a radius of 702.86 feet, a central angle of 49 degrees 25 minutes 42 seconds, an arc distance of 606.35 feet to a point of compound curvature; thence continuing with the south right-of-way line of NE 76th Street on a curve to the right having a radius of 710.00 feet, a central angle of 12 degrees 39 minutes 13 seconds, an arc distance of 156.80 feet; thence South 48 degrees 52 minutes 40 seconds

East, continuing with the south right-of-way line of NE 76th Street, a distance of 441.31 feet to a point of curvature; thence continuing with the south right-of-way line of NE 76th Street on a curve to the left having a radius of 1,677.02 feet, a central angle of 40 degrees 02 minutes 26 seconds, an arc distance of 1,171.97 feet; thence South 88 degrees 55 minutes 06 seconds East, continuing with the south right-of-way line of NE 76th Street, a distance of 353.02 feet to the point of beginning. The above described tract contains 123.39 acres.

F. NORTHPARK

All that part of Sections 3 and 4, Township 51 North, and all that part of Section 34, Township 52 North, all in Range 32 West, in Kansas City, Clay County, Missouri, being more particularly described as follows: Beginning at the southeast corner of the Fractional Northeast Quarter of said Section 4; thence North 89 degrees 59 minutes 53 seconds West along the south line of said Fractional Quarter Section, 843.31 feet to a point on the west line of the east 50 acres of the East Half of said Fractional Quarter Section; thence North 0 degrees 08 minutes 36 seconds East along said west line, 2548.58 feet to a point 40 feet south of the north line of said Fractional Quarter Section, being also a point on the south line of N.E. 96th Street, as now established; thence South 89 degrees 11 minutes 51 seconds East along said south line, 119.90 feet; thence North 87 degrees 56 minute 24 seconds East along said south line, 100.12 feet; thence South 89 degrees 11 minutes 51 seconds East along said south line, 623.41 feet to a point on the east line of said Fractional Quarter Section, being also a point on the west line of the Fractional Northwest Quarter of said Section 3; thence South 89 degrees 18 minutes 43 seconds East along said south line, 341.27 feet; thence continuing easterly along said south line, being a curve to the left, from the last described course as a tangent, having a radius of 2899.82 feet and a central angle of 9 degrees 19 minutes 00 seconds, a distance of 471.53 feet; thence North 81 degrees 22 minutes 17 seconds East along said south line and tangent to the last described curve, 406.50 feet; thence continuing easterly along said south line, being a curve to the right, from the last described course as a tangent, having a radius of 2829.82 feet and a central angle of 4 degrees 15 minutes 43 seconds, a distance of 210.50 feet; thence North 89 degrees 34 minutes 41 seconds East along said south line, 96.56 feet; thence continuing easterly along said south line, being a curve to the right, having a radius of 2824.82 feet and a central angle of 3 degrees 17 minutes 02 seconds, the initial tangent of which bears North 87 degrees 35 minutes 15 minutes East, a distance of 161.90 feet; thence South 89 degrees 07 minutes 43 seconds East along said south line and tangent to the last described curve, a distance of 238.10 feet; thence North 88 degrees 00 minutes 34 seconds East along said south line, 100.12 feet; thence South 89 degrees 07 minutes 43 seconds East along said south line, 591.62 feet to a point on the prolongation north of the east line of the Fractional Northwest Quarter of said Section 3; thence South 0 degrees 00 minutes 34 seconds East along said prolongation and along the east line of said Fractional Northwest Quarter, a distance of 2739.56 feet to the southeast corner thereof; thence North 88 degrees 01 minutes 07 seconds West along the south line of said Northwest Quarter, a distance of 1309.31 feet to the northeast corner of the West Half of the Southwest Quarter of said Section 3; thence South 0 degrees 34 minutes 56 seconds West along the east line of said West Half, a distance of 1307.76 feet to the southeast corner of said West Half; thence North 88 degrees 28 minutes 21 seconds West along the south line of the Northwest Quarter of the Southwest Quarter of said Section 3, a distance of 1301.96 feet to the southwest corner thereof; thence North 0 degrees 16 minutes 34 seconds East along the west line of said Quarter-Quarter Section, a distance of 1318.35 feet to the point of beginning. The above described tract contains 248.03 acres.

G. PARKSIDE

Portions of the Southwest Quarter and the Southeast Quarter of Section 9 and the Southwest Quarter of Section 10, all in Township 51, Range 32, in Kansas City, Clay County, Missouri described as follows: Commencing at the northeast corner of the Southwest Quarter of said Section 9; thence South 0 degrees 27 minutes 59 seconds West along the east line of said Quarter Section, 36.15 feet to a point on the south line of Barry Road, as now established, and the point of beginning of the tract of land to be herein described; thence South 89 degrees 11 minutes 52 seconds West along said south line, 306.81 feet; thence South 0 degrees 33 minutes 44 seconds West along a jog in said south line, 44.76 feet; thence North 88 degrees 04 minutes 38 seconds West, 102.05 feet along said south line to a point on the northeasterly line of Missouri State Route No. 152, as set forth in Tracts No. 2 and No. 7 in a deed filed as Document No. D9074 in Book 1176 at page 100, filed on March 3, 1975; thence southeasterly and easterly along said northeasterly and northerly line the following courses and distances: thence South 4 degrees 24 minutes 29 seconds East, 50 feet; thence South 44 degrees 48 minutes 29 seconds East, 308.59 feet; thence South 72 degrees 36 minutes 24 seconds East, 323.11 feet; thence North 85 degrees 35 minutes 31 seconds East, 1202.00 feet; thence North 83 degrees 30 minutes 06 seconds East, 548.36 feet; thence South 85 degrees 28 minutes 39 seconds East, 354.30 feet; thence North 85 degrees 35 minutes 31 seconds East, 500.00 feet; thence North 84 degrees 47 minutes 06 seconds East, 355.04 feet; thence North 67 degrees 17 minutes 16 seconds East, 277.02 feet; thence North 4 degrees 24 minutes 29 seconds West, 104.00 feet to a point on the south line of Barry Road, as now established; thence North 88 degrees 14 minutes 16 seconds West along said south line, 148.86 feet to a point on the southerly line of Barry Road, as relocated to connect with Sycamore Road, as set forth in Tract No. 7 in said Document No. D9074; thence westerly along said southerly line, being a curve to the right, having a radius of 833.94 feet and a central angle of 17 degrees 08 minutes 01 seconds, the initial tangent of which bears South 73 degrees 33 minutes 50 seconds West, a distance of 249.38 feet; thence North 72 degrees 28 minutes 27 seconds West along said southerly line, 160.63 feet to a point on the south line of Barry Road, as now established; thence West along said south line the following courses and distances: thence North 87 degrees 35 minutes 08 seconds West, 90.31 feet; thence westerly along a curve to the left, from the last described course as a tangent, having a radius of 11,429.16 feet and a central angle of 1 degree 22 minutes 23 seconds, a distance of 273.91 feet; thence South 1 degree 02 minutes 30 seconds West, normal to the last described curve, 5.00 feet; thence west along a curve to the left, from the last described course as a normal, having a radius of 11,424.16 feet and a central angle of 1 degree 50 minutes 38 seconds, a distance of 367.67 feet; thence South 89 degrees 11 minutes 52 seconds West, tangent to the last described curve, 153.30 feet; thence South 0 degrees 48 minutes 08 seconds East, 10.00 feet; thence South 89 degrees 11 minutes 52 seconds West, 542.00 feet; thence South 0 degrees 48 minutes 08 seconds East, 5.00 feet; thence South 89 degrees 11 minutes 52 seconds West, 83.00 feet; thence North 0 degrees 48 minutes 08 seconds West, 10.00 feet; thence South 89 degrees 11 minutes 52 seconds West, 750.00 feet; thence North 0 degrees 48 minutes 08 seconds West, 10.00 feet; thence South 89 degrees 11 minutes 52 seconds West, 508.63 feet to the point of beginning. Less and except that part of the above described parcel of land that lies east of the east line of the Southeast Quarter of said Section 9.

And also,

All that part of the Northwest Quarter of Section 9, Township 51, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at the northeast corner of said Quarter Section; thence South 0 degrees 28 minutes 01 seconds West along the east line of said Quarter Section, 2574.13 feet to a point on the north line of Barry Road, as now established; thence South 89 degrees 15 minutes 18 seconds

West along said north line, 308.98 feet to a point on the easterly line of Relocated Barry Road, as set forth in Tract No. 2 (b) of a deed filed as Document No. D9074 in Book 1176 at page 100, on March 3, 1975; thence westerly and northerly along said easterly line the following courses and distances: thence North 0 degrees 33 minutes 44 seconds West, 57.58 feet; thence North 76 degrees 17 minutes 14 seconds West, 293.65 feet; thence North 55 degrees 29 minutes 03 seconds West, 562.66 feet; thence North 24 degrees 36 minutes 12 seconds West, 398.56 feet; thence North 3 degrees 22 minutes 32 seconds East, 1054.11 feet; thence North 4 degrees 36 minutes 45 seconds West, 306.62 feet; thence South 85 degrees 14 minutes 20 seconds West, 275.98 feet to a point on the easterly right-of-way line of U.S. Interstate Route No. 435, as set forth in said Tract No. 2 of Document No. D9074; thence North 6 degrees 06 minutes 34 seconds West along said easterly line, 516.49 feet to a point on the north line of said Quarter Section; thence South 89 degrees 52 minutes 55 seconds East along said north line, 1713.44 feet to the point of beginning. The above described tracts contain 94.13 acres.

Public Meeting Notice

Please join Continental Consulting Engineers
for a meeting about The Shoal Creek Master Planned Community
case number CD-CPC-2025-00154
proposed for the following address: Shoal Creek Valley Development

Meeting Date: November 18, 2025

Meeting Time: 5:00 p.m. to 6:00 p.m.

Meeting Location: Virtual

<https://us06web.zoom.us/j/82818872097?pwd=6SsUjW41WiJ4kReLrmccO97N92cKXn.1>

Project Description: Changes to the Master Planned Community Zoning Booklet -
Specific to the Approval Process and modifications to the Village Neighborhood
Vehicular Roadway Network

If you have any questions, please contact:

Name: Brett Haugland

Phone: 913-642-6642

Email: bh@ccengineers.com



Brett Haugland, Civil Engineer, Landscape Architect

Shoal Creek Valley – Neighborhood Meeting

Nov. 18, 2025 5:00 p.m. to 6:00 p.m.

Virtual Zoom Meeting

CD-CPC-2025-00153

CD-CPC-2025-00154

The meeting focused on discussing development plans for Shoal Creek Valley, including road network changes within Village Neighborhood are that require City approval. Civil engineers Brett Haugland and Phil Gibbs provided an overview of the 1,700-acre master-planned community, addressing concerns about traffic flow, safety measures, and stream buffer regulations while explaining the current status of various road connections and development phases. The discussion concluded with details about upcoming city planning commission hearings and the distribution of notification postcards to residents regarding the development changes.

Next steps

- [Brett Haugland: Email PDF copy of the development plan to any meeting participants who request it via email.](#)
- [Brett Haugland: Forward information on city contacts to any participants who express concerns and wish to contact the city directly.](#)
- [Brett Haugland: Pass on any additional comments or concerns from participants to the city, as needed.](#)
- [Phil Gibbs and Brett Haugland: Submit AI-generated transcript/notes to the city planning division.](#)
- [Brett Haugland: Be available to provide an overview or answer questions for late-joining participants \(as committed during the meeting, though this is an ongoing meeting role rather than a new action\).](#)

Summary

Shoal Creek Valley Development Overview

Brett Haugland and Phil Gibbs helped set up a virtual meeting space, demonstrating how to share and toggle between multiple screens to display exhibits. They confirmed that the meeting was being transcribed for the planning division and noted that 40 participants had joined. The meeting was scheduled to start at 5 PM, with Brett planning to provide an overview of the Shoal Creek Valley Development and focus on the Village Neighborhood roadway network.

Shoal Creek Valley Road Changes

Brett Haugland and Phil Gibbs Jr., civil site engineers from Continental Consulting Engineers, provided an overview of the Shoal Creek Valley development, a master-planned community in the Kansas City metro area. They explained that the development, owned by Property Reserve Incorporated, encompasses 1,700 acres and includes seven neighborhoods, five of which remain undeveloped. The focus of the meeting was on changes to the road network in the Village Neighborhood area, particularly the relocation of a connection between 76th Street and 82nd Terrace due to the cost of crossing Shoal Creek. The change requires approval from the City Planning Department and City Council, and the meeting aimed to inform residents about these developments.

Davidson Farms Road Development Plan

The group discussed road access and development plans in the Davidson Farms area. Brett explained that while some areas are already developed and approved, there are still areas on the plan (areas not shaded) that would be developed in the future. Richard (local resident) raised concerns about traffic flow and speed control on residential streets. The group also discussed a previously approved plan connecting the roundabout's south leg on 82nd Terrace to 76th street for a direct road connection that was deemed cost prohibitive due to a creek crossing. Brett confirmed that the meandering route currently being proposed thru Davidson farms was an acceptable alternative to maintain a north-south connection between 76th street and 82nd Terrace

Road Development and Safety Planning

The meeting focused on discussing road connections and development plans, particularly regarding the intersection of future Sycamore Road and 82nd Terrace. Brett Haugland clarified that while some roadways are currently constructed in Davidson Farms, others like the Sycamore connection to 82nd Terrace are still in the planning phase and could be several years away. The group discussed potential traffic safety measures, with Phil Burright suggesting a stop sign at the intersection of future Sycamore Road and NE 82nd Terrace, which Brett agreed a stop sign on Sycamore may be appropriate. The conversation also covered stream buffer regulations, with Brett explaining that the city's 2009 ordinance prohibits building near creeks, requiring designated buffer zones.

Area Development and Future Planning

The group discussed future development plans for the area. Anneka (resident) inquired about the timeline for the connector road to 82nd Terrace, which Brett Haugland explained could be several years away, depending on the phasing of Davidson Farms development. Andrew (resident) requested copies of the drawings, which Brett Haugland offered to email to those interested, providing his email address for this purpose.

Interconnected Neighborhood Development Plan

The meeting discussed the Village 672-acre development bounded by Shoal Creek Parkway, 152 highway, Flintlock Road and 76th street, with Brett explaining that the city views it as one interconnected neighborhood. Neena (resident) inquired about the purpose of connecting Davidson Farms to the overall development, to which Brett responded that it would allow residents to access commercial areas and the elementary school without having to drive around the entire Village Neighborhood. Phil Gibbs asked about the next steps in the planning process, and Brett mentioned that the project would go before the City Planning Commission on December 3rd, with a potential appearance before the City Council within a week or two after that.

Shoal Creek Master Plan Discussion

The meeting focused on discussing a preliminary master plan for the Shoal Creek community, which includes green spaces and floodplain areas that cannot be developed. Brett Haugland clarified that undeveloped areas within the plan are still in the preliminary stages and have not been submitted to the city for review. Joe Christensen (resident) raised questions about the treatment of dead-end alleys and streets in the plan, to which Brett explained that the street in question could be curbed at its dead end, though the final design may change before submission to the city.

Road Connection Plan Revision

The meeting focused on discussing a road connection plan for a development project. Brett explained that the initial plan for a north-south connection from the roundabout to 76th Street was abandoned due to the high cost of constructing a roadway over a significant drainage channel. Instead, a smaller creek crossing connection from 82nd Terrace to 76th Street will be constructed, meandering through Davidson Farms. Joe Christensen (resident) raised concerns about the safety of the proposed intersection on 82nd Street, but Brett noted that the city is committed to maintaining some form of north-south connectivity to maintain traffic and pedestrian access internal to the entire Village Neighborhood.

Pedestrian Connectivity and Safety Planning

The group discussed future construction of sidewalks, trails, and connectivity for pedestrian and vehicular traffic. Joe Christensen (resident) expressed concerns about a curve on NE 82nd terrace where drivers speed and suggested focusing only on providing a trail connection at the intersection of future Sycamore Road and NE 82nd Terrace rather than streets, while emphasizing the importance of connectivity.

Village Neighborhood Development Plan Road Change

The meeting focused on discussing a proposed change to the Village Neighborhood development plan, specifically the relocation of a planned road connection between 76th Street and 82nd Terrace

due to a significant creek crossing. Brett Haugland explained that this change was part of a 25-year-old development plan and that the area south of 152 Highway and east of Shoal Creek Parkway would still see new vehicular connections to Shoal Creek Parkway, Flintlock and 76th Street. The group discussed the distribution of 969 postcards to notify residents about the upcoming City Planning Commission hearing on December 3rd, where the final approval process will take place.