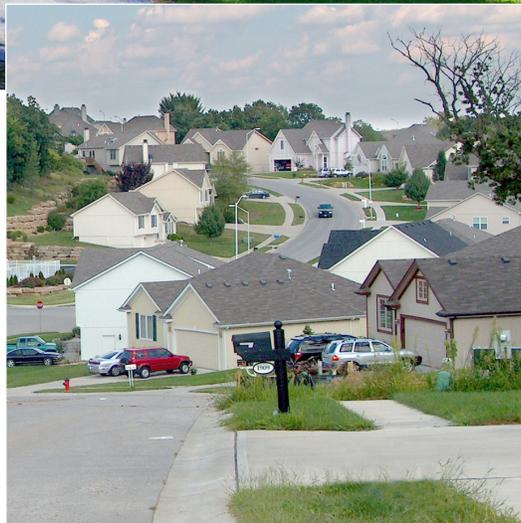




LINE
CREEK
AREA PLAN



City Planning and
Development Department
Citywide Planning Division



KANSAS CITY
MISSOURI

Adopted by Resolution No. 110030
February 10, 2011

COMMITTEE SUBSTITUTE FOR RESOLUTION NO. 110030

Replacing the Line Creek Valley Area Plan, and Line Creek Development Plan, a portion of the Briarcliff-Davidson Antioch Area Plan, Gashland Area Plan and Kansas City International Airport Area Plan with the Line Creek Area Plan for an area bounded by Highway 152 on the north, the City Limits of Parkville, Missouri, the City Limits of Riverside, Missouri and portions of the unincorporated areas of Platte County, Missouri on the south, the City Limits of Gladstone, Missouri on the east and the City Limits of Kansas City, Missouri on the west.

WHEREAS, on December 22, 1976, the City Council by Resolution No. 47178 adopted the Line Creek Valley Area Plan as a guide for development and redevelopment of that area generally bounded by M-152 Highway on the north, city limits of Gladstone on the east, city limits of Weatherby Lake and Parkville on the west, and city limits of Riverside on the south; and

WHEREAS, on December 11, 2008, the City Council by Resolution No. 081155 adopted the Line Creek Development Plan as a guide for development and redevelopment of that area generally bounded by M-152 Highway on the north, North Platte Purchase Drive on the east, N.W. Waukomis Drive/N. Green Hills Drive on the west, and N.W. 68th Street on the south; and

WHEREAS, on February 28, 1978, the City Council by Resolution No. 49550 adopted the Briarcliff – Davidson Antioch Area Plan as a guide for development and redevelopment of that area generally bounded by the following described area: City limits of Gladstone, Missouri and Englewood Boulevard (north), the city limits of North Kansas City, Missouri (south), Chouteau Parkway (west), and the city limits of Riverside, Missouri (east); and

WHEREAS, on February 11, 1977, the City Council, through the adoption of Resolution No. 47383, adopted the Gashland Area Plan being the Plan for development and redevelopment of that area bounded by 96th Street on the north, the city limits of Gladstone on the south (except at the extreme eastern limits which extend south to Pleasant Valley Road), N. Brighton Avenue on the east and the Clay-Platte County line on the west; and

WHEREAS, on February 20, 1970, the City Council, through the passage of Ordinance No. 37806, adopted the Kansas City International Airport (KCIA) area plan being the Plan for development and redevelopment of that area bounded by Platte County and the northern city limits to the north, Barry Road to the South, the Platte County and Clay County border to the east, the Platte County and western city limits to the west; and

WHEREAS, after further review, the City Development Department deems it appropriate to replace the Line Creek Valley Area Plan and a portion of the Briarcliff – Davidson Antioch Area Plan, a portion of the Gashland Area Plan, and a portion of KCIA Area Plan with the Line Creek Area Plan as a guide for the future development and

COMMITTEE SUBSTITUTE FOR RESOLUTION NO. 110030

public investment for an area bounded by Highway 152 on the north, the city limits of Parkville, Missouri, the city limits of Riverside, Missouri and portions of the unincorporated areas of Platte County, Missouri on the south, the city limits of Gladstone, Missouri on the east and the city limits of Kansas City, Missouri on the west; and

WHEREAS, the City Plan Commission considered such replacement of a portion of the existing plan and approval of the new plan on December 21, 2010; and

WHEREAS, after all interested persons were given an opportunity to present testimony, the City Plan Commission did on December 21, 2010, recommend approval of the proposed replacement of the Line Creek Valley Area Plan and a portion of the Briarcliff – Davidson Antioch Area Plan, the Gashland Area Plan, and the KCIA Plan with the Line Creek Area Plan; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Line Creek Valley Area Plan is hereby replaced with the Line Creek Valley Area Plan, which is hereby adopted.

Section B. That the Line Creek Development Plan is hereby replaced with the Line Creek Valley Area Plan, which is hereby adopted.

Section C. That the portion of the Briarcliff – Davidson Antioch Area Plan within the limits of the Line Creek Valley Area Plan is hereby replaced.

Section D. That the portion of the Gashland Area Plan within the limits of the Line Creek Valley Area Plan is hereby replaced.

Section E. That the portion of the KCIA Area Plan within the Line Creek Valley Area Plan is hereby replaced.

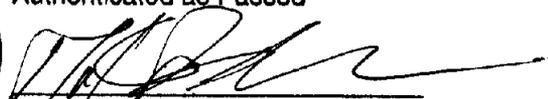
Section F. That the Line Creek Valley Area Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section G. That the Line Creek Valley Area Plan (January 31, 2011 draft) is attached hereto.

Section H. That the Council finds and declares that before taking any action on the proposed plan, all public notices have been given and hearings have been held as required by law.



Authenticated as Passed


Mark Funkhouser, Mayor


Vickie Thompson-Carr, City Clerk

FEB 10 2011

Date Passed

CREDITS and acknowledgments

Mayor:

The Honorable Mark Funkhouser

City Manager:

Troy Schulte (acting)



City Council:

- Bill Skaggs..... 1st District
- Deb Hermann 1st District-at-Large
- Russ Johnson 2nd District
- Ed Ford 2nd District-at-Large
- Sharon Sanders-Brooks 3rd District
- Melba Curls 3rd District-at-Large
- Jan Marcason 4th District
- Beth Gottstein 4th District-at-Large
- Terry Riley 5th District
- Cindy Circo 5th District-at-Large
- John A. Sharp 6th District
- Cathy Jolly 6th District-at-Large

PREPARED FOR:

The City of Kansas City, Missouri

PREPARED BY:

City of Kansas City, Missouri
Planning & Development Department

Steering Committee:

Chris Byrd (Co-Chair)
Coby Crowl (Co-Chair)
Pete Fullerton
Rosemary Salemo
Aaron Schmidt
Brad Campbell
Carolyne Vellar
Colonel Robert Maggio (retired)
Dr. Dennis Fisher
Hilary Wheat
Kathy Dusenbuery, Platte County Comm.
George Gunter
Dr. Mike Reik
Tom Nero
Mike Short
Pat Kelly
Marcia Briggs
Charles Meyers
Rev. Matt Mars
Father Mike Roach
Don Wingate
Jim Rice
Wayne St. Vincent

Technical Advisory Committee:

Doug Bossert
Daniel Erickson
Jimmi Lossing
Gerri Doyle
Kirsten Munck
Olofu Agbaji
Stuart Bullington
Brian Schroeder
Wes Minder
Danny O'Connor
Travis Kiefer
Linda Clark
Bob Long
Mario Vasquez
Kellee Wood
Dick Johnson
Chris Helmer
Mike Duffy
Sean Ackerson

City Planning and Development Contributing Staff:

Tom Coyle, AICP, Director
Jade Liska, ASLA / RLA, Division Manager
John DeBauche, AICP, Project Manager
Kyle Elliott, AICP, Project Manager
Bryan Foster, Planning Technician
Ron Simmons, Graphic Design Specialist
Steve Lebofsky, AICP, Planner

table of CONTENTS

Introduction	1
Background	1
Planning Area	3
Purpose of the Plan.....	3
Integration of Line Creek Development Plan.....	3
The Participation Process	4
Land Use and Development	5
Key Issues	5
Guiding Principles.....	6
Promote Integrated Land Use	6
Promote Quality Development.....	6
Promote Sustainable Development.....	7
Develop a High Level of Communication Within the Community	7
Land Use Plan	8
Recommendations for Priority Areas.....	11
Revitalization or Redevelopment Actions.....	11
Urban Design Guidelines	13
FOCUS Kansas City Plan Quality Places Guidelines.....	13
Landscape Screening and Transitions	14
Public Space	16
Environmental and Stormwater Management	16
Pedestrian and Bicycle Circulation.....	17
Site Planning.....	18
Architectural Character.....	20
Signs.....	23
Urban Design Framework.....	23
Gateways	23
Streetscape	27
Image Streets	27
Housing.....	31
Key Issues	31
Guiding Principles.....	32
Housing Framework.....	32
Housing Analysis Structure.....	33
Recommendations.....	35
Reinvest, Motivate, and Monitor	35
Define Community Criteria for Success	35
Address Property Maintenance Issues.....	35
Neighborhood and Housing Strategies.....	36

Transportation.....	39
Key Issues	39
Guiding Principles.....	41
Major Street Plan	41
Recommendations.....	43
Area-Wide Safety and Efficiency	43
Sustainable Community and a Unique Sense of Place.....	43
Capital Projects.....	43
Walkability Framework	45
Trail and Bicycle Recommendations	49
Transit Recommendations	49
Trails and Bicycle Framework	47
Line Creek Parkway Network	50
Travel Demand Analysis.....	50
Street Connectivity	51
Line Creek Parkway Design Features	51
Parkway Development Zones	53
Infrastructure	59
Key Issues	59
Guiding Principles.....	60
Infrastructure Priorities	60
Water and Sanitary Sewer Systems.....	61
Water and Sewer Service Recommendations	61
Stormwater Management.....	61
Environmental Design and Approach	63
Woodland Areas	64
Cultural Resources	64
Wetlands.....	65
Storm Water Management Approach	65
Overall System Design	65
Storm Water Runoff Quantity	67
Regional Storm Water Facilities.....	69
Localized Storm Water Management.....	69
Implementation	71
Area Oversight Committee(s)	71
Summary of Financing Programs	72
Implementation Matrix	77

INTRODUCTION



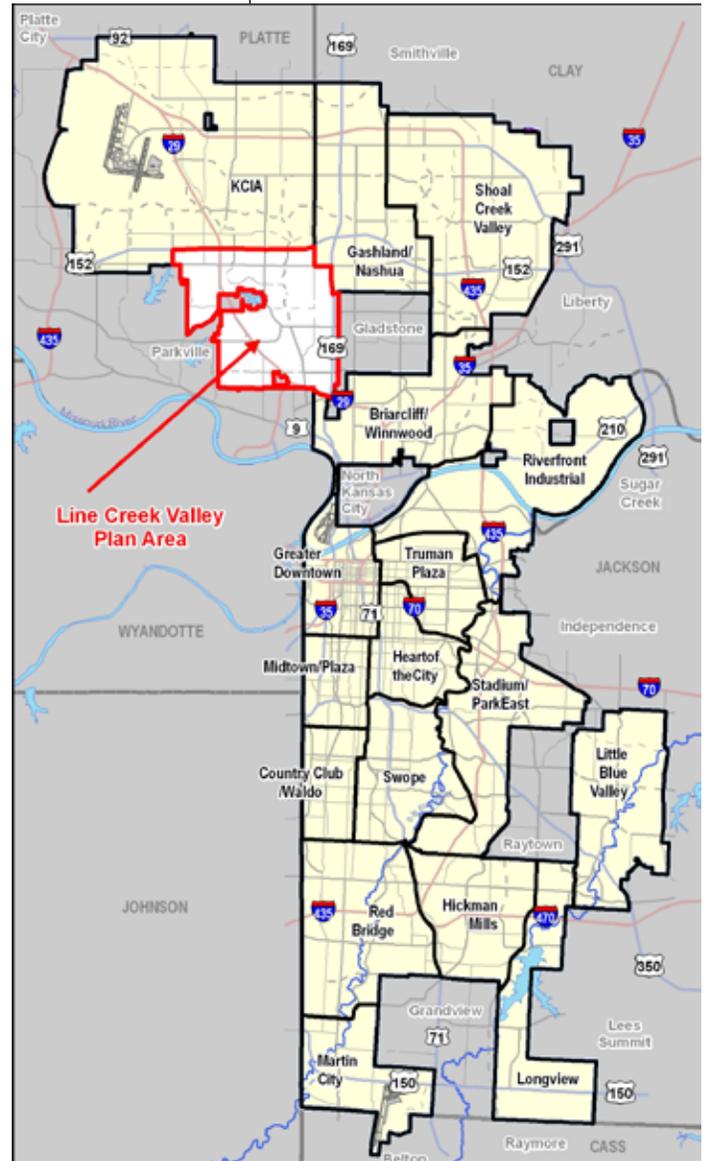
Background

Largely incorporated in 1962, Line Creek Valley has a long development history. From 1913 to 1932 an interurban rail line operated through the heart of the valley providing service from downtown Kansas City, Missouri to St. Joseph, Missouri. Multiple stops in the valley provided local service which allowed early development to occur. In 1952, Kansas City constructed a 24-inch water line to TWA's Mid-Continent Overhaul Base (later to become KCI Airport) enabling most of the development in the I-29 corridor.



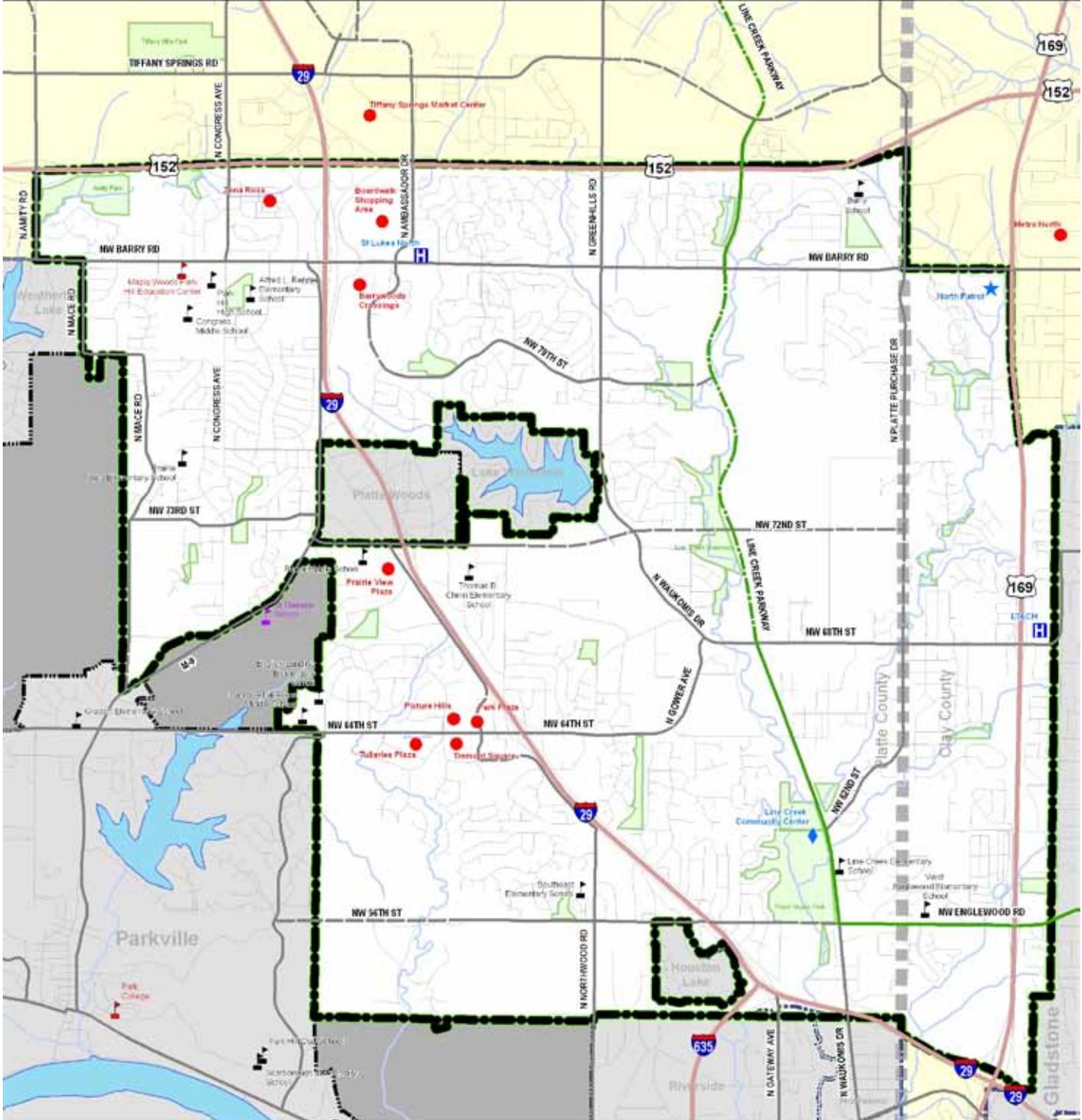
The planning area is located primarily within Platte County with a smaller portion to the east in Clay County. The area is entirely within the 2nd City Council District and is served by three school districts Parkhill, Platte County, and North Kansas City.

The area benefits from an excellent network of north to south arterial streets, numerous large parcels of undeveloped or minimally developed land, views of downtown Kansas City, relatively short travel time to the downtown, and close proximity to a large regional airport. Major challenges include storm-water percolation, unique terrain, steep slopes, rocky soils, lack of adequate drainage structures, limited public street rights-of-way, and a disconnected or non-existent east to west road network.

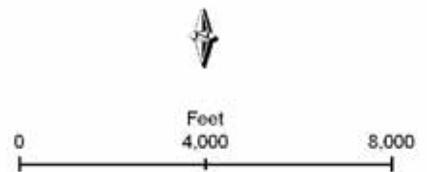


Vicinity Map

Line Creek Valley Area Plan



- Study Area
- Local Streets
- City Limit
- Adjacent Communities
- Unincorporated Counties



INTRODUCTION

Planning Area

The Line Creek Valley planning area covers 19.3 square miles of land located in Kansas City, Missouri, north of the Missouri River general boundaries of which are:

- North: M-152 Hwy
- South: city limits of Kansas City, Missouri and I-29
- East: city limits of Gladstone, Missouri
- West: city limits of Kansas City, Missouri

Purpose of the Plan

The *Line Creek Area Plan* serves as both the vision and the framework for long-range public policy decisions. It provides additional detail specifically related to the planning area for the implementation of citywide initiatives established in the City's Comprehensive Plan, the *FOCUS Kansas City Plan*, adopted in 1997 by Resolution No. 971268. It integrates the recommendations of FOCUS, as well as components of other technical plans and city initiatives into one comprehensive document, and provides an action plan for implementation which is the process of putting the area plan into action.

The Plan serves as the policy document for this area. Specifically, the area plan will:

- Serve as the City's adopted "plan-of-record" for the area.
- Outline the future vision and strategies for the area.
- Recommend strategies to enhance the area and guide community decisions related to: Land use, development, redevelopment, and zoning.
- Neighborhood and housing revitalization.
- Public infrastructure and transportation investments.
- Urban Design Guidelines for public and private investments.
- Incorporate sustainable approaches that will improve the quality of life in our city.
- Coordinate with existing and ongoing community initiatives.
- Outline an action plan for implementation.

Integration of the Line Creek Development Plan

The *Line Creek Development Plan*, adopted by the City Council on December 11, 2008 by Resolution No. 081155, served as the guide for future development and future investment within an area generally bounded by M-152 Highway on the north, NW 68th Street on the south, N. Platte Purchase Road on the east and NW Waukomis Drive/N. Green Hills Drive on the west, with an extension at the southwest portion of the planning area to approximately Overland north and south of NW 72nd Street. The *Line Creek Area Plan* integrates the recommendations of the Line Creek Development Plan and replaces it as the official plan of record for this area.





The Participation Process

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

In order to be successful, an area plan must address the community's primary issues. Therefore, public participation was essential for preparing this plan. The concepts, direction and final recommendations in this plan are a result of an inclusive public process that identified and addressed the weaknesses, challenges, strengths and opportunities in the plan area. The planning process included the following:

STEERING COMMITTEE

A citizen-based Steering Committee appointed by the Mayor articulated overall directions and reviewed principles and concepts throughout the planning process. The Steering Committee included residents, property owners, business owners, and public officials.

TECHNICAL ADVISORY COMMITTEE

Technical expertise and guidance was provided by staff members from the City of Kansas City, and representatives of the Mid-America Regional Council (MARC), Economic Development Corporation of Kansas City, Platte County Economic Development Council, Missouri Department of Transportation (MoDOT), Kansas City Area Transportation Authority (KCATA), Northland Regional Chamber of Commerce, North City Kansas City School District, Park Hill School District and representatives from surrounding communities.

COMMITTEE MEETINGS AND COMMUNITY WORKSHOPS

A number of workshops with the public and the appointed committees were held throughout the planning process to provide open dialogue and to help stakeholders and residents shape the vision of the area. These workshops included:

- Public Meetings,
- Steering Committee Meetings
- Technical Committee Meetings

SUPPORTING INFORMATION

The Line Creek Area Plan Data Book provides a detailed analysis of existing conditions related to land use and development, demographics, housing and neighborhoods, transportation and infrastructure, economic incentives and other supporting information. This document provided a frame of reference for the plan vision and the foundation for the Plan's recommendations.

LAND USE

and development



Introduction

This chapter provides a guide for future development within the plan area which is based in economic reality and balances protection of neighborhoods, the natural environment, infrastructure considerations, and the area's existing character with the need to create jobs and improve economic conditions.

Key Issues

The following issues were identified by the public and the advisory committee and were developed through an analysis of existing conditions within the area:

- **We Like it Here:** Citizens expressed a great deal of pride in their community, citing its convenient access to other parts of the city, its natural beauty and "local" feel. Because there is concern about new development changing the community character, residents realize that development standards will be necessary to maintain the quality and uniqueness of the area.
- **Economic Development:** Businesses and employers in the plan area will continue to have significant competitive pressure from other areas within the metropolitan region. In order to remain viable in the future, quality public infrastructure, healthy commercial areas and well maintained and affordable housing is essential.
- **Natural Limitations to Development:** The planning area's natural beauty, with rolling terrain and creeks are both its greatest asset and limitation. Approximately 3,500 acres or 34% of the planning area is vacant due to natural constraints such as steep slopes, wetlands and floodplain conditions which make it difficult to provide basic city infrastructure and therefore, developable parcels.
- **Connectivity:** Citizens are concerned about both the lack of sidewalks from neighborhood centers to destinations on the local level and the lack of east-west roadway connections on the macro level.



Guiding Principles

To address these issues, the following guiding principles were identified during the planning process:



PROMOTE INTEGRATED LAND USE

- Future improvements need to be context sensitive that do not negatively impact existing properties.
- Blend compatible housing types in new development or redevelopment projects and do not concentrate high-density or subsidized housing.
- Encouragement of targeted mixed use/pedestrian friendly development that is designed to promote safety and provide an enhanced community feel.
- High priority should be given to redevelopment sites. In particular, big box and strip commercial centers should be redeveloped into a sustainable mixed-use development pattern.
- When rehabilitation of existing development sites is not feasible, encourage and support new quality development that is consistent with recommendations of the Plan.
- All public infrastructure and public utility requirements must be satisfied for all development/redevelopment projects.
- Promote and incentivize development that supports alternative modes of transportation, (e.g. transit, walking and biking) and that redevelops the areas existing underperforming properties.

PROMOTE QUALITY DEVELOPMENT

- Future large scale multi-family and non-residential developments should complement surrounding scale, style, and design.
- Implement design guidelines to enhance the appearance and safety of development/redevelopment projects and their compatibility with adjacent development areas.
- When existing commercial properties is redeveloped, place emphasis on multi-modal connectivity both within and outside of the site.
- Encourage compatible infill housing within neighborhoods, which may include well designed small-lot single-family or low-density attached housing choices that blends with the character of the neighborhood.

PROMOTE SUSTAINABLE DEVELOPMENT



LAND USE

and development



- New development should be prioritized within infill areas or areas that are contiguous to existing development to utilize existing infrastructure.
- Future development will emphasize stormwater detention and flood control/mitigation approaches which enhance environmental stewardship and natural resource preservation according to the goals and objectives of the City's *Wet Weather Solutions Program*.
- Target city infrastructure investments to improve area connectivity, promote economic development and provide residents with an adequate level of services throughout the planning area.
- Development projects should always provide for connections to both existing development and future development that may occur in adjacent undeveloped areas.

DEVELOP A HIGH LEVEL OF COMMUNICATION WITHIN THE COMMUNITY

- Identify an organizing entity, such as Northland Neighborhoods Inc., to work with local neighborhoods to organize into recognized home or neighborhood associations.
- Work with home associations and neighborhood associations to register with the neighborhood database that is maintained by the Department of Neighborhoods and Community Services.
- Create a Line Creek Valley Neighborhood Association umbrella organization to help to organize area concerns and facilitate communications between neighborhoods and outside entities.

Land Use Plan

The Land Use Plan provides the framework for future development and redevelopment decisions within the Plan Area by outlining the recommended pattern of land uses and densities. It is based upon the values and guiding principles identified by the community during the planning process. The land use designations are for planning purposes and do not represent a change to existing zoning. However, the zoning of many areas are currently not consistent with the Land Use Plan and should be considered for rezoning. The land use categories and definitions are described on the preceding pages, and include the recommended corresponding zoning categories of the *Kansas City Zoning and Development Code*.



Residential Low



Residential Medium



Residential Medium-High



Residential High



Mixed Use



Mixed-use community center proposed.

Residential Low: Primarily intended for single family detached residential development, but allows a variety of residential building types up to 5.8 units per acre. This land use classification corresponds with the “R7.5” and “R10” zoning categories.

Residential Medium: Intended for a variety of building types that allows up to 8.7 units per acre. This land use classification corresponds with the “R5”, “R6” and “R7.5” zoning categories.

Residential Medium-High: Includes small lot single-family development, town homes, duplexes and apartments up to 17.4 units per acre. This land use classification corresponds with the “R2.5” zoning category.

Residential High: Includes small lot single-family development, town homes, duplexes and apartments up to 29 units per acre. This land use classification corresponds with the “R1.5” zoning category.

Office: Primarily intended to accommodate professional, administrative and corporate office uses (uses that require a large public interface should be reserved for Commercial and Mixed-Use areas). This land use classification corresponds with the “O” zoning category.

Mixed-Use Neighborhood: Primarily intended to accommodate and promote neighborhood serving retail sales or service uses, as well as mixed-use development consisting of business uses on a building’s lower floors and residential uses on upper floors. This type of vertical, mixed-use development includes a variety of business and residential choices and should enhance the pedestrian environment of the community. Encouraging residential development in mixed-use areas provides increased housing choice and promotes higher density housing. This land use classification corresponds with the “B1” and “B2” zoning categories.

Mixed-Use Community: Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than what is allowed in Mixed-Use Neighborhood areas. This category should include a mix of business and residential uses designed to enhance the pedestrian environment of the community, and corresponds with the “B3” zoning category.

LAND USE

and development



Light Industrial: Primarily intended for industrial uses that might include light manufacturing, warehousing, wholesale storage, distribution centers, office parks and will allow on-site customers and other less intensive industrial uses. These areas are intended to promote the economic viability of industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification corresponds with the “M1” zoning category.

Commercial: Primarily intended to accommodate “heavier” commercial activities and/or operations that are not found in or compatible with mixed-use neighborhood oriented environments, and includes large-scale commercial development targeted in designated areas along major arterials with highway access. This land use classification corresponds with the “B4” zoning category.

Institutional: Areas designated as Institutional include a variety of public and quasi-public uses and facilities including but not limited to: schools, churches, and public facilities that are government owned. More intensive uses like hospitals, and large government office buildings should be limited to appropriate non-residential areas.

Parks: Public or private land reserved for parks and parkways that is intended to accommodate active and passive parklands, trails, recreational uses, environmentally sensitive areas, or any other lands reserved for permanent open space purposes.

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

Conservation District Overlay: Areas are intended to encourage flexibility in design standards (example: reduced lot sizes or increased density) in exchange for 60% open space preservation. These areas will allow a variety of uses and residential densities and building types (consistent with the underlying recommended land use). These areas will provide additional open space and recreational amenities for residents, preserve environmentally sensitive resources as well as reduce storm water runoff and water pollutants. This land use classification corresponds with the Conservation Development option for “R” Districts.



Retail-commercial with office proposed.



Institutional



Parks



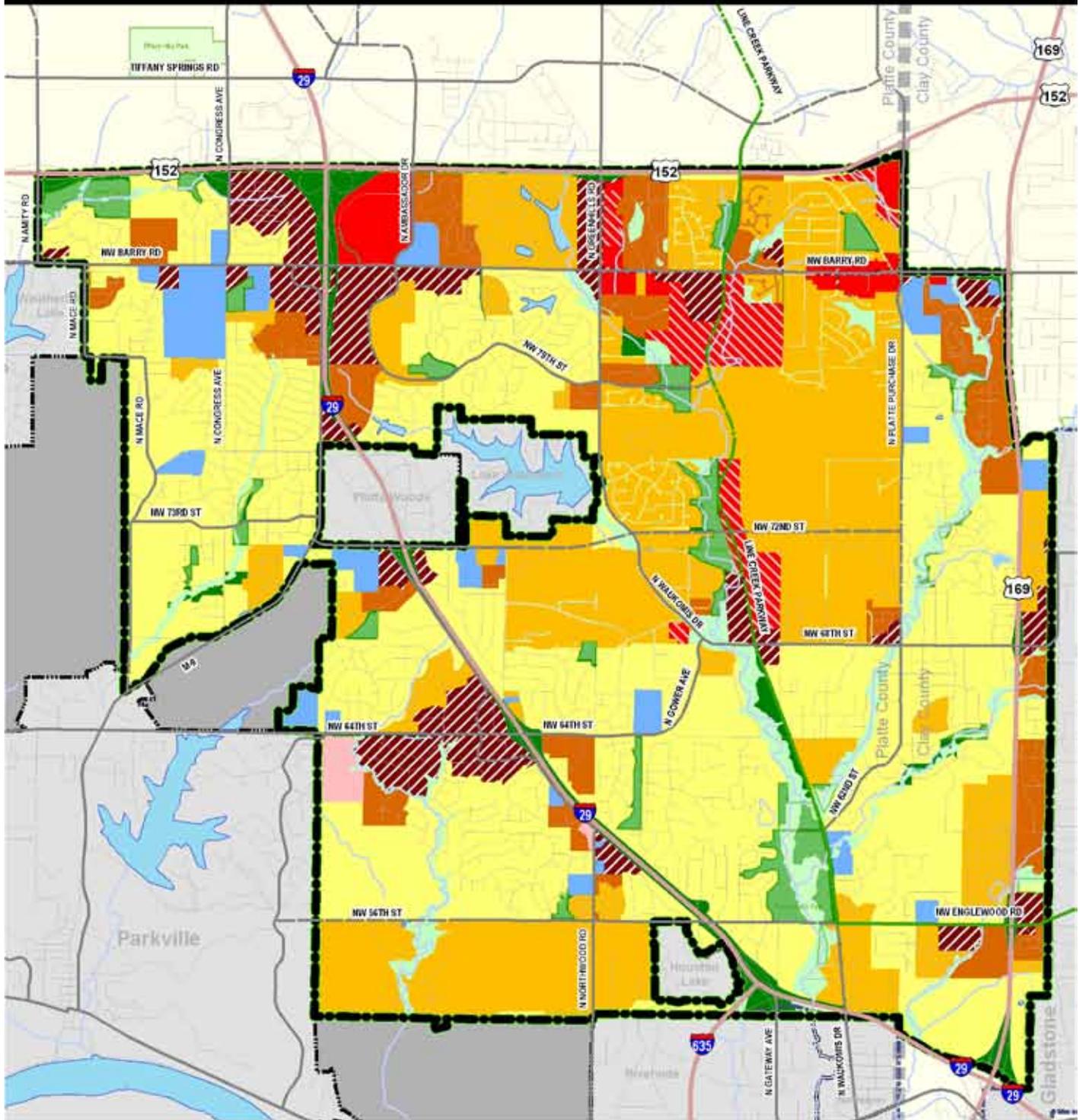
Open Space/Buffer



Conservation District Overlay

Future Land Use

Line Creek Valley Area Plan



LAND USE

and development



Recommendations for Priority Areas

Participants in the planning process identified four priority areas to target for revitalization and/or redevelopment in order to ensure the long-term health and sustainability of the Plan Area. The general locations of the following areas are reflected on the plan's Future Land Use map and are defined as:

- SE Corner of NW 72nd Street and Prairie View Road (Sears Grand Site)
- Picture Hills Shopping Area
- NE Corner of Englewood Boulevard and Highway 169
- Boardwalk Shopping Area

The actual boundaries of these areas should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

In general, each priority area consists of aging commercial properties that have become increasingly outdated and are at a competitive disadvantage with newer development. These targeted areas are often in close proximity to residential properties and have limited ability to expand without encroaching into existing residential areas.

Generally, areas needing complete redevelopment are those in which the most severe problems exist – the structures have limited viability in the marketplace, have a dated appearance, and may require demolition. All areas may need a combination of public and private investment to make redevelopment economically feasible. Planning and development efforts for the priority areas should strive to create neighborhood destinations where people can live, shop, work and play; safely walk from their homes to places to shop or work; and conveniently access transit options to travel to other parts of the City. Improving the economic viability of these areas should be a key strategy for meeting the future market needs of new residential, office, and retail services throughout the Plan Area.

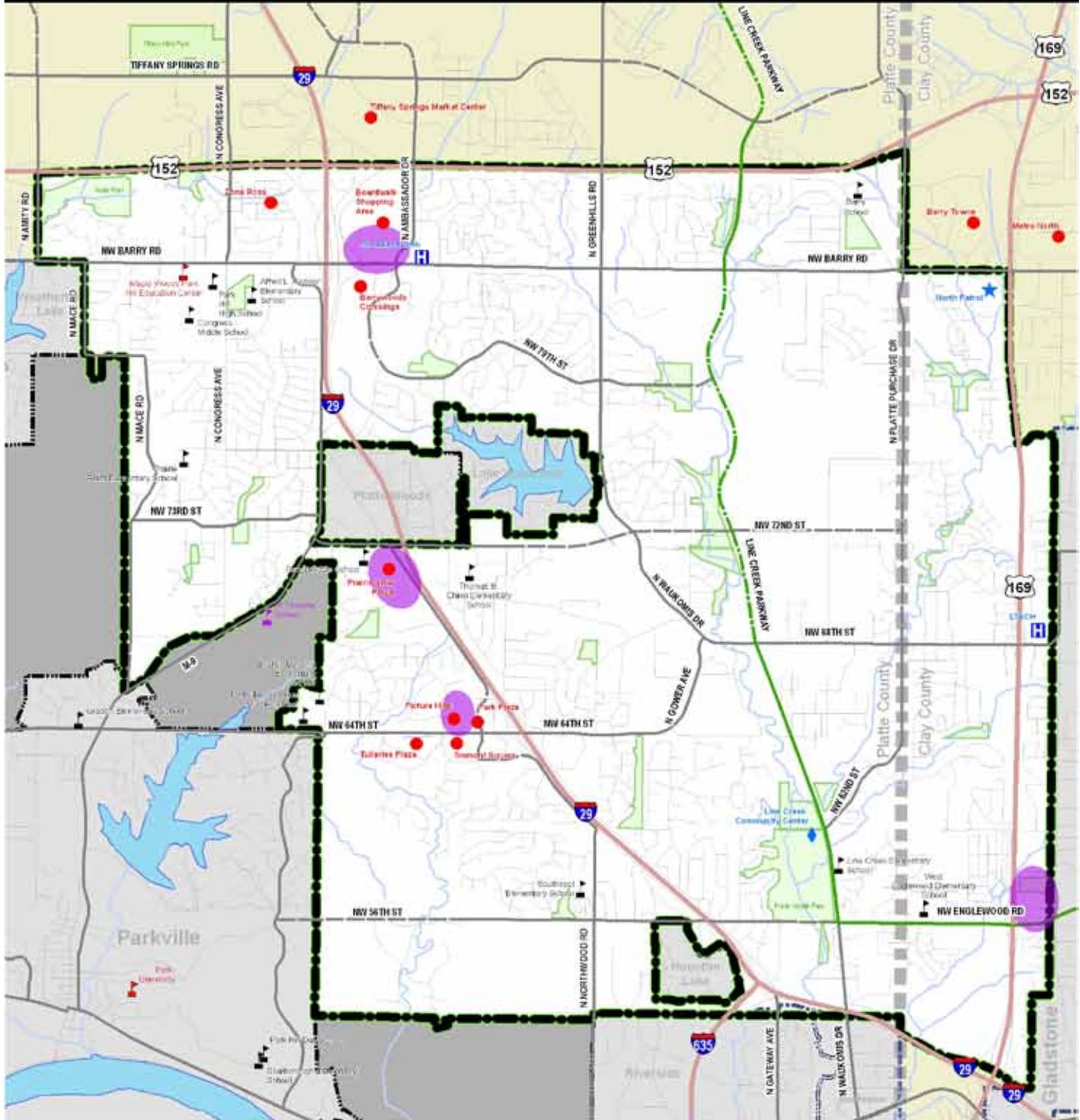
REVITALIZATION OR REDEVELOPMENT ACTIONS

Revitalization or redevelopment actions for the priority area may include:

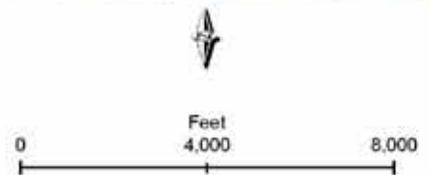
- Before development, a potential developer shall provide a market study within a priority area to determine the appropriate mix of land uses, to identify infrastructure needs to support the preferred mix of uses, to implement urban design standards to ensure compatibility with nearby neighborhoods, and to provide strategies that encourage and support revitalization and/or redevelopment.
- Determine appropriate partnerships for public and private investment and identify other redevelopment tools that will attract development and motivate property owners to reinvest in their businesses and homes.
- Preserve existing structures that are sound or that may be historically significant, and demolish structures which are in poor condition.
- Create a new urban fabric for the area, including upgrading infrastructure and access to multi-modal transit.
- Integrate Best Management Practices (BMPs) and green infrastructure.

Priority Revitalization or Redevelopment Areas

Line Creek Valley Area Plan



- ▬▬▬ County Boundary
- ▬▬▬ Study Area
- ▬▬▬ Local Streets
- ▬▬▬ City Limit
- ▬▬▬ Adjacent Communities
- ▬▬▬ Unincorporated Platte County
- Priority Revitalization or Redevelopment Areas



URBAN DESIGN

guidelines



Introduction

The physical appearance of development is a major factor in determining public perceptions of an area. Throughout the plan process, area stakeholders expressed a desire for new development to create a sense of place and enhance the area's existing character. The following Design Guidelines provide a framework for quality development consistent with the plan vision.

FOCUS Kansas City Plan Quality Places Guidelines

FOCUS "Quality Places Guidelines" act as the basic framework from which to create high quality places to live and work. These characteristics will be achieved by implementing the more specific guidelines in this chapter.

- Walking is feasible, safe, and inviting.
- Streets form a continuous network, are of minimum width, are well designed, and allow for adequate public safety and traffic volume.
- Transportation alternatives are convenient and easy to use.
- Existing "historic buildings" are refurbished and reused.
- Buildings are designed to create or contribute to a sense of community.
- Residential land use is an essential component of mixed-use development.
- Neighborhoods and commercial districts have identifiable centers that create places for residents or employees to gather, interact, and communicate, and that help create an identity for the area.
- New development occurs at infill sites or contiguous to existing development and uses existing infrastructure effectively.
- Neighborhoods and districts have distinct and identifiable characters.
- Development preserves or creates open space, respects existing topography, and minimizes the impact of development on the natural environment.
- New development and infrastructure are built to be useful for 100 years or more.



LANDSCAPE SCREENING AND TRANSITIONS

INTENT:

- To provide a balance between buildings, impervious surfaces, and landscaped areas through the enhancement of streets, parking lots, plazas, open spaces, buildings, gateways, and other structures.
- To provide screening/buffering between structures, parking lots, pedestrian paths and between developments of varying intensity and scale.
- To provide a physical and visual separation between higher and lower intensity uses by softening and mitigating the impacts of large buildings and paved areas.

LANDSCAPE AND SCREENING GUIDELINES:

All development and redevelopment proposals should provide a landscape plan prepared by a qualified design professional, which incorporates the following guidelines.

- Screen all trash dumpsters, storage areas, service areas and loading areas with a combination of landscaping, decorative walls/fences or berms at least 4 feet in height and with material consistent with primary buildings.
- Landscape the interior and perimeter of all parking lots. Screen surface parking lots adjacent to streets with a combination of landscaping, decorative walls/fences and berms at least 4 feet in height.
- Areas adjacent to building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
- Guidelines for walls and fences:
 - ~ Fences that face street entrances should generally be between 18" to 42";
 - ~ Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, and wrought iron. Discourage the use of chain link fencing;
 - ~ Walls and fences should be complemented with landscaping.
- Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Plant materials shall be suited to a suburban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
- Raised planters and/or planting beds should be used adjacent to roadways where landscape is vulnerable to water splash from passing vehicles.
- Alternative storm water solutions should be considered in the design/construction phase, examples include: storm water inlet alternatives, rain gardens, drought tolerant plants, and natural plants.
- New development should provide street trees of a size, spacing, and type to be approved by the City Forester. In general, one street tree is required for every forty (40) feet of lineal frontage.
- All new development should attempt to achieve harmony with the natural environment by preserving existing, healthy, attractive plant materials of significant size.
- Encourage consulting with a certified landscape architect for all landscape plans.



URBAN DESIGN

guidelines



TRANSITION GUIDELINES:

Physical and visual separation should be provided between incompatible uses and between uses with significant differences in levels of intensity. Architectural transitions softened by landscaping are highly preferred over physical buffers that create distinct visual separation between uses.

- Transitions should be provided between changes in use or intensity of use.
- Dissimilar or incompatible uses should be separated by a major street when possible. However, when such uses are located adjacent to one another, the transition/screening techniques described below should be used.
- Transition design should avoid the need for physical buffer separation and visual screens between land uses. Walls and fences are generally not a desirable form of transition between uses. However when necessary, buffer walls should be constructed of high quality materials consistent with materials used in the construction of the development.
- Architectural transitions and green/open space transitions should be the primary transition technique between uses.

Architectural Transitions:

- ~ Use similar building setbacks, height and roof forms;
- ~ Mitigate the larger mass of buildings with facade articulation;
- ~ Reduce building heights, intensity of use and densities as development moves closer to low intensity areas;
- ~ Commercial and multi-family projects located adjacent to single family areas should be designed to respect and be compatible with the building scale and materials of the residential neighborhood.

Green/Open Space Transitions:

- ~ Small green spaces, courts, squares, parks, or plazas;
- ~ Existing natural features, including changes in topography (not retaining walls), streams, existing stands of trees, etc.;
- ~ A combination of landscaping, walls, fences and/or berms should be used where other transitions tools are not possible, or where other transition tools are not adequate;
- ~ Connections between developments should be incorporated into transition design;
- ~ Provide landscape transitions between developed and natural areas.





PUBLIC SPACE

INTENT:

- To provide well defined natural and developed open spaces as amenities that serve as the focus of block, lot, and circulation patterns.
- To supplement public open space with privately developed open space that completes linkages.

OPEN SPACE GUIDELINES:

- Public spaces must be integrated into the development design, and not placed on undevelopable remnant or unusable perimeter buffers.
- Provide small developed open spaces in new development (i.e. a neighborhood park in residential areas or public plaza in commercial areas).
- Reasonable efforts should be made to make open space areas accessible from a public street.
- Set back buildings, parking, and grading from significant natural features to ensure their continued quality and natural functions.
- Public space areas should be visible, safe, attractive and inviting by incorporating pedestrian lighting, public art, landscaping, benches, and other amenities.

ENVIRONMENTAL AND STORMWATER MANAGEMENT

INTENT:

- To protect the existing environmental assets of the area through increased storm water infiltration, reducing flooding and improving water quality.
- To implement green infrastructure and best management practices (BMP) in future developments.

ENVIRONMENTAL AND STORMWATER MANAGEMENT GUIDELINES:

- Retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors. Hills and natural slopes should be preserved and excessive cuts and fills should be avoided.
- Provide greenway corridors to preserve natural drainage areas, floodplains, slopes over 15% and wooded areas.
- Views of rivers and natural features should be preserved and integrated into developments. Complete removal of trees to create views is discouraged.
- Provide detention and use non-structural stormwater BMPs to preserve open space within and between developments, and provide storm water treatment. Design stormwater management areas as attractive water feature amenities or focal points.
- Limit stormwater runoff from new developments to predevelopment levels.
- Integrate “green street” and “green infrastructure” design into street improvements and new development projects.
- Green roofs and pervious pavers and other techniques to reduce runoff and increase absorption are encouraged.
- In residential areas, allow alternative local and collector street designs with vegetated swales in lieu of enclosed storm water systems.



URBAN DESIGN

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PEDESTRIAN AND BICYCLE CIRCULATION

INTENT:

- Meet minimum level of service as recommended in the *Kansas City Walkability Plan*.
- To provide a safe, direct, continuous, convenient, inter-connected, and visually pleasing system of pedestrian walks, trails, and bike routes.
- To provide a pedestrian/bicycle network with the same or higher priority as vehicular traffic.

PEDESTRIAN AND BICYCLE GUIDELINES:

- Projects abutting a public street or a regional citywide trail corridor should incorporate pedestrian and bike connections to these amenities.
- Provide pedestrian walkways/sidewalks which connect:
 - ~ The primary building entry to the street sidewalk by the most direct route;
 - ~ All buildings, open space and parking areas within a development and link to adjacent streets, development and open space systems;
 - ~ All internal streets/drives to sidewalks along perimeter streets.
- Prioritize gaps between existing public and private developments to create continuous routes.
- Extend walkways through all parking areas within linear landscape strips to define pedestrian paths.
- Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
- Provide pedestrian and bicycle connections where automobile connections are not feasible.
- Provide on-site bicycle parking areas in visible, active, well lit areas near building entries.
- Minimize street crossing distances.
- Set back sidewalks from the street and include a lawn for trees between the curb and the sidewalk. Allow sidewalks closer to the street curb in commercial or mixed-use areas and incorporate tree planters and landscape when sidewalks are adjacent to the curb.
- Implement and follow the *Trails KC Plan* and *Bike KC Plan*.



SITE PLANNING

INTENT:

- To utilize building placement and open space to provide for compatibility of use, access, and circulation between adjoining properties.
- To provide special definition of streets at key locations such as arterial street intersections or area gateways and maximize the positive character of streets and buildings through continuity of architecture and landscape frontage.
- To provide complimentary siting of new buildings adjacent to existing developments consistent with standards of subdivision regulations.

SITE PLANNING GUIDELINES *(all residential, commercial and mixed-use districts):*

- Access to commercial and industrial uses should only be from major highways, arterials, or commercial/industrial collector streets. There should be no through truck access to residential areas from industrial streets.
- Preserve existing wooded areas, using extensive landscaping and minimizing curb cuts.
- Streets should form a network of regular intersections and connect neighborhoods.
- Continue streets through to as many neighborhoods as possible and allow for future connections where topography permits. New development should incorporate a system of collector streets, with a collector street connection approximately every 1/3 to 1/4 mile. New developments should connect to streets in adjacent developments.
- Streets should follow natural contours to minimize the impact on the natural terrain.
- Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, and automobiles.
- Avoid cul-de-sacs when through street connections are not desirable.
- Provide streets parallel to open space or looped streets with neighborhood greens.
- Locate parking, service areas and vehicular circulation behind or to the side of buildings and not along primary street frontage(s).
- Front buildings onto a street or major access drive to create a clear street edge and to provide physical definition of roadways.
- Corners of major intersections should include a “focal point” within a 200-ft. radius of the center of the intersection and around “gateway” areas. Focal points should include vertical architectural features, fountains, public art, and/or public plazas.
- Parking areas should not be located within a 200-foot radius of the center point of a major street intersection or gateway, unless located behind a building.
- Shared drives will be encouraged for each development adjacent to an arterial or parkway, except for projects that have recommendations related to a professional traffic study.



Building character



Proposed streetscapes



Landscape improvements

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RESIDENTIAL SITE PLANNING GUIDELINES

- Avoid direct driveway access on major streets for residential properties, except for residential estate lots.
- New residential developments should connect to streets in adjacent developments. Where street connections are not feasible, streets should parallel open space or be looped with neighborhood greens. Dead end and cul-de-sac streets are discouraged when through street connections are not desirable.



Frontage to roads

COMMERCIAL AND MIXED-USE SITE PLANNING GUIDELINES

- Mixed-Use Districts will have a unique character or sense of place with an identifiable center that includes defined “people places” for residents, shoppers, workers, and visitors to gather, interact and recreate and provide opportunities for housing choice and variety.
- Mixed-use districts will develop as multi-modal hubs and provide connections to transit and trails. Development densities for commercial, office and residential uses will be greater within these areas to encourage pedestrian activity and transit use.
- Provide a tight network of bicycle and pedestrian friendly streets, wide sidewalks, benches, street trees and landscaping, and on-street parking.
- Locate buildings in commercial/mixed-use areas along a build-to-line with parking located predominately behind buildings. Limit the amount of parking and vehicular circulation located between the building and the street.
- Nonresidential freestanding buildings should be clustered to define the street edge and create plazas or public gathering spaces between buildings.
- Frame and enclose parking areas with buildings on at least three sides. A majority of the frontage along adjacent streets should be occupied by buildings, decorative architectural walls or landscaping.
- Increase sidewalk width when adjacent to on-street parking and include a “transition zone” of pedestrian amenities along the street including street trees, landscape planters, pedestrian lighting, and other streetscape amenities.



Mixed-use centers



Pedestrian scale streetscape



ARCHITECTURAL CHARACTER

INTENT:

- To create a built environment that is in scale and character with pedestrian activities and to ensure high quality appearance, form, and scale of buildings to enhance the character of the area and provide long term value.
- To use high quality sustainable architectural materials, particularly materials manufactured or fabricated locally, are not resource intensive, and consist of postconsumer use recycled materials.

ARCHITECTURAL CHARACTER GUIDELINES (*all districts*)

- Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include: wood, masonry, limited concrete, stone, cast stone, and tile.
- Materials, such as imitation masonry, metal panels, vinyl siding, concrete panels, or plywood, are discouraged on commercial buildings.
- Buildings within a development should have a coherent architectural theme in terms of mass, height, rooflines, and materials.
- Buildings facing major streets should integrate architectural details to enhance the street edge and promote human scale and interest. Suggested materials and details include but are not limited to corner elements, awnings, window inlets, planted window boxes and articulated entries.



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- Green (LEED certified) architecture is encouraged for new large scale commercial or mixed-use development.
- Use building placement and design to define roadways as civic spaces.
- Design buildings to relate directly to the street using the following techniques:
 - ~ All building frontages visible from a street or a residential area shall have the equivalent treatment of the primary building façade;
 - ~ Provide a primary entry for building facades facing arterial streets, or a facade treatment of comparable architectural, material, and detailing quality;
 - ~ Minimize long expanses of wall at a single height or in a single plane;
 - ~ Vary floor heights to follow natural grade contours if significant variation is present;
 - ~ Use the highest architectural detailing when located near a major intersection or primary image street.
- Design buildings to provide human scale, interest, and variety using the following techniques:
 - ~ Use the highest level of architectural detail near streets and entries, and around the ground floor;
 - ~ Vary building massing, height, profile, and roof form that provide human scale while maintaining a consistent overall building form to the street edge;
 - ~ Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture;
 - ~ Expression of architectural or structural modules and detail;
 - ~ Diversity of window size, shape, or patterns that relate to interior functions.
- Provide complementary variations in building form, unless the area is designed in a manner that relies on uniformity to establish an architecturally pleasing pattern.
- Provide windows, doors, plazas, and other features on building facades adjacent to open space to encourage pedestrian activity and provide visual oversight.
- Use decorative building mounted light fixtures, particularly at entrances and for architectural accent illumination. No wall-pack or floodlight fixtures shall be permitted.

RESIDENTIAL ARCHITECTURAL CHARACTER GUIDELINES

- All new residential development, infill, redevelopment, rehabilitation, and renovation projects should be compatible with the scale, massing, and character of surrounding established neighborhoods.
- To enhance the pedestrian environment, developments are encouraged to place garage entrances to the side or rear and avoid garage doors visible from the street.
- Provide residential dwelling designs with alternatives to street oriented garages, such as a mixture of rear and side loaded garages, attached and detached garages, carports, and porte cocheres.





COMMERCIAL AND MIXED-USE ARCHITECTURAL GUIDELINES

- Primary building facades should be parallel to the sidewalk. Buildings should define a majority of the street edge. Surface parking lots are encouraged between or behind buildings.
- Where buildings are set back from the sidewalk, such areas should be treated as public spaces such as a plaza or courtyard.
- The front of all mixed-use buildings should include pedestrian-oriented elements such as: transparent display windows, outdoor seating for dining areas, public art, and pedestrian amenities such as fountains and benches.
- Locate and design large buildings to minimize windowless walls and service areas visible from public streets.
- Include a repeating pattern on building facades that includes color change, texture change and material change, with at least one of the elements repeating horizontally.
- Outside sales, storage, or display areas are discouraged. When permitted, such areas shall be screened with landscaping or enclosed with materials integral to the building architecture.
- Provide a clear and consistent street edge with at least 50% of the building's "active wall" oriented toward the street. An "active wall" is the side of the building containing the majority of the storefronts, customer entrances, and windows.
- Provide no less than 20% window to solid wall area for portions of a building façade above the ground floor.
- Street level uses should have a transparent quality. Sidewalk traffic as well as passing vehicles should be able to see activity within the building.
- Incorporate transparent glazing at all occupied levels of building facades oriented toward streets and pedestrian areas.
- Provide arcades, display windows, entry areas, awnings, and other features along no less than 60% of the ground floor facing public streets.
- Roof form, material, color, trim, and lighting should be an integral part of the building architecture. Roofs should not serve as attention-getting devices for signage or as an identifiable corporate image.
- Locate drive-through facilities, when permitted, on the side or rear of a building away from a street.



URBAN DESIGN

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SIGNS

INTENT:

- To provide clear, simple, easily understandable, coordinated method of conveying information for businesses and address identification.
- To ensure that signage is unobtrusive and integrated with the buildings and/or landscape design.

SIGN GUIDELINES:

- Signs should be visible and clearly legible for both the pedestrian and motorist.
- Signs should be highly graphic with a minimum number of words.
- Freestanding pole/pylon signs are not allowed within new developments. Such existing signs should be removed as existing areas are redeveloped.
- Monument signs are encouraged.
- Signs must not obscure important architectural features.
- Moving or revolving signs and flashing signs are discouraged.
- Do not approve new off-site advertising signs and remove existing non-conforming signs whenever legally possible. Remove existing billboards if public funds are used for a project. The practice of substitution and/or relocation of billboard signs are discouraged.
- Monument signs should be landscaped to complement the existing or proposed landscaping of the project.
- Non-standard signage forms are encouraged.
- Signs should be consistent with the design, materials and colors of the overall development.
- Signs should be made of high quality and durable materials such as brick, stone, or metal.
- When lighting is used to illuminate signs, it should be designed to eliminate glare and spill over onto adjacent properties.

Urban Design Framework

The Image Streets and Gateways map identifies the key areas and corridors that significantly affect the community image. Enhanced urban design measures and investment in both public and private improvements are critical to the long-term viability of the Plan Area.

GATEWAYS

Gateways provide a focal point and a visual “announcement” to an area by serving as an anchor for the unique character and identity of surrounding neighborhoods and districts.

- Private development around gateway intersections should consist of enhanced architectural design, detail and amenities. These focal point areas should include a vertical architectural feature, public art, and/or exceptionally-designed public plaza and landscape amenities.
- High visibility building corners should have enhanced architectural features and may project higher than surrounding structures, such as through a “tower” element or similar treatment.
- No off-street parking should be located in these areas unless located behind a building and entirely screened from view.

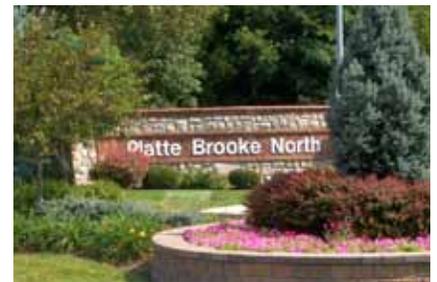
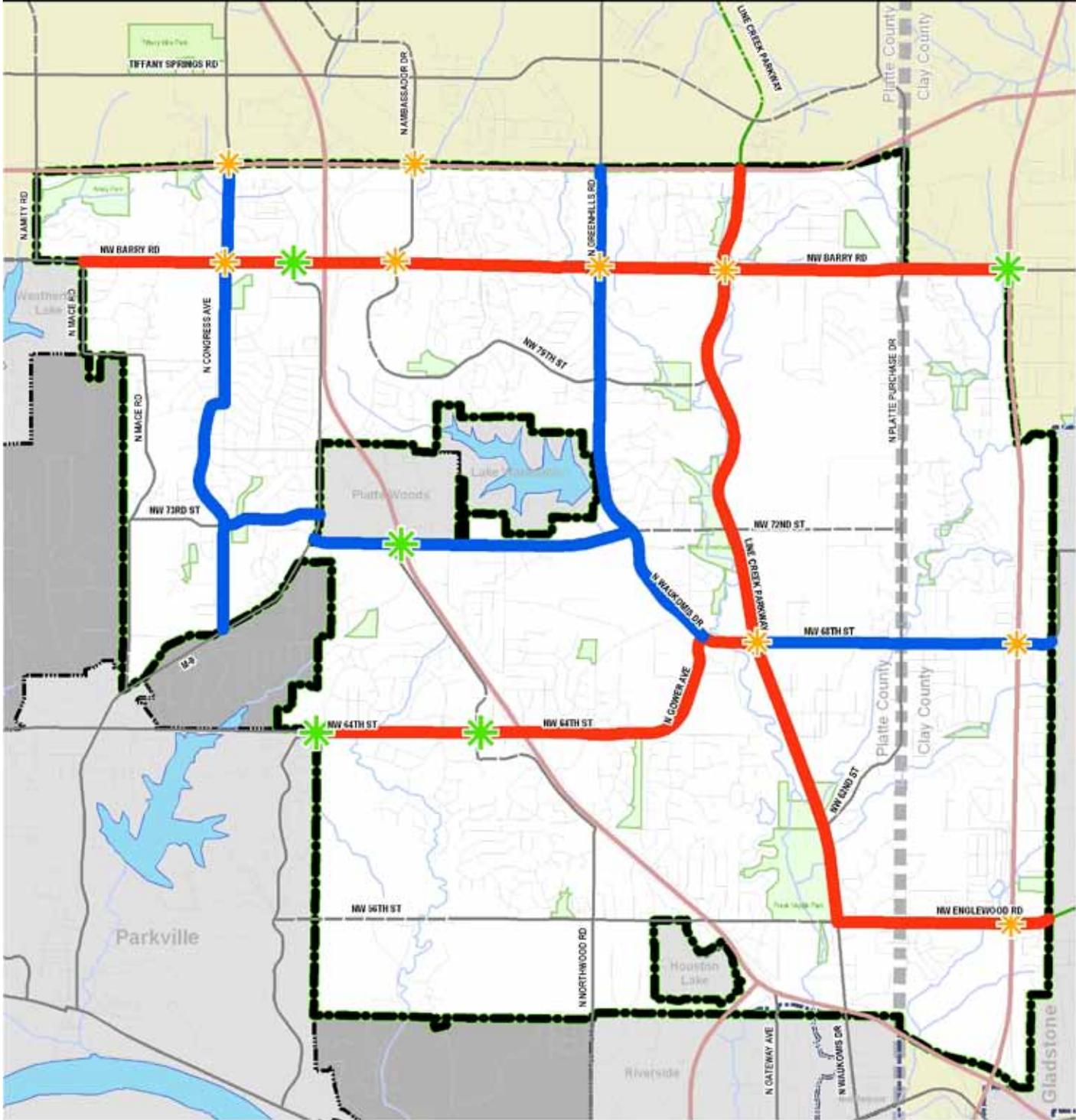
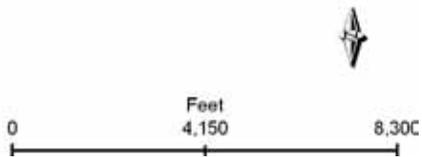


Image Streets and Gateways

Line Creek Valley Area Plan



- County Boundary
- Study Area
- Local Streets
- City Limit
- Adjacent Communities
- Unincorporated Platte County
- Primary Image Street
- Secondary Image Street
- Primary Gateway
- Secondary Gateway



Primary Gateways

Major focal points typically located around highway interchanges. Private development around these areas should create a distinctive image and be held to the highest design and aesthetic standards. Public infrastructure improvements in these areas should incorporate:

- Features that are larger in scale and highly visible from a distance
- Features that are distinct and recognizable when approaching an interchange on- and/or off- ramp or when passing by on the highway
- Elaborate public streetscape elements that serve as an anchor for streetscape improvements for intersecting Image Streets
- High-quality and durable materials such as wood, masonry, concrete, stone, cast stone, and tile. Use of stucco board, EIFS and vinyl and metal siding is discouraged
- Amenities for pedestrians, bicyclists, and transit users



Prominent locations should be anchored by buildings with unique architecture



Public art features should be distinctive and highly visible from a distance



Distinguishing features should be incorporated into the public streetscape and infrastructure

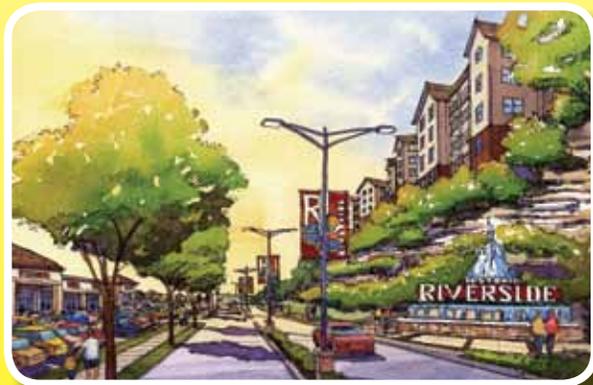
Secondary Gateways

SECONDARY GATEWAYS are focal points typically located around major arterial street intersections that highlight particular neighborhoods or business districts. Private development around these areas should be held to the highest design and aesthetic standards and create a distinctive image. Public infrastructure improvements in these areas should:

- Reinforce the local district’s or neighborhood’s unique character through compatible streetscape enhancements, monuments, and public art
- Be distinctive and recognizable when approaching from a distance.
- Serve as an anchor for public streetscape improvements along connecting Image Streets leading to gateway locations
- Be constructed of high-quality and durable materials
- Incorporate amenities for pedestrians, bicyclists, and transit users



Amenities should enhance the environment for pedestrians, bicyclists, and transit users



The gateway area should be enhanced through the streetscape design, public art, and enhanced development design



Public art features can serve as a focal point for the gateway area

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STREETSCAPE

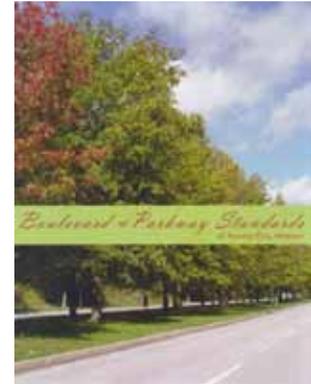
Streetscape design and amenities are important for defining the character and image of a street. Elements of the streetscape in public right-of-way may include: medians and associated landscaping, sidewalks, street lighting, pedestrian lighting, traffic signals, fountains, sculpture, signs, bus shelters, above-ground utilities and cabinets, and street furniture such as benches, trash containers, newspaper, and other vending machines.

Several thoroughfares in the Plan Area have streetscape plans or adopted standards that should be implemented both through public and private investments, including enhancements recommended by the following special planning studies:

- Boulevard and Parkways Standards of Kansas City.
- Line Creek Parkway.

IMAGE STREETS

Image Streets set the tone of the area by establishing higher standards for visual and aesthetic treatments, which provide a unifying theme compatible with the scale and character of adjoining land uses. Improvements in these corridors should be designed to serve the needs of a multi-modal transportation system as well as adjoining land development.



Primary Image Streets

Freeway and expressway corridors are where commuters and other travelers form an opinion of the Plan Area as they pass through to destinations. Private development around these areas should be held to the highest design and aesthetic standards and create a distinctive image. Aesthetic improvements in the public right-of-way of these corridors require close coordination with MoDOT in order to enhance existing ordinary freeway infrastructure and create distinctive eye pleasing pathways. Such improvements should include:

- Landscape themes including trees, shrubbery and/or flowers
- Public art
- Distinctive bridge structures, with enhancements such as attractive columns, railings, retaining wall / pavement texture and color, and decorative lighting
- Enhanced and durable / low maintenance fencing along the highway right-of-way
- Aesthetic treatments incorporated into any sound walls or other large walls installed to control noise or provide screening
- Attractive lighting poles and fixture types, where lighting is required
- Limited overhead wires and other above ground utility infrastructure



Distinctive bridge structures



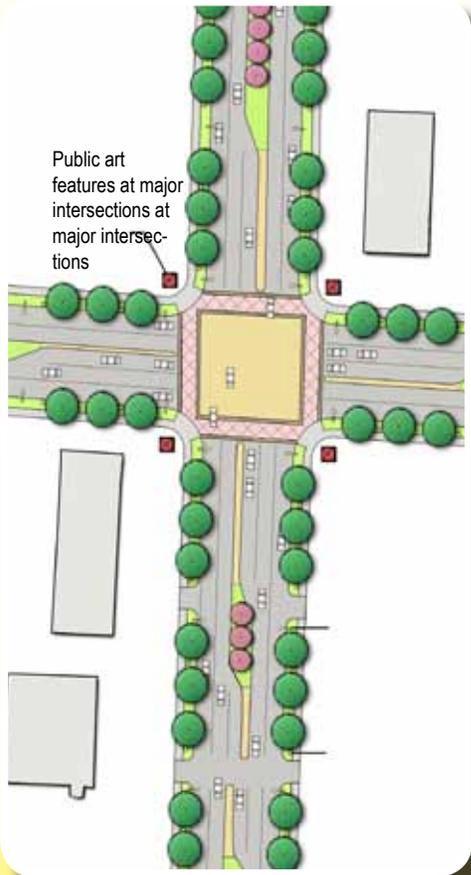
Freeway landscaped median treatments



Public art, including water features

Secondary Image Streets

Perform much the same function as Primary Image / Great Pedestrian Streets but may be less embellished and may have smaller scale gateway improvements. Similar to primary image streets, these corridors significantly impact the community image and should provide a positive first impression.



Monuments and other freestanding elements at strategic intersections



Street trees and enhanced streetscape improvements



Public art, including water features



HOUSING



Introduction

Neighborhood strength and stability are essential components to the long-term health and sustainability of a community. The Line Creek Valley plan area is diverse in its variety of neighborhoods and housing stock ranging from modest starter homes in established neighborhoods to newer upscale housing developments. For the purposes of the Plan, the plan area is comprised of 23 neighborhoods of varying age and health. Enhancing, maintaining, and revitalizing neighborhoods is critical to the health of the entire area. This chapter provides a framework for addressing their needs and a strategy for the future.

Key Issues

The following neighborhood and housing issues were identified by community participants during the planning process:

PROVIDE HOUSING CHOICES

- Providing the right mix of housing choices for residents is essential to meeting the long-term needs of the community. In the future, a range of housing types and densities must be provided to meet changing lifestyles and affordability needs. Future needs will include housing for senior citizens, higher density attached housing clustered in proximity to transit facilities, workforce housing close to employment centers, and innovative designs providing a mix of live, work, and play options. Increased residential density will be essential to achieving lower housing prices for new housing, while the building and site design will be essential to the project's viability and integration with existing neighborhoods.

HOUSING DEMAND

- New and renovated housing will be needed to accommodate anticipated population growth and changing market demands of a more diverse population. In addition, replacement housing will be needed as existing housing is removed due to its age, condition and/or natural causes.

MAINTAIN AND ENHANCE THE EXISTING HOUSING STOCK

- The existing housing stock of single-family dwellings and rental properties must be maintained and enhanced in order to sustain long-term neighborhood health. A major issue facing much of the plan area is the lack of adequate public infrastructure and the marketability of its older housing stock, and in some areas the condition of homes in older neighborhoods. Much of the older housing stock consists of modest size homes with fewer bedrooms, smaller kitchens, less storage space, and fewer modern amenities compared to housing built in recent decades.





QUALITY INFILL DEVELOPMENT AND NEW DEVELOPMENT

- Process participants expressed a strong desire for a mix of well-integrated residential uses connected through a pedestrian network. Planning policies should discourage concentrations of multi-family; and the future development of multi-family housing should be integrated with other housing types, including single-family neighborhoods, rather than clustered in isolated areas. The urban design of all new development and redevelopment should be compatible with existing nearby neighborhoods.

ENHANCING “CURB APPEAL” AND A SENSE OF PRIDE

- Process participants indicated public investment in basic infrastructure must be addressed to maintain attractive “curb appeal” and community pride. Neighborhood-serving facilities and gathering places, such as schools, parks, community centers, and recreation facilities serve as community “anchors” and are important to long-term neighborhood health and identity.

Guiding Principles

The following guiding principles related to neighborhoods and housing were prepared to address the key issues identified during the community planning process:

- Maintain and enhance existing housing stock to secure viability and competitiveness in the marketplace.
- Promote a full range of housing choices for all citizens and income levels.
- Promote neighborhood identity and a sense of pride.
- Aggressively target property maintenance and code enforcement issues.
- Enhance basic infrastructure within neighborhoods.
- Promote quality and compatible infill development, new development, and redevelopment.

Housing Framework

The community planning process included a broad overview of existing conditions that impact the long-term health of neighborhoods. Due to the size and diversity of the plan area, an analysis was conducted for 23 sub-areas that are generally based on groups of US Census blocks. The housing analysis compared 12 housing indicators to provide a framework for appropriate long-term strategies to address their long-term needs.

HOUSING

Housing Analysis Structure

A variety of economic, demographic, and infrastructure condition “indicators” were analyzed for each sub-area in relation to the remainder of the plan area and the Kansas City Metropolitan Statistical Area (MSA). The factors used in the analysis were overlaid to develop a composite map illustrated by the Housing Framework Map. Each sub-area is designated by one of three classification types, which are generally consistent with the classifications used in Kansas City’s *FOCUS Strategic and Comprehensive Plan*.

“STABILIZATION” SUB-AREAS

The housing and economic indicators of these sub-areas generally compare less favorably to the plan area, and these sub-areas often have the greatest need for infrastructure improvements. Blocks and neighborhoods in these areas typically have the lowest percentage of owner-occupied single-family dwellings and the lowest home values. These areas are in fair condition, but some blocks and neighborhoods may be declining or on the verge of decline and may have long-term neighborhood health issues ranging from relatively minor to severe.

“CONSERVATION” NEIGHBORHOODS

These sub-areas tend to have a variety of age and development types in relatively good condition and good quality, with housing and economic indicators generally near to those of the plan area. There are variations in the indicators present at the block and neighborhood level, and some areas may need infrastructure improvements or reinvestment in the housing stock to limit minor declining conditions and to maintain healthy, stable neighborhoods.

“STABLE” SUB-AREAS

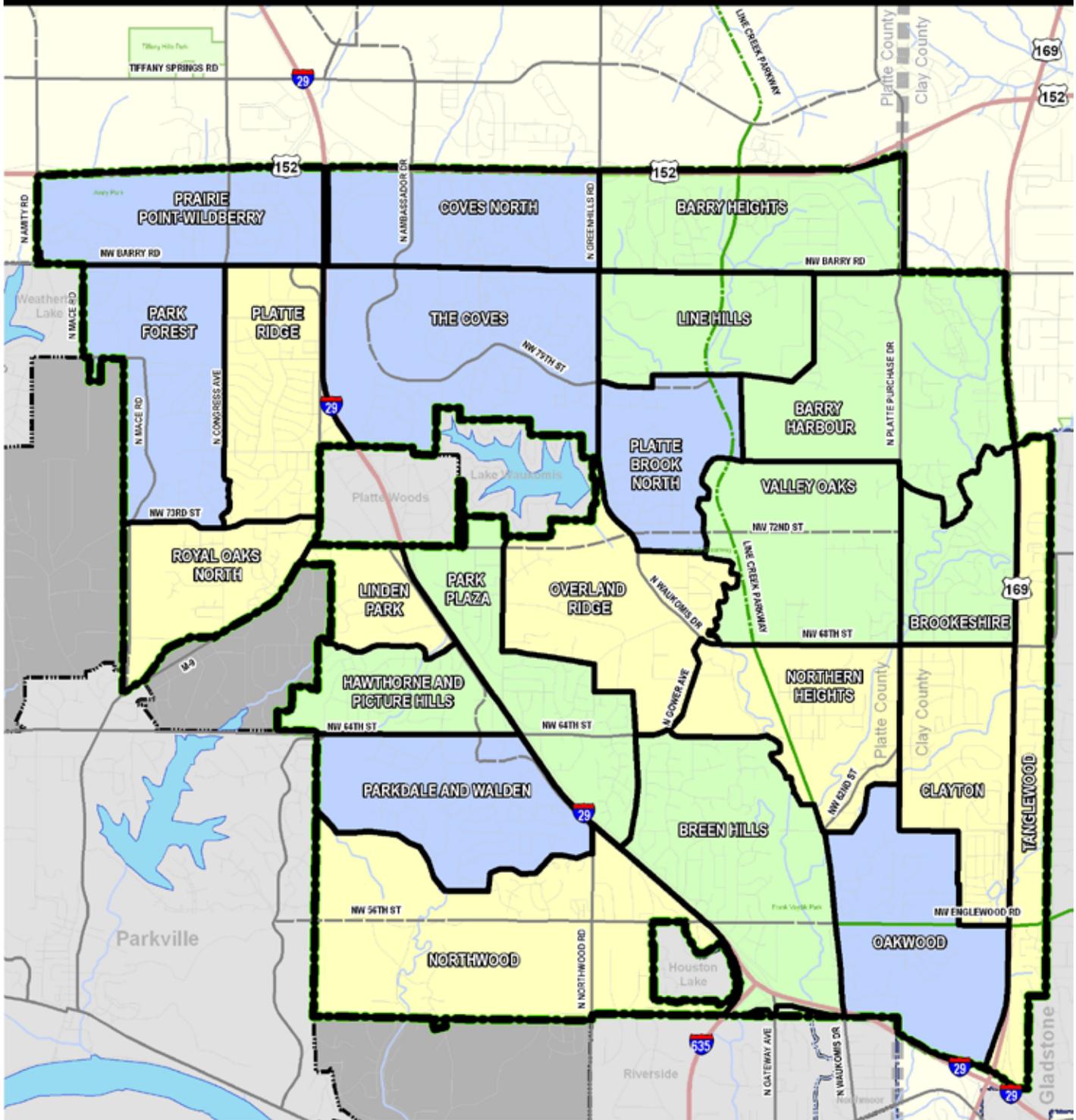
These sub-areas have the strongest housing and economic indicators and compare favorably to the plan area. In general, these areas include the newest developed neighborhoods, areas with fewer infrastructure improvement needs, and strong well-maintained older neighborhoods. Similar to conservation sub-areas, variations in the indicators are present and some blocks or neighborhoods may need infrastructure improvements or reinvestment in the housing stock to limit minor declining conditions and to maintain healthy, stable neighborhoods.

The Housing Framework Map on the following page identifies the classification of each sub-area based on the analysis conducted through the planning process.



Housing Framework Map

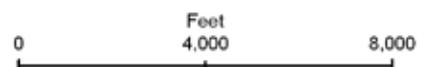
Line Creek Valley Area Plan



- County Boundary
- Study Area
- Local Streets
- ▭ City Limit
- ▭ Adjacent Communities
- ▭ Unincorporated Platte County

Neighborhood Sub-Areas

- ▭ Stabilization Neighborhood
- ▭ Conservation Neighborhood
- ▭ Stable Neighborhood



HOUSING

Recommendations

A combination of financial incentives, and context sensitive development regulations will be the most effective strategies to stimulate both housing renovation and new housing investment. The overall goal is to provide recommendations and strategies that will enhance, maintain, and revitalize neighborhoods and housing throughout the plan area, to ensure sustainable neighborhoods for future generations.

REINVEST, MOTIVATE, AND MONITOR

Due to community desires, there is a priority to strengthen the existing housing stock above building new housing. This reinvestment can be accomplished by things like the creation a small grants program in targeted areas for repairs to owner-occupied housing; focusing on property maintenance and code enforcement to motivate property owners to maintain their properties; and monitoring the health of neighborhoods from the Neighborhoods Program Menu (see page XX). When new housing is developed, strong consideration should be given to underperforming commercial areas as new residential areas.

DEFINE COMMUNITY CRITERIA FOR SUCCESS

Create a program similar to the existing SMART Program (Sustainable Maintenance and Renewal Today) established in other areas of the city, into neighborhoods around the Priority Development Areas as defined in the Land Use Chapter of this plan. This program, directs revenue that is produced by a tax incented project to improvements to private property or public infrastructure to an agreed upon area that are tied to income guidelines. The goals of this type of program include:

- A substantial increase in the curb appeal of the target area.
- Re-energized neighborhood organization.
- An increase in property values.
- Leveraging of public infrastructure improvements.
- An increase in disposable income of participants due to energy efficient home repairs.

ADDRESS PROPERTY MAINTENANCE ISSUES

- Enforce the landlord pilot licensing program as established by Ordinance No. 080286.
- Where appropriate, establish a Neighborhood Improvement District (NID) or similar program to address basic infrastructure and improvement needs beyond the city's current levels.
- Work with the Line Creek Area Plan Implementation Committee to identify chronic problem areas with illegal dumping and code violations.



Context sensitive development, such as this example of infill housing in Seattle, WA, needs to be promoted for new housing renovation and new housing investment in existing neighborhoods throughout the Plan Area.



Investment in neighborhood streets, sidewalks, and other infrastructure is needed throughout the Plan Area to maintain a good "curb appeal" and encourage neighborhood reinvestment.



Strong sustainable neighborhoods must provide for the needs and services of the future generations.

Neighborhoods and Housing Strategies

Using the neighborhood classifications defined in the Housing Framework section, the following potential strategies are identified for use by neighborhoods throughout the Plan Area. The recommended partners and time frames for implementation are further detailed in the Implementation Matrix on pages xxx.

STRATEGIES FOR HOUSING			
	Stabilization Areas	Conservation Areas	Stable Areas
Promote the reuse of housing to make housing available for all citizens and income levels.	★	★	★
Encourage the redevelopment of underutilized commercial properties or unused public properties (not including park lands) for new residential housing choices.	★	★	
Promote new residential and nonresidential development that is designed to blend appropriately with the neighborhood's existing character.	★	★	★
Promote new "attached-housing" choices and development designs compatible with existing single-family neighborhoods (i.e. housing types and development plans creating the appearance of a single-family neighborhood).	★	★	★
Promote "green" design practices in new development and renovation projects (i.e. energy efficiency, reduced storm water runoff, water conservation, reduced wastewater).	★	★	★

STRATEGIES TO SUPPORT HOME OWNERSHIP			
	Stabilization Areas	Conservation Areas	Stable Areas
Support home ownership through use of programs, such as the Kansas City Dream Home Program, to assist qualified home buyers with a down payment and closing costs.	★	★	
Explore the use of Urban Renewal Areas (URAs) or other abatement tools to provide tax abatements to qualified property owners.	★		
Target Federal HOME funds to construct, purchase, and/or rehabilitate housing for affordable home ownership.	★	★	
Explore the use of tax abatement and other incentive programs to support home ownership.	★		

HOUSING



STRATEGIES TO ADDRESS HOME IMPROVEMENT AND PROPERTY MAINTENANCE ISSUES			
	Stabilization Areas	Conservation Areas	Stable Areas
Conform to the City's pilot rental licensing program.	★	★	★
Combine targeted code enforcement with assistance for needed home repairs and basic maintenance.	★	★	
Work with local homes associations and community groups to identify chronic problem areas with property maintenance and code violations.	★	★	★
Maximize minor home repair funds to provide basic home improvements.	★	★	
Work with appropriate City departments to create a process to require an inspection for all foreclosures to be completed before the property is sold to an owner-occupied tenant to ensure that the property meets minimum code standards.	★	★	★
STRATEGIES TO ADDRESS BASIC INFRASTRUCTURE AND PROPERTY IMPROVEMENTS			
	Stabilization Areas	Conservation Areas	Stable Areas
Leverage incentives programs (such as a new Tax Increment Financing District) to fund improvements in adjacent residential areas.	★		
Proactively identify, purchase, demolish and rebuild chronically vacant and dilapidated homes. Rehabilitate or renovate dilapidated homes where economically feasible.	★	★	
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential areas to retail areas, schools, transit stops, parks, religious institutions, and other neighborhood destinations.	★	★	★



TRANSPORTATION



Introduction

The plan area has convenient access to regional highways and major employment centers, serves as the primary link between Downtown and the Kansas City International Airport, and has an excellent north to south arterial and collector street network. However, much of the plan area lacks “urban” transportation infrastructure including improved streets, sidewalks, trails, and other bicycle and pedestrian accommodations. Future improvements to the multi-modal transportation network will play a significant role in economic development opportunities, mobility, and the long-term sustainability of the plan area.

Key Issues

Community participants identified the following as the primary transportation issues during the planning process:

- **Street Network:** Challenging terrain, existing development and multiple watersheds create constraints for many east to west road extensions through the plan area. Citizens saw the preservation of existing and of creation of new east to west corridors as vital to the area.
- **Connectivity:** A portion of the existing street network predates annexation and lacks urban enhancements such as sidewalks and curbs. Enhancements needed throughout the plan area include accommodations for pedestrians, bicyclists, and transit stop amenities.
- **Walkability and Bicycle Needs:** Much of the plan area has limited or no accommodations for pedestrians and bicyclists. The area lacks a continuous sidewalk network, on-street bicycle routes, and off-street multi-purpose trails.
- **Multi-Modal Transportation Alternatives:** There is an existing need for a variety of transportation options, such as rapid transit (i.e. light rail or bus rapid transit), expanded local bus services and facilities, trails, connected sidewalks, and newer “green” transit technologies to serve residents of all ages and incomes. As the area develops, this need will increase.
- **Rapid Transit Corridor:** The City’s Major Street Plan currently identifies the route of a “Special Purpose Rapid Transit Corridor” from downtown Kansas City to the KCI Airport through the Plan area. Questions regarding the feasibility of the existing alignment were raised during the plan process. A separate process to update the City’s Major Street Plan will decide the final alignment of the corridor.





- **Line Creek Parkway:** The proposed parkway corridor generally follows Line Creek from NW 68th Street to M-152. To date, one section of the Parkway between NW Barry Road and its intersection with Old Stagecoach Road is complete. Questions regarding the design and alignment of future phase considered multiple issues including:
 - ~ Design of existing parkway phases;
 - ~ Preservation of natural resources;
 - ~ Floodplains;
 - ~ Woodlands and the location of specimen trees;
 - ~ Slopes and topography;
 - ~ Rock;
 - ~ Drainage and storm water management;
 - ~ Future Rapid Transit Corridor;
 - ~ Native American artifacts.

TRANSPORTATION

Guiding Principles

The following guiding principles related to transportation address the key issues identified during the community planning process:

- Coordinate roadway improvements projects and notify the community of improvements to reduce impact on users.
- Promote a “balanced” and energy efficient transportation system that uniformly considers the needs of vehicles, transit services, pedestrians, and bicycles.
- Provide a safe, accessible, attractive, and convenient network of sidewalks, trails, and bicycle routes with direct access to transit services.
- Target priority improvements that enhance east to west movement, improve connections to schools, transit stops, shopping and employment centers, improve overall connectivity, or strengthen pedestrian and bicycle connections.
- Coordinate with other jurisdictions to implement a regional transportation system.
- Improve transportation options throughout the plan area by making transit use more convenient, safe, and affordable and by providing additional transit service as needed.



Major Street Plan

The primary function of the arterial and highway network is to move large volumes of traffic from one place to another at moderate- to high- speeds, and to provide continuous linkages between major traffic generators. Building on the City's *Major Street Plan*, which designates freeways/expressways, arterials, and parkways and boulevards, the Major Street Plan Map identifies a network of collector roadways to serve both existing and future development throughout the plan area. The collector streets identified in the map provide continuous linkages within neighborhoods and connect to local streets that provide access to individual properties.

TRANSPORTATION



Recommendations

AREA-WIDE SAFETY AND EFFICIENCY

- **Incorporate Multi-Modal Improvements When Upgrading Streets** - Include sidewalks, bicycle routes, trails, and transit access.
- **Manage Vehicular Access**
 - ~ Limit conflict points between vehicles and between vehicles and pedestrians;
 - ~ Require shared access for adjacent commercial developments wherever possible;
 - ~ Minimize the number and width of driveways for individual uses;
 - ~ Encourage shared parking.
- **Improve Signalization** - Include upgraded signalization, internal directional signage, and signal timing to move traffic smoothly and allow for safe pedestrian crossings while enhancing visual identity.
- **Manage Turns** - Provide protected left turns at key intersections, limiting turns as appropriate and eliminating points of conflict through access management.
- **Improve Intersections** - Include safety enhancements for all users, including pedestrians and bicyclists.
- **Manage Travel Speeds** - Design roadway to best serve local and regional destinations, and integrate traffic calming measures in areas with speed issues.
- **Limit Encroachment** - Efficiently use the right-of-way currently in public ownership.

SUSTAINABLE COMMUNITY AND A UNIQUE SENSE OF PLACE

- **Parkway and Boulevard Plan** - Implement the Parkway and Boulevard Plan throughout the plan area.
- **Context Sensitive Design** - Plan and construct roadway projects that harmonize with natural systems by respecting topography and natural resources. Drainage facilities should be improved using “green infrastructure” and other Best Management Practices while enhancing visual quality of the public streetscape.
- **Landscape Enhancements** - All roadway sections should provide opportunity for landscaping or green space either on the sides or in a median where feasible. Landscaping should be sustainable and planting techniques should use long-lived, indigenous varieties of plants that are hardy, disease-resistant, and urban tolerant.
- **Streetscape Enhancements** - Street improvements should include streetscaping to provide unique identity and a sense of place, particularly in areas designated as gateways and image corridors.
- **Conduct Studies for Future Roadway Improvements** - Conduct an Alignment Study And Preliminary Engineering Design Study for the remaining phases of Green Hills Road and Line Creek Parkway to determine the most suitable and feasible opportunities to complete this corridor.

CAPITAL PROJECTS

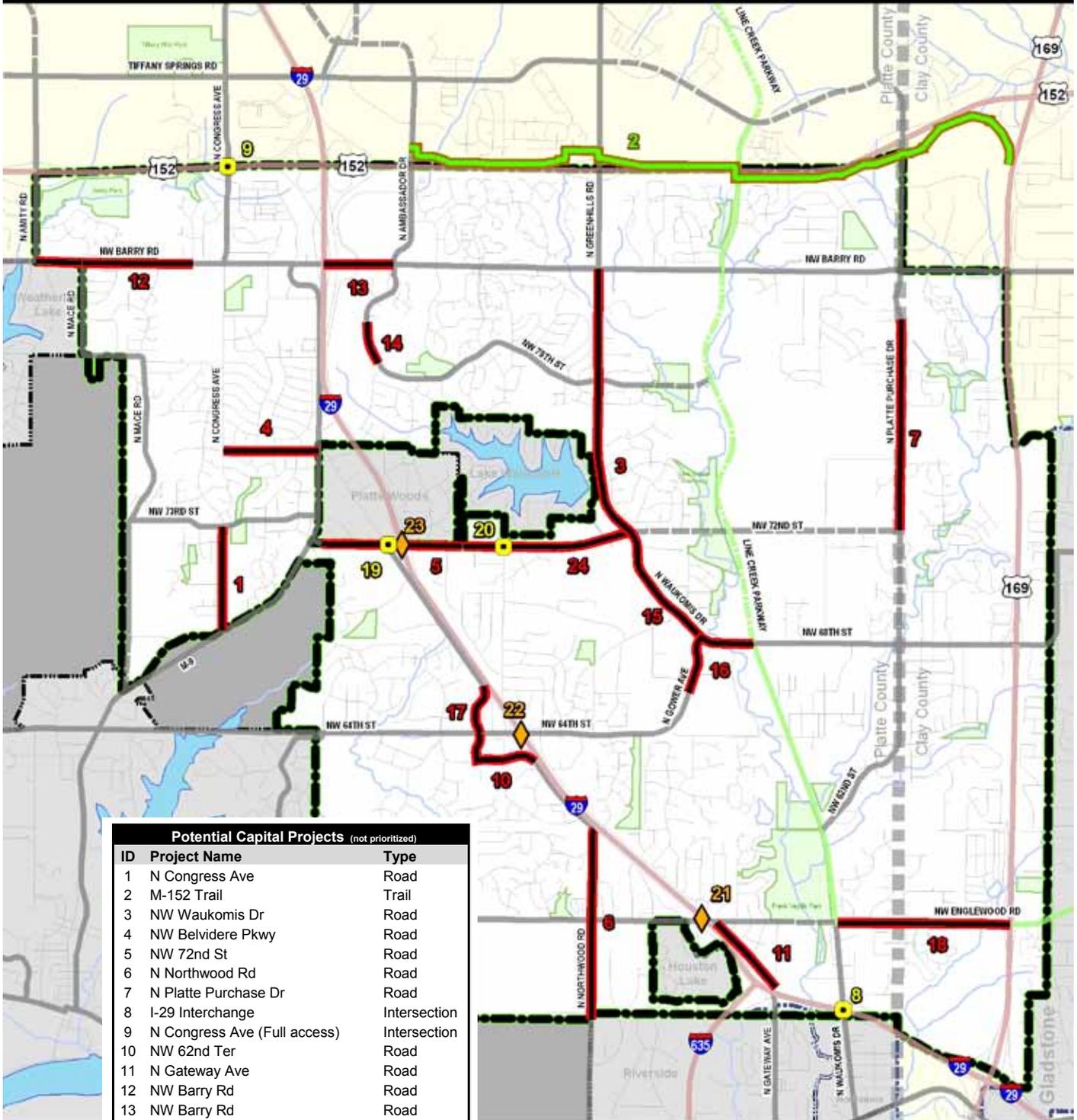
The Potential Capital Projects Map highlights the transportation related infrastructure projects identified during the planning process. The intent of this map is to serve as the basis for prioritizing infrastructure related project requests for City funding. The projects have not been prioritized but are displayed in numerically for graphic purposes only.



Currently, sidewalks exist in limited sections of the area, makes pedestrian access difficult.

Potential Capital Projects

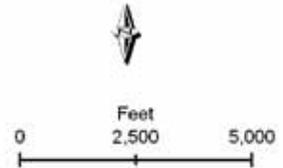
Line Creek Valley Area Plan



Potential Capital Projects (not prioritized)		
ID	Project Name	Type
1	N Congress Ave	Road
2	M-152 Trail	Trail
3	NW Waukomis Dr	Road
4	NW Belvidere Pkwy	Road
5	NW 72nd St	Road
6	N Northwood Rd	Road
7	N Platte Purchase Dr	Road
8	I-29 Interchange	Intersection
9	N Congress Ave (Full access)	Intersection
10	NW 62nd Ter	Road
11	N Gateway Ave	Road
12	NW Barry Rd	Road
13	NW Barry Rd	Road
14	NW 79th St	Road
15	NW Waukomis Dr	Road
16	NW Gower Ave	Road
17	N Chatham Ave	Road
18	Englewood Blvd	Road
19	I-29 & Prairie View	Intersection
20	NW 72nd St & Overland St	Intersection
21	NW 56th St & I-29	Pedestrian
22	NW 64th St & I-29	Pedestrian
23	NW 72nd & I-29	Pedestrian
24	NW 72nd St	Road

Capital Projects

- Road Project
- Trail Project
- Intersection Improvement
- ◆ Pedestrian Improvement



TRANSPORTATION



Walkability Framework

A connected network of sidewalks provides additional mobility options to residents and provides connectivity to community and neighborhood destinations, such as schools, commercial and employment areas, civic uses, and parks and recreation areas. The Walkability Framework Plan Map identifies the core network of critical pedestrian corridors that addresses gaps in the existing sidewalk system and provides connections to important community destinations.

While final alignments of these corridors may vary based on additional neighborhood input, the designated corridors identified by the community through the planning process considered the following:

- Gaps between existing sidewalks.
- Proximity to schools, parks, commercial destinations, employment centers and community facilities.
- Location of bus stops and bus routes.
- Existing and future bike lanes and trails.
- Arterial and collector streets that provide connectivity routes through and between neighborhoods.

WALKABILITY FRAMEWORK RECOMMENDATIONS

- Install sidewalks along both sides of the street where practical, particularly around schools. Considerations should be given to a phased approach where sidewalk improvements may be placed on one side of the street in existing developed areas to implement a larger network of streets with sidewalks on at least one side.
- Target pedestrian connections to schools as a top priority for improvements, then focus on improvements along arterials, to park and recreation areas, and along collector streets.
- Improve pedestrian connections along transit routes, focusing on making pedestrian crossings safer at bus stops and adding a “walk” phase to traffic signals.
- Conduct Safe Routes to School plans for all elementary and middle schools in the plan area.
- Base sidewalk improvement strategies on the amount of available right-of-way and the local characteristics of each street and neighborhood at-large.
- Include sidewalk crossing signals or other pedestrian (and bicycle) safety enhancements at major intersections and other critical locations.
- Develop strategies to spread the expense of improvements and help reduce the cost to individual homeowners.
- Pedestrian Level of Service Standards from the Kansas City Walkability Plan should be used to evaluate any proposed improvements.
- Design interstate interchange improvements to accommodate crossings for pedestrians and bicyclists.



Gaps in existing sidewalk systems decrease the pedestrian connectivity and force people to walk on the road with traffic or along dirt paths.



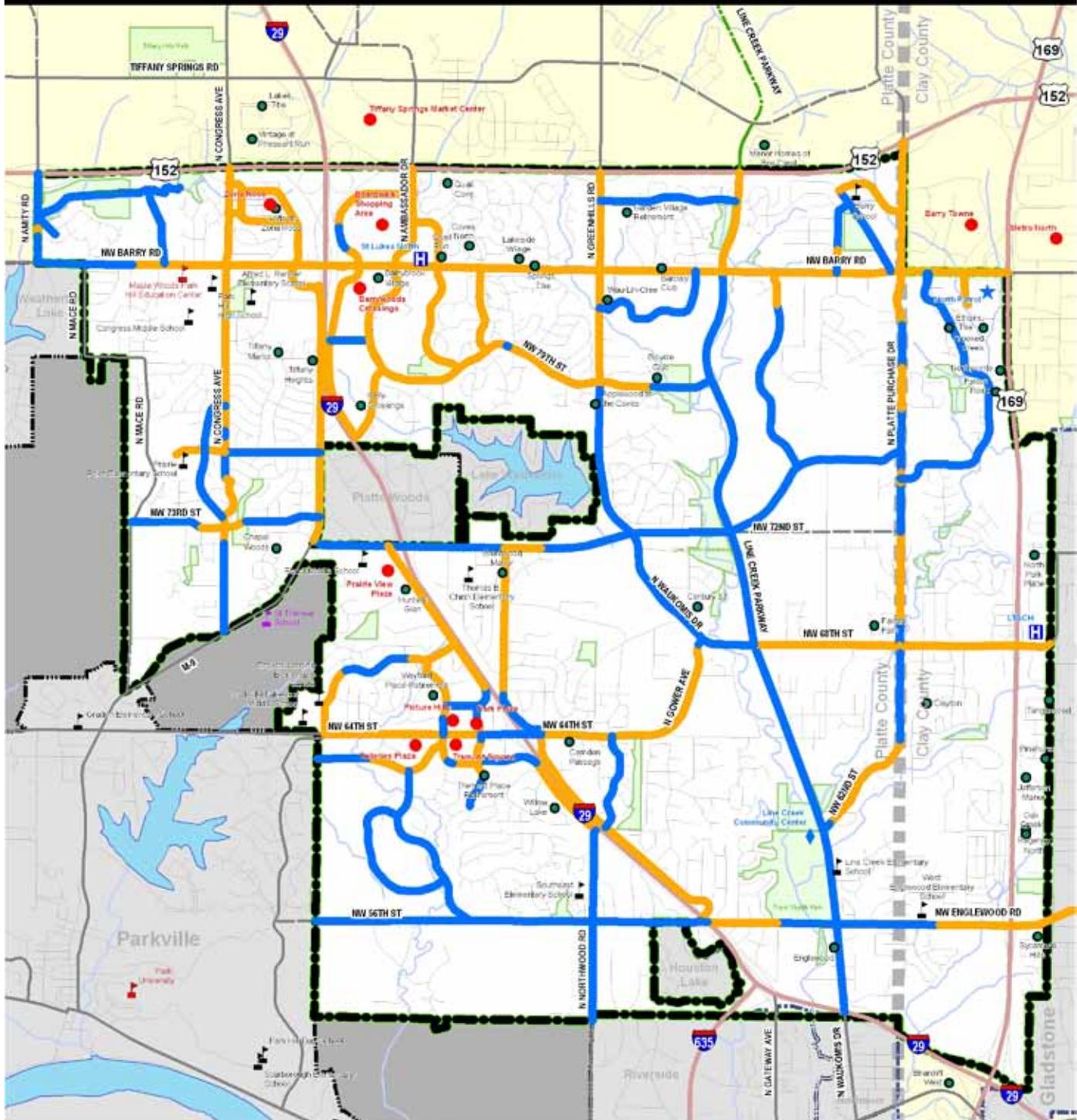
Infrastructure improvements should enhance accessibility for residents of all ages and physical conditions.



Targeted improvements should address safety for children and pedestrians, particularly along primary corridors to schools, parks, and employment destinations.

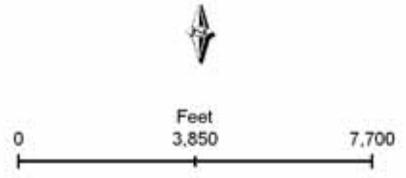
Proposed Walkability Framework

Line Creek Valley Area Plan



- County Boundary
- Study Area
- Local Streets
- ⬢ City Limit
- Adjacent Communities
- Unincorporated Platte County

- Proposed Sidewalk System**
- Proposed Pedestrian Improvement
- Existing Sidewalk System



TRANSPORTATION

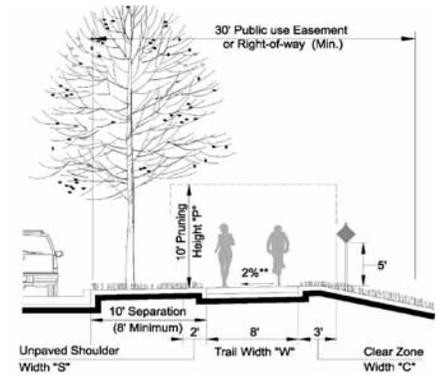


Trails and Bicycle Framework

Residents of the Plan area expressed the need for additional multi-modal transportation alternatives, including accommodations for bicyclists. Recreation trails, bike routes, and bike lanes are recommended to provide additional transportation choices and to provide recreation opportunities. Access to transit should be improved by linking bicycle routes to transit stops, employment centers and shopping destinations.

The trails and bicycle framework recommendations identify proposed sidewalk improvement corridors intended to provide connectivity to schools, parks, bus stops, employment centers, and other important destinations. The Trails and Bicycle Framework Plan identifies a comprehensive network of recreational trails and bicycle network in the Plan area, and represents the following:

- Trails (Trails KC) are proposed 10-foot wide multi-purpose paths (may include walkers, joggers, bikers, etc.) located “off-street” and may also parallel major streets or drainage corridors.
- Bicycle routes (Bike KC) in most instances would be “on-street” and used only by bicyclists. Note: Some bicycle routes identified on the map may not currently be suitable for safe travel by bicycle, and may require significant improvements before they can be safely used for this purpose.
- Neighborhood trail connectors are conceptual alignments of 8-foot wide local connections from the citywide trails corridors (Trails KC) leading primarily to parks and greenways.
- Sidewalk improvement corridors are four- to five-foot wide sidewalks setback from the street curb, along the same priority corridors identified on the Walkability Framework Map. Many of these routes provide connections from neighborhoods to future trails, parks and greenways.
- Freeways and expressways are major barriers for both pedestrian and bicycle crossings. Future interchanges should be designed to safely accommodate pedestrian and bicycle traffic. Grade separated crossings should be considered.



Regional trails designated by the Trails KC plan envision a range of “urban” trails along major streets, as well as multi-purpose paths along streamways.

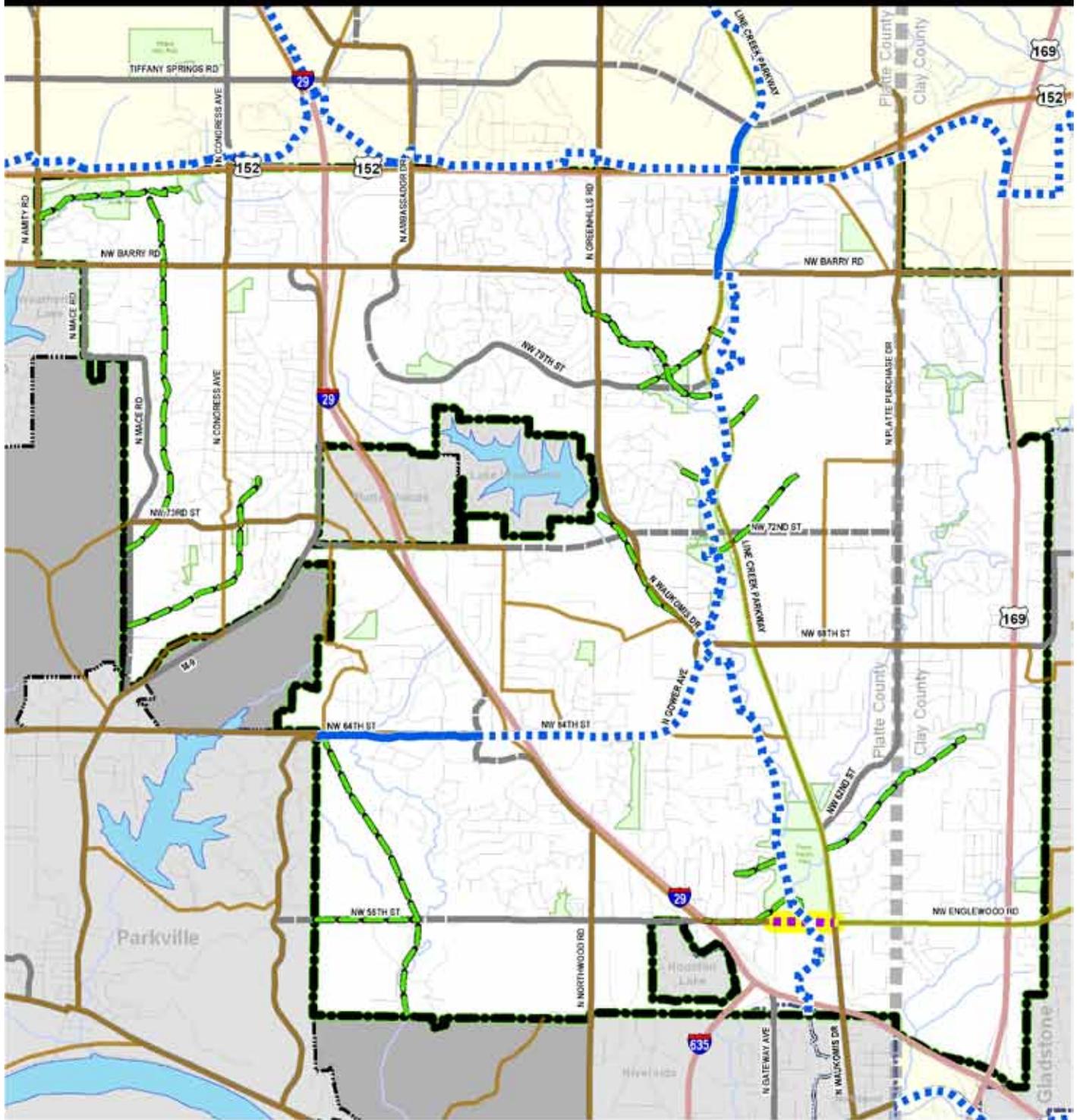


Future improvements to major streets should include a combination of on-street bike lanes and designated bike routes.



Trail Network

Line Creek Valley Area Plan



- County Boundary
- Study Area
- Local Streets
- City Limit
- Adjacent Communities
- Unincorporated Platte County

- Trails KC Segments**
- Proposed, Equestrian
 - Proposed, Off-Street
 - Exist, Off-Street
 - Bike KC (On-Street)
- Proposed Trail Network**
- Neighborhood Trail Connection

- Potential Change**
- To Be Removed From Bike KC



TRANSPORTATION

TRAIL AND BICYCLE RECOMMENDATIONS

- Require developers to include bicycle (and pedestrian) connections in all developments along designated bike routes.
- Integrate bicycle (and pedestrian) accommodations as part of all major street improvement projects.
- Design all interstate interchange improvements to accommodate safe bicycle (and pedestrian) crossings.
- Provide bike/pedestrian crossings over freeways and major arterial streets where appropriate.
- Remove hazards such as drain grates, potholes, and damaged manhole covers along designated on-street bicycle routes.
- Install bicycle parking at major destinations along designated bicycle routes and within new developments.

TRANSIT RECOMMENDATIONS

- Provide a variety of transportation options such as rapid transit (e.g., light rail or bus rapid transit), bus services and facilities, trails, sidewalks, and newer “green” transit technologies.
- Continue partnerships with the KCATA and other jurisdictions to implement regional transportation services, including the MARC SmartMoves plan and the implementation of a rapid transit system along I-29 or US-169.
- Improve proximity and access to transit and provide amenities linking to transit services such as sidewalks and shelters.
- Provide transit stops that are safe, visible, and well lit.
- Provide additional park-and-ride locations.
- Provide additional express bus services and connector shuttles.
- Provide extended service hours for transit routes.
- Provide acceleration / deceleration lanes at transit stops where right-of-way permits.
- Transit facilities should be bicycle friendly and include racks and other amenities near transit stops.



Enhanced local bus services and improved linkages with bus stops were strongly supported by citizens throughout the planning process.



Future improvements to freeway interchanges should provide safe crossings and bridge railings suitable for both pedestrians and bicyclists, such as this example from Bruce R. Watkins highway (U.S. 71 Hwy) in Kansas City.



There are many existing obstacles to safe on-street bicycling throughout the Plan Area, such as “killer grates” that need to be replaced with more bicycle friendly forms of street and storm water management infrastructure.





Line Creek Parkway Network

Line Creek Parkway is part the network of parkways identified by the City's Major Street Plan. The Parkway extends from Englewood Blvd. on the south to NW 108th Street where it bends eastward and merges with Shoal Creek Parkway. The Line Creek Parkway corridor in the planning area generally follows Line Creek from NW 68th Street to M-152. One segment of the Parkway between NW Barry Road and its intersection with Old Stagecoach Road located just north of M-152 is improved. The improved segment is a 4-lane divided roadway with a varying width median generally ranging from 100-feet to 200-feet. The right-of-way for the improved 4-lane divided segment ranges from 150-feet to 350-feet in width. The right-of-way width is approximately 150-feet at the Barry Road intersection.

Travel Demand Analysis

A roadway capacity study performed in January 2006 recommended improvements to the arterial street network ranging from 2 to 4 travel lanes to serve the ultimate build out of the planning area. The recommended ultimate number of travel lanes for the street network is reflected on the Proposed Street Map.

The arterial street improvement recommendations from the Roadway Capacity Study are based on the use of a future traffic signal at the Green Hills Road and NW 72nd St. intersection and roundabout intersection controls at the intersections identified on the Proposed Street Map. The roundabout identified at Waukomis and NW 72nd Street is most appropriate if NW 72nd Street does not cross Line Creek, but should be reviewed if 72nd Street is constructed to cross Line Creek and connect with the Parkway.

The Roadway Capacity Study determined only 2-lanes are necessary for Line Creek Parkway between NW 68th Street and NW Barry Road to accommodate full build out of low-intensity development. The Capacity Study did not consider the impact of possible higher intensity development proposed at NW 68th Street and therefore such development may generate the need for additional roadway improvements which will need to be addressed by a future traffic study. The Board of Park and Recreation Commissioners must approve the final design of the parkway and a 2 to 4-lane parkway may ultimately be constructed. The design options of the parkway may be influenced by the following:

- Future development of commercial mixed-use centers at NW 68th Street and at NW Barry Road at moderate to high intensities may require a parkway with greater traffic capacity.
- Development areas that front the parkway may need to incorporate on-street parking lanes.

TRANSPORTATION

Street Connectivity

Due to the challenging terrain, the existing east-west street network is limited and there are no existing east-west street connections between NW 68th Street and NW Barry Road. Future street connectivity will be enhanced by providing the extension of arterial roadways including NW 72nd Street, NW 76th Street, and NW 79th Street. Connectivity in the planning area will be further enhanced by providing several collector and local streets to provide linkages between existing and future neighborhoods. The Proposed Street Map identifies conceptual locations of such roadways. The actual alignment of the roadways must consider issues such as slopes, floodplain, cultural resources, and mature woodland areas through the design and development application review process.

Line Creek Parkway Design Features

The terrain of the Line Creek Valley and its associated floodplains and steep slopes on both sides of the valley create constraints for the alignment of Line Creek Parkway layout as a 4-lane roadway. The design of the Line Creek Parkway, as well as the character and intensity of adjacent development along the parkway, will vary between NW 68th Street and NW Barry Road and must consider issues that play a significant role in its ultimate design:

- Preservation of natural resources
- Floodplains
- Woodlands and the location of specimen trees
- Slopes and topography
- Rock
- Drainage and storm water management
- Future Rapid Transit Corridor
- Native American items

Future Parkway design standards would require cross-sections to be consistent with the current *Parks and Recreation Boulevard and Parkway Standards Plan* in which a minimum of 200 ft. ROW is set aside for a future Parkway. However, the Steering Committee recommended that opportunities exist, due to the constraints of the valley; floodplain, severe slopes, woodlands and the location of specimen trees, preservation of natural resources, rock, future rapid transit corridor, traffic study, and Native American artifacts, should be considered to study alternatives for a 4-lane divided Parkway and preserve the valley. Steering Committee discussed 2, 3 and 4-lane Parkways, with smaller divided median and/or no median, with all the preservation contained on the inside/outside of the Parkway ROW.

The overall width of the parkway right-of-way and the parkway median will meander throughout the area primarily due to the unique characteristics of the terrain and opportunities to preserve significant natural resources and the natural beauty of the valley. In order to minimize the amount of cut and fill in various locations, the right-of-way and median width may meander and the travel lanes may be placed at different vertical alignments. In areas with significant changes in slope, the parkway is expected to incorporate variations in the vertical alignment of the northbound and southbound travel lanes. Generally, north of Robinson Park to Barry Road the parkway parallels the Line Creek floodplain and floodway, with such lands considered suitable for either active or passive recreation in a continuous linear park. Such lands are considered appropriate for dedication to the Parks and Recreation Department for park and parkway purposes. In various locations along the floodplain the parkway design may widen to incorporate the parkland in a wider median. The ultimate parkway design should follow the Parks and Recreation Department's design criteria manual and be based on the following characteristics:



Typical parkway section (north of Barry Road).

- 4 travel lanes with a width of 10.5 to 12 feet each lane.
- 200 to 300-foot right-of-way (minimum). Right-of-way may vary based on preliminary engineering and necessary design characteristics to minimize requirements for cut and fill while providing the best alternative that preserve the existing environment.
- Varying median width generally at least 40 feet wide.
- Varying between natural and formal treatments.
- Design speed 45 mph (maximum).
- Posted speed 35 mph (maximum).
- Drainage – roadside collection swales for naturalistic storm water approach (in open space/buffer areas), and curb and gutter (in developed areas).
- Storm water retention facilities with water features placed in various locations along the side of the parkway, or in the parkway median where feasible, to create the appearance of a lake or a series of ponds.
- Multi-use meandering trail 10 foot wide (minimum).
- Planting strip 7-20 feet in width with street trees along side the street curb.
- Sidewalks parallel to parkway when multi-use trail not located nearby.

Opinions of probable cost and conceptual cut and fill earthwork volumes for a 4-lane parkway with median and a 2-lane parkway without a median were prepared based on the conceptual parkway alignment and are detailed in the Public Infrastructure Funding section of this report. The probable cost of the two conceptual parkway design options vary significantly, with a large difference related to the amount of necessary earthwork. The conceptual 4-lane design requires earthwork of approximately 72,500 cubic yards contractor furnished (borrow), while the conceptual 2-lane design results in approximately 24,000 cubic yards of contractor waste (haul off).

TRANSPORTATION



Parkway Development Zones

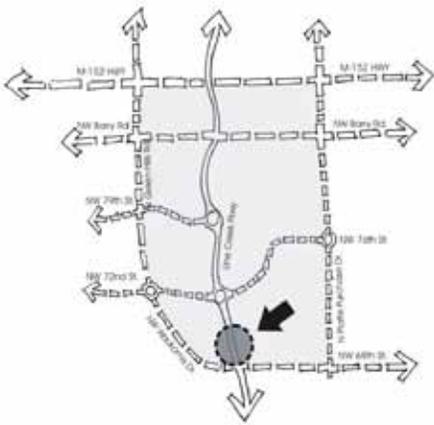
The Line Creek Parkway development design strategy recommends the use “planned zoning” (i.e. Master Plan Development) for all development applications in the planning area to:

- Preserve the character of Line Creek Parkway and the nearby terrain.
- Implement the urban design provisions of the Line Creek Valley Development Plan.
- Implement the parkway design and land use standards in the Parkway and Boulevard Planning and Design Criteria as adopted by the Board of Park and Recreation Commissioners.

Due to the variable design of Line Creek Parkway and the terrain, five development zones are identified along the parkway from NW 68th Street to NW Barry Road based on the land uses designated by the Future Land Use Map. Each development zone includes different design characteristics that range from natural settings to developed conditions. The following descriptions and graphics should be considered conceptual in nature and intended as a guide for preliminary engineering of Line Creek Parkway and land development planning near the parkway. The ultimate design of the development areas must be based on the final design of Line Creek Parkway and the desired future development pattern. All development zones are subject to the provisions of the Development Standards and Guidelines.



Existing terrain in Line Creek to be preserved as much as possible.



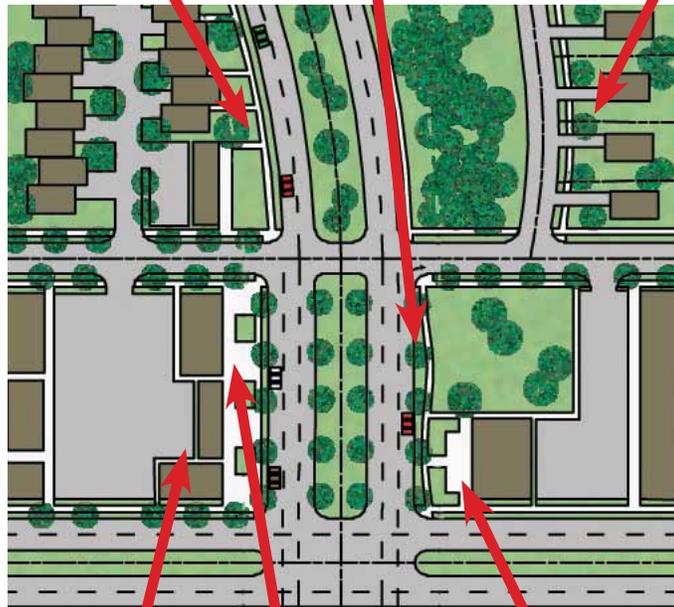
Development Zone (A)

NW 68TH STREET TO GENERALLY NW 70TH STREET

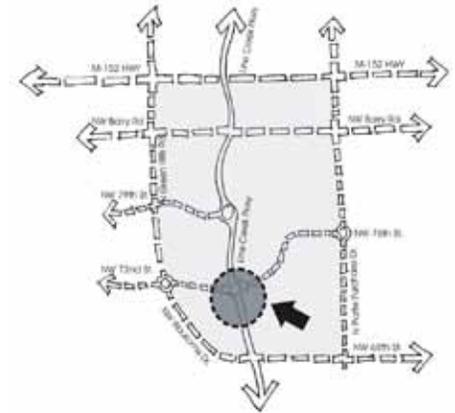
This segment of the parkway extends through a neighborhood mixed use area with possible uses including a mixed variety of office, limited retail, and higher density residential uses. Key design features include:

- Gateway features at the NW 68th Street intersection.
- 4-lane divided roadway with a minimum 40-foot wide median.*
- 200-300 foot right-of-way width (minimum).
- Buildings may front the parkway when at grade with the roadway.
- On-street parking provided on the sides of the parkway where development fronts the roadway.
- May accommodate possible transit corridor right-of-way.

* See page xx for parkway alternatives.



TRANSPORTATION



Development Zone (B)

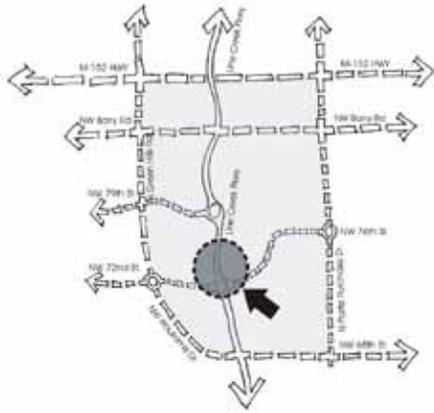
GENERALLY NW 70TH STREET TO NW 72ND STREET

This segment of the parkway parallels parklands and will accommodate a mix of lower and moderate density residential development fronting on one side of the roadway. Key design features include:

- Gateway features at NW 72nd Street roundabout.
- 4-lane divided roadway with a minimum 40-foot meandering median widening* where practical to incorporate parklands.
- 200-300 foot right-of-way width (minimum).
- Residential driveways limited on the parkway. Garage and driveway access predominately from the rear. Direct residential driveway allowed to the parkway only if limited to a minimum spacing of 100 feet.
- On-street parking lane provided on the east side of the parkway adjacent to residential development.
- On-street parking lane may be provided along parkway where adjacent to parkland.
- May accommodate possible transit corridor right-of-way.

* See page xx for parkway alternatives.





Development Zone (C)

GENERALLY NW 72ND STREET
TO NW 76TH STREET

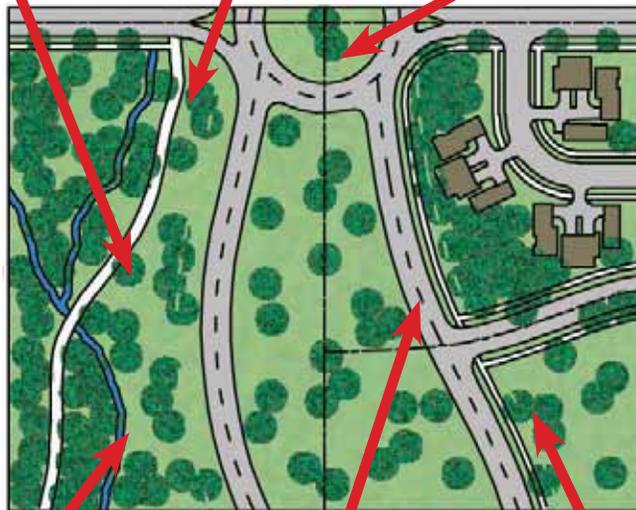
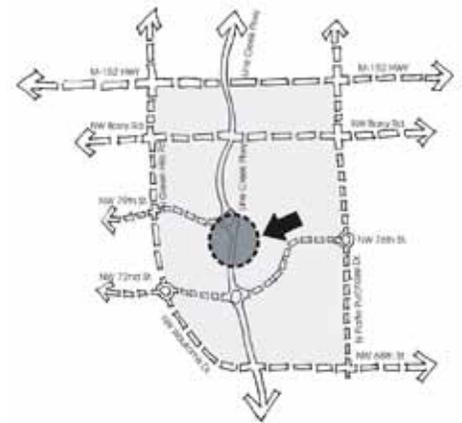
This segment of the parkway will parallel parklands and will accommodate a mix moderate density residential structures fronting on one side of the roadway. Key design features include:

- 4-lane divided roadway with wide meandering median widening where practical to incorporate parklands.*
- 200 to 300 foot right-of-way width (minimum) which will incorporate existing dedicated parklands as much as possible.
- Residential development may front onto the parkway with all garage and driveway access provided from the rear.
- Local street intersections with the parkway with a minimum spacing of 660 feet.
- On-street parking lane provided on the east side of the parkway adjacent to residential development.
- On-street parking lane may be provided along parkway where adjacent to parkland.
- Nearby or adjacent regional storm water retention facility.
- May accommodate possible transit corridor right-of-way

* See page xx for parkway alternatives.



TRANSPORTATION



Development Zone (D)

NW 76TH ST. TO NW 79TH ST.

This segment of the parkway will parallel stream buffer and slope protection areas. No development will be adjacent to the parkway. Key design features include:

- Gateway features at the NW 79th Street roundabout.
- 4-lane divided roadway, possibly with varying vertical profiles.*
- 200 to 300 foot right-of-way width (minimum).
- Local street intersections with the parkway have a minimum spacing of 660 feet.
- Adjacent regional storm water retention amenity.
- Clustered residential on the bluff above the parkway.
- May accommodate possible transit corridor right-of-way.

* See page xx for parkway alternatives.



INFRASTRUCTURE



Introduction

A significant portion of the infrastructure in the planning area occurred after annexation into the City in 1962. Challenges in pre-annexation areas include inadequate storm facilities, no curbs and gutters, few sidewalks and narrow rights-of-way, areas developed post annexation typically have “modern infrastructure” improvements. The majority of the planning area has adequate water service and public sewers; there are still some homes on septic systems within the plan area (see Sanitary Sewer Infrastructure map). Throughout the planning process, participants stressed the importance of improving basic infrastructure within the planning area.

Key Issues

The following summarizes the infrastructure issues identified by community planning participants:

- **Lack of urban street and sidewalk infrastructure:** Portions of the Plan Area lacks streets that are improved to City standard, with appropriate street lighting, curbs, adequate storm water drainage systems, pedestrian and bicycle accommodations, and well maintained street surfaces. Such streets need to be improved to include street curbs and piped storm water systems or improved with an alternative “green infrastructure” solutions approach with ribbon curbs and gentle ditches, swales, and channels.
- **Walkability:** Many neighborhoods within the plan area do not have curbs or sidewalks forcing pedestrians to walk along open ditches or in the street.
- **Maintenance of existing infrastructure:** This includes ongoing repair and the prevention of flooding and erosion in problem areas, streets, sidewalks, and other public assets.
- **Sanitary sewer:** There are clusters of properties on septic systems in several locations within the Plan Area. A major issue facing residential property owners in these areas is the ability to pay for the installation of sanitary sewer connections from the house to the public sewer line. Per City Charter, assessments are based on the entire square footage of the property. Therefore, properties with large lots pay larger assessments than those on smaller lots. Connection lines must be paid for by the property owner in addition to any assessments.
- **Storm water management:** Portions of the plan area have open ditches and driveway culverts that need to be repaired, widened or reconstructed. Some older areas that have deteriorating curbs and/or gutters need to be improved or replaced. Other stormwater issues include the need for strategies to manage existing storm water run-off and tools to regulate new development in terms of its impacts on stormwater, water quality and stream health.
- **Coordination of improvements:** Improvements for various infrastructure systems often occur independently from each other, rather than concurrently. Thus, it is common with improvement projects for one system to impact another completed in previous years. Planning participants stressed the desire for a coordinated approach to improve all deficient infrastructure components in an area, such as street and sidewalks at the same time as water and sewer lines and other public and private utilities.



Citizens indicated enhancing and maintaining existing infrastructure should be a top priority throughout the Plan Area.



Innovative approaches to storm water management through the use of “green infrastructure” and best management practices are encouraged throughout the Plan Area.



Coordinated utility and infrastructure investments are needed throughout the Plan Area.



Green infrastructure improvements in neighborhoods should be attractive in appearance and easy to maintain by area property owners.

Guiding Principles

The following guiding principles were prepared to address key infrastructure issues identified during the community planning process:

- Enhance and adequately maintain basic infrastructure.
- Enhance storm water management systems throughout the plan area, and integrate the use of best management practices, “green infrastructure,” and other natural systems to maintain and enhance environmental quality by having the systems perform such functions as cleaning air and water, and controlling storm water runoff.
- Incorporate “Green infrastructure” into both public infrastructure and private development design.
- Target priority improvements for water, sanitary sewer, and storm water systems in areas with existing deficient services.
- Pursue a comprehensive targeted approach to addressing all necessary infrastructure improvements concurrently in an area when capital improvements are planned.
- Implement long-term solutions for improving sanitary sewer services and eliminating septic systems.
- Identify walkability improvements to support a safe and inviting environment for pedestrians and cyclists.

Infrastructure Priorities

- **Opportunity Infrastructure Improvements:** If a project is funded and let within the plan area, the applicable City department or agency will reference this plan and coordinate identified improvements with other departments and agencies. For example, if an undersized water line is upgraded, other improvements such as the installation of a sidewalk or trail should be completed concurrently where possible.
- **Rehabilitation Neighborhoods:** The Housing and Neighborhoods chapter identifies priority areas for neighborhood improvements. Infrastructure investments should be a priority within established areas. Areas identified as “Stabilization” neighborhoods are the top priority.
- **Existing “Underperforming” Commercial, Office and Employment Areas:** The established commercial, office and employment areas, located mainly in “Stabilization Neighborhoods” have significant infrastructure needs.
- **Improve Communication with the Public:** Create a system that insures that City Departments and other agencies that construct capital improvements communicate with local residents within the planning area.

INFRASTRUCTURE



Water and Sanitary Sewer Systems

WATER SERVICE

Overall, the planning area has adequate water service, there are few issues related to access to service areas and system capacity. The former is largely due to difficult topography.

SEWER SERVICE

The majority of the sewer system in the plan area was put in place after the 1950s, either before or recently after the areas incorporation into the city. While the majority of homes that had been served by septic systems are now connected to public sewers, there are still some homes on septic systems within the plan area (see Sanitary Sewer Infrastructure map). There are no combined sewers in the plan area.

The City of Kansas City, under the Sanitary Sewer Assessment Program, is working to eliminate septic tanks throughout the City over ten years at a cost of approximately \$60 million. Voters authorized the Water Services Department to issue up to \$10 million in Sewer Revenue Bonds to provide supplemental funding of 50% of the construction phase to eliminate septic tanks. At construction, the City will secure funding from several sources not yet identified for the remaining 50% of construction cost.

WATER AND SEWER SERVICE RECOMMENDATIONS

- The Water Services Department should conduct a study that both prioritizes the removal of existing septic systems and determines if any such systems should remain in place due to difficulties associated with connecting to City sewer within the planning area.
- If it is determined that an existing septic system should remain in place, the Water Services Department should create a program whose purpose is to inspect these systems, at to be determined interval, to insure they are functioning within acceptable operating parameters.
- In areas where it is determined to remove septic systems, explore and implement alternative financial assessment mechanisms to reduce the financial burden to homeowners connecting to the public sanitary sewer system.
- Investigate the potential use of Neighborhood Improvement Districts (NIDs) or Community Improvement Districts (CIDs) to fund improvements benefitting the entire neighborhood.

Stormwater Management

Many streets in the Plan Area have unimproved open ditches or deteriorating curbs and gutters that do not provide an adequate storm water management system. Improved street infrastructure will greatly improve the ability to manage storm water runoff and reduce flooding and erosion. These improvements can be in the form of curb, gutter and storm water pipes or “green infrastructure” improvements using natural systems to manage stormwater.



Water line improvements are needed in various locations in the Plan Area with undersized lines.



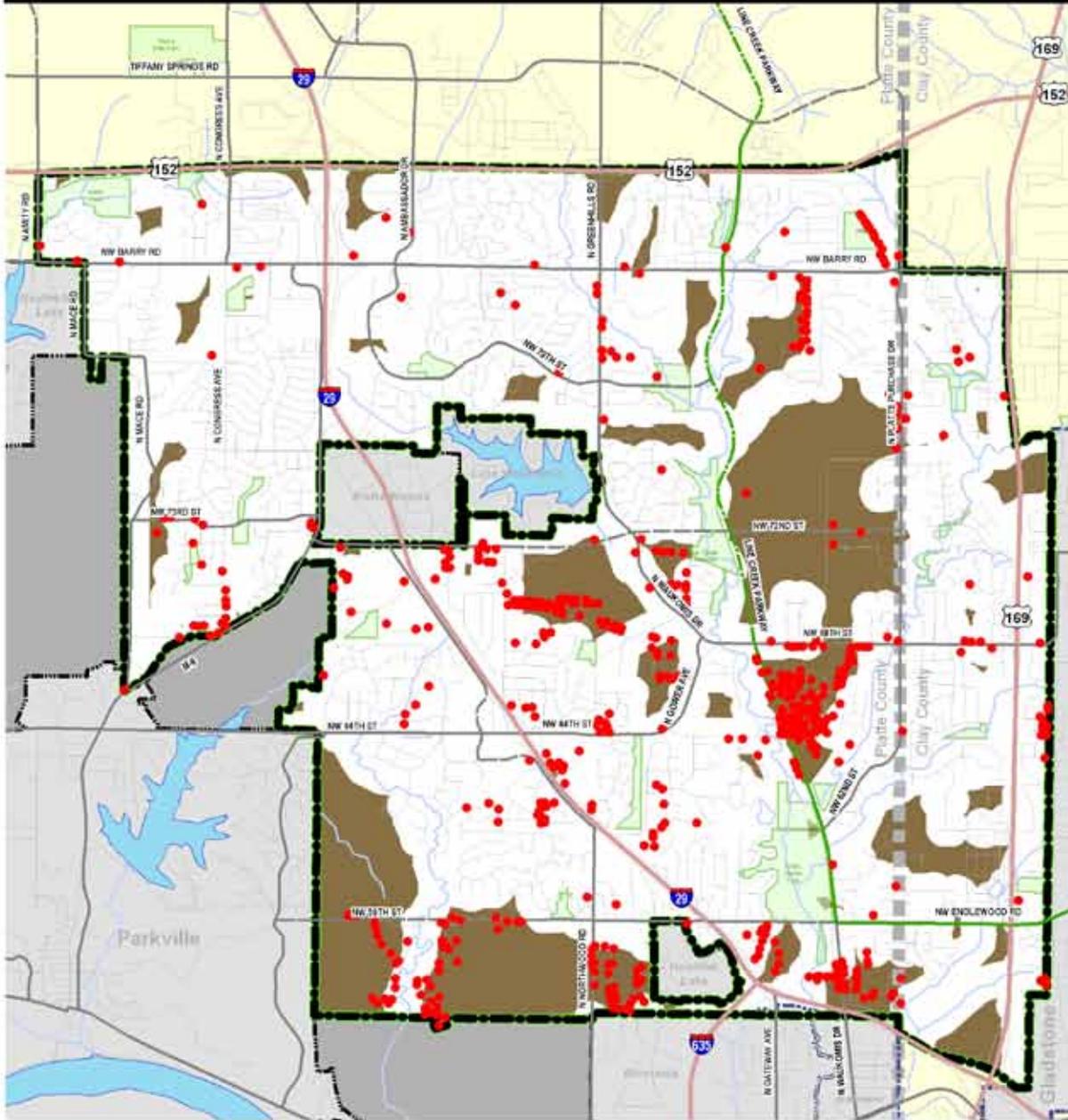
Sanitary sewer improvements in neighborhoods with clusters of septic systems will require creative approaches to limit the financial impact upon property owners.



Citizens strongly recommended a coordinated approach to infrastructure improvements with the desire for all public and private utilities to be improved in a neighborhood at the same time.

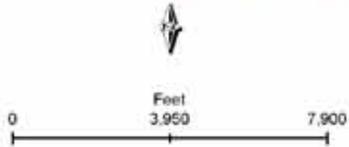
Sanitary Sewer Infrastructure

Line Creek Valley Area Plan



- ▬▬▬ County Boundary
- ▬▬▬ Study Area
- ▬▬▬ Local Streets
- ▬▬▬ City Limit
- ▬▬▬ Adjacent Communities
- ▬▬▬ Unincorporated Platte County

- Septic Tank
- Areas 500 feet or more from Sanitary Sewer



INFRASTRUCTURE

Environmental Design

Future development in the planning area should be designed to respect the natural environment and coexist in harmony with existing natural features. Development planning should attempt to avoid engineering techniques, such as significant cut and fill to force-fit development into the environment. Instead, natural physical features should be incorporated into the overall development design, with drainage areas and other natural features left in their natural state.



A comprehensive approach for environmental and storm water management will be implemented in the planning area to increase water “quality” and to reduce storm runoff “quantity.” This approach is consistent with the goals and objectives of the City’s Wet Weather Solutions Program and will:

- Provide a system-wide series of regional storm water facilities to reduce downstream flood damage.
- Provide localized storm water infiltration and detention in new development areas to protect the regional facilities and the streamways.
- Provide stream buffer setbacks.
- Provide areas of slope protection adjacent to streamway buffers.
- Protect environmentally and culturally sensitive areas.

Environmental Approach

Future development in the planning area will be encouraged to retain its natural infrastructure and visual character derived from topography, woodlands, streams, and riparian corridors. If found, environmentally sensitive areas will be protected by establishing stream buffer areas in accordance with the stream buffer ordinance, with permanent public or private parks and common open space. In most instances, these areas to be protected are located within stream setbacks in accordance with the provisions of Section 5600 KCAPWA – Storm Drainage Systems and Facilities.



WOODLAND AREAS

Portions of the future development area located outside of the identified conservation areas are heavily wooded. A sensible balance must be employed with future development in these areas when providing for preservation of existing noteworthy environmental features. Areas with woodlands protection should use enhanced measures in development design to preserve significant trees or tree masses where possible. These measures may include:

- The creation of a Woodland Protection Ordinance that focuses on the benefits of maintaining woodland areas relating to potential energy savings, air quality, water quality, noise pollution mitigation, screening, preservation of natural habitat, conservation of an area’s natural aesthetics and economic benefits.
- Cluster development design with flexible development standards such as reduced lot sizes and setbacks and alternative street designs to concentrate buildings on a part of the site (the cluster area) and allow the remaining land to be preserved as open space.
- It is the recommendation that tree surveys should be requested with all development applications. Applicants may voluntarily submit tree surveys and/or identify trees to be preserved with development. The tree surveys will identify trees to be preserved as well as mitigation measures for these trees over 10 inches in caliper that are to be removed by construction. Such mitigation may include planting a similar species of trees and should involve working with the City Forester.

CULTURAL RESOURCES

The area north of the Missouri River has a rich history dating back to a period before the arrival of European settlers. Native cultures, both pre-historic and historic, left many artifacts and relics throughout the northland, both known and unknown. Sites located south of the planning area in Line Creek Park were listed on the National Register of Historic Places in 1970. Those Line Creek Park sites are significant for the artifacts relating to the Hopwell, who inhabited the area around the Line Creek Valley from 200 B.C. to 400 A.D.

The identification and preservation of traditional cultural sites in areas with development potential have become a priority to many residents and Native American groups in the area. Given the likelihood of cultural sites in the Line Creek Valley a cultural resources survey (106, Assessment Study) should be conducted and an archeological mitigation plan developed in accordance with federal laws. When ground disturbing public infrastructure projects is not federally funded, the city should identify the presence of cultural resources and minimized the impact of the project on any resources that are present. Such survey(s) and mitigation plan(s) may need to occur prior to or concurrent with future development plan applications or preliminary engineering for public infrastructure improvements such as roadway projects.

INFRASTRUCTURE

WETLANDS

Potential jurisdictional wetlands have been assessed for the planning area. The wetland investigation was conducted using information provided from National Wetland Inventory (NWI) and U.S. Geological Survey (USGS) mapping. The following wetland categories are found in the planning area primarily in the Line Creek floodplain and are generally located on the Environmental and Storm Water Management Map.

- PF01A – Palustrine, forested, broad-leaved deciduous, temporarily flooded.
- PEM/F01A – Palustrine, emergent, forested, broad-leaved deciduous, temporarily flooded.
- PUBFh – Palustrine, unconsolidated bottom, semi-permanently flooded, diked / impounded.

Discharges of dredged or fill material in waters of the United States, including wetlands, require prior authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (33 USC 1344). Additionally, Executive Order 11990 requires all federal agencies to minimize impacts to wetlands when conducting specific activities.

Storm Water Management Approach

OVERALL SYSTEM DESIGN

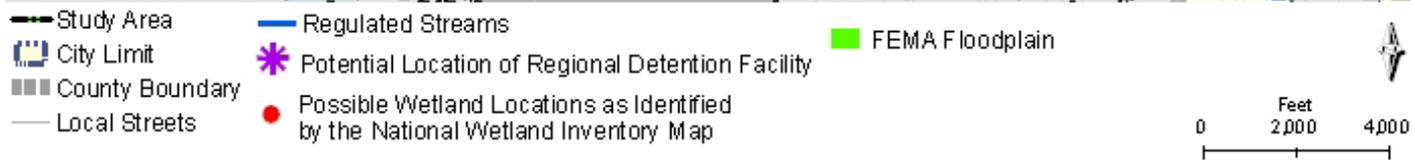
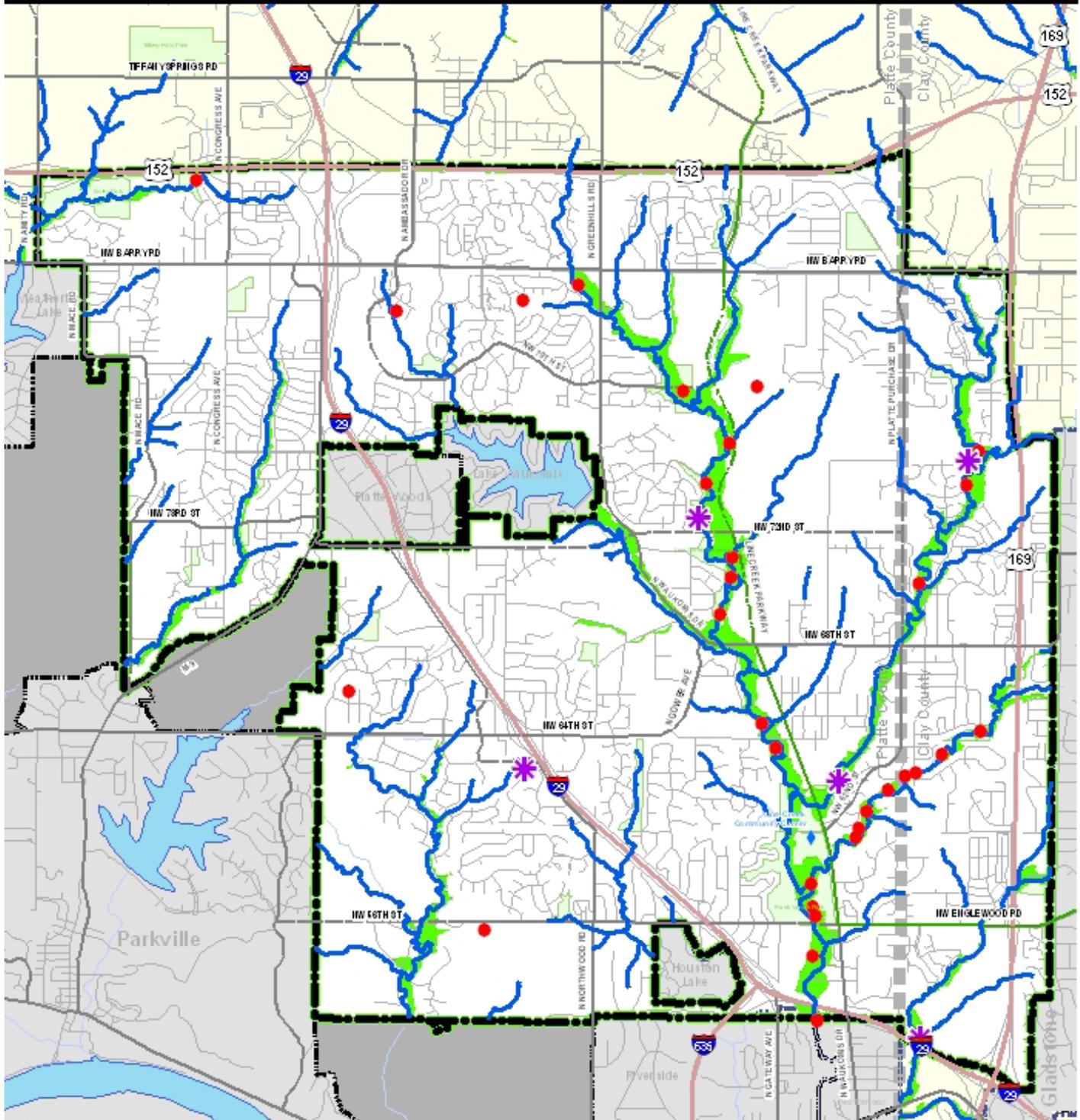
An overall system design approach will address the key adverse impacts of storm water runoff by:

- Reducing pollutant loading from new developments.
- Reducing downstream stream bank and channel erosion.
- Reducing downstream overbank flooding.
- Safely passing or reducing the runoff from extreme storm events.

This approach relies on the use of regional storm water facilities combined with localized detention and Best Management Practices (BMPs) to route storm events in all three flood categories. The use of multiple smaller localized storm water storage areas constructed in conjunction with private development, instead of larger regional detention facilities, will improve the overall water quality and reduce the area and volume required for regional detention facilities. A system of smaller retention ponds will also aid in the preservation of local streams by decreasing water velocities during storm events. The location of possible detention facilities are identified on the Environmental and Storm Water Management Map.

Environmental & Storm Water Management

Line Creek Valley Area Plan



INFRASTRUCTURE

STORM WATER RUNOFF QUANTITY

All large and small detention/retention facilities should be designed for multiple frequency storms. A downstream hydrologic analysis should be performed to determine if there are peak flow increases or downstream flooding based on individual development plans, as compared to pre-development runoff rates for the same area. The analysis should be done for the 1-year, 2-year, 5-year, 10-year, 25-year and 100-year return frequency, 24-hour duration storm events, at the outlet(s) of the site, and downstream at each tributary junction to the point(s) in the conveyance system where the area of the portion of the site draining into the system is less than or equal to 10% of the total drainage area above that point. Impact reduction must be performed as follows:

CHANNEL PROTECTION VOLUME:

Stream channel protection must be provided by:

1. 24-hour extended detention storage of the 1-year, 24-hour return frequency storm event.
2. erosion prevention measures such as energy dissipation and velocity control.
3. preservation of stream buffers.

OVERBANK FLOOD PROTECTION:

Downstream overbank flood protection must be provided via the control of the peak discharge rate from a site to the pre-development peak discharge rate from the same site for the 1-year, 2-year, 5-year, 10-year and 25-year return frequency, 24-hour duration storm events.

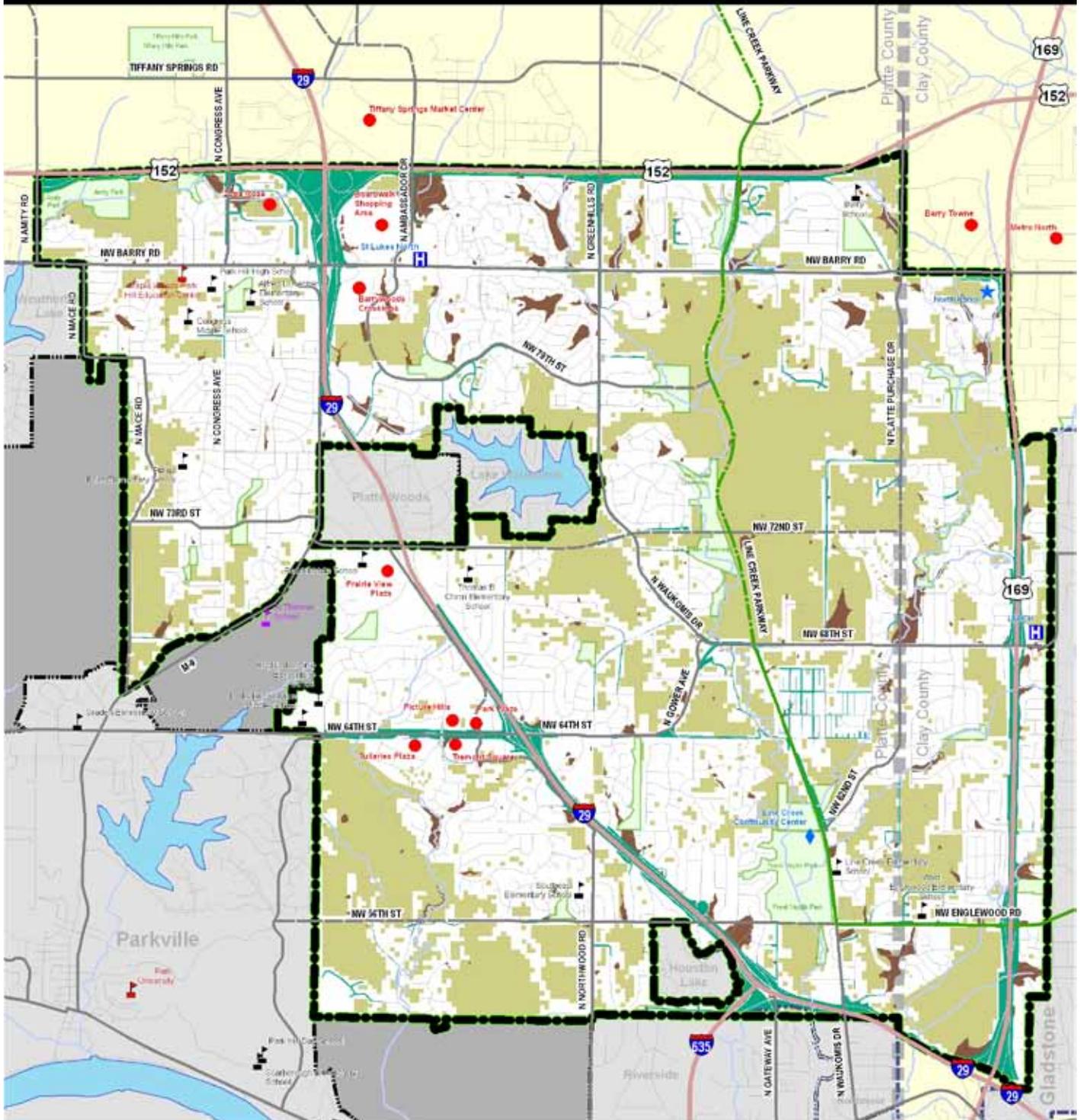
EXTREME FLOOD PROTECTION:

Attenuating the 100-year storm event such that the 100-year floodplain elevation is not increased. This will prevent flooding from infrequent large storm events and effectively "freeze" floodplains. Further, all drainage systems shall be designed to insure that no habitable finished floor elevations are flooded for the 100-year flood event.



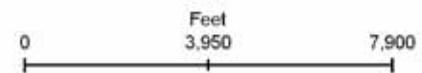
Opportunity Areas for Storm Water BMP Strategies

Line Creek Valley Area Plan



- Study Area
- City Limit
- County Boundary
- Adjacent Communities
- Unincorporated Platte County

- Transportation Corridors for Retention/Detention
- Depressional Areas
- Open Space Patches



INFRASTRUCTURE

REGIONAL STORM WATER FACILITIES

The construction of multiple smaller “off-line” regional storm water facilities on tributaries of Line Creek or along Line Creek Parkway is the preferred storm water management approach in the planning area. These facilities will be maintained by the public-at-large and will vary in size, capacity, and design with a combined overall storage volume of approximately 160 acre-feet. The facilities are designated for areas generally not considered developable, such as floodplains and stream buffers, or they may be located within the parkway right-of-way.

The specific location and capacity of the various facilities should remain flexible until preliminary engineering studies are completed to determine the most cost effective options with the least environmental impact.

Each regional facility should be:

- Designed in a manner to serve as an amenity and/or gateway feature for the development area, while accommodating the storage necessary for regional detention and improving water quality.
- Designed to include “retention” of storm water thus providing a visual water feature, which may include a series of smaller detention facilities with pumps to recirculate water between them.
- Constructed prior to future development in the upstream watershed of the given facility.

Should land acquisition or construction cost considerations limit the locations for multiple facilities, another option may include combining multiple storm water facilities into a single large facility. However, this option results in lower water quality due to less infiltration and the tendency for larger facilities to retain more pollutants.

LOCALIZED STORM WATER MANAGEMENT

New developments in the planning area are responsible for providing and maintaining localized storm water infiltration and detention to achieve flood protection (for the impacts generated by specific development) in the channel protection, overbank flood protection, and extreme flood protection events. This may be provided by a combination of detention, retention, and/or Best Management Practices (BMPs).

Storm water management will be enhanced in the planning area by implementing a series of Best Management Practices (BMPs) that achieve the following goals:

- Increase infiltration (water absorbed by the soil) of storm water runoff while in the basin.
- Increase the amount of time for storm water runoff to reach its receiving stream.
- Reduce the potential amount of sediment/pollutants that can be carried off by storm water runoff from rainfall.
- Treat storm water runoff before it reaches the receiving stream.





To improve water quality, BMPs should be designed and located so runoff is routed through a chain of successive treatments that remove pollutants and increase water quality as much as possible before entering the streams of the Line Creek watershed. BMPs used in the planning area should meet the minimum requirements set forth in the Manual of Best Management Practices for Storm Water Quality, September 2003 prepared by the Mid-America Regional Council and the American Public Works Association. Developers should submit storm water studies that demonstrate the effectiveness of proposed BMPs in lieu of localized detention facilities.

Careful consideration of the placement of BMPs throughout the watershed must be given to ensure water quality. Most BMPs implemented to improve storm water “quality” will also reduce the storm water “quantity”. This reduction in water “quantity” will also reduce the amount of detention storage required for the development, which in turn will reduce development costs. Potential reductions in development cost are true for many of BMPs that could be implemented in the watershed. The use of natural buffers and native vegetation will reduce the need for grading and the need for larger enclosed pipe systems which reduces up front development costs, as well as long-term maintenance needs of the City.

Localized storm water management may also be incorporated into the design of local and collector residential streets, Line Creek Parkway, and alternative parking lot designs. Swales may be used in place of curbs and gutters along streets and within parking lots. Alternative street designs may also include reduced pavement widths with a concrete apron rather than raised curbs, as well as vegetated swales with plantings similar to rain gardens in lieu of enclosed storm water pipe systems. Such alternative designs may result in reduced construction costs and achieve the objective of reducing the quantity of runoff while increasing infiltration and the quality of runoff.



IMPLEMENTATION

Introduction

This section provides the tools and steps to implement the guidelines, recommendations and actions outlined within the Area Plan, and assigns responsibilities for implementation. This will be guided through:

- Private development applications
- Local business starts
- Community partnerships

These tools include, but are not limited to the following:

- Zoning
- Subdivision regulations
- Design guidelines
- Public infrastructure extension and improvement policies
- Impact assessments
- Site design
- Capital improvement programming

Area Plan Oversight Committee(s)

Although the City will be an active partner in efforts to implement the recommendations and strategies of the Area Plan, the success of the Plan will be the direct result of sustained leadership and support by citizens and other community groups. To begin the implementation process, it is recommended a planning leadership group be formed, hereafter referred to as the Line Creek Area Plan Oversight Committee. This community-based committee should include interested citizens, neighborhood organizations, business owners, agencies, and other community organizations. The Committee should be formed following the adoption of the Plan by the City Council, with citizens and community leaders taking the lead to form the Committee and determine its roles, responsibilities and functions.

The Area Plan Oversight Committee may include subcommittees, which address issues such as neighborhoods and housing, transportation, infrastructure, financing, and economic development. An initial meeting to create sub-committees and assign plan priorities should occur after plan adoption with annual follow-up meetings.

Specific responsibilities of the Oversight Committee should include:

PRIORITIZING PROJECTS AND INITIATIVES

Review individual projects and initiatives recommended within the Area Plan and any other necessary projects to carry out the recommendations of the Plan. The Committee should take an active role in promoting the projects and working toward project implementation. The Committee should also help facilitate discussions and provide input on events and developments that may have an impact on the implementation of the Plan.

SEEK FUNDING FOR PLAN IMPLEMENTATION

In addition to funding through the City's capital improvement funds and the Public Improvement Advisory Committee (PIAC) the Committee and community-at-large should consider financing opportunities, which may include forming special districts to fund community improvement projects. Examples include a Special Business District (SBD), Neighborhood Improvement District (NID), Community Improvement District (CID), or Transportation Development District (TDD). Local funding resources may include funds from TIF projects.

Summary of Financing Programs

There are a variety of funding sources which governmental agencies, local business owners, and developers can pursue to meet the financial needs of the proposed recommendations. The implementation section of this plan is a first step towards securing some of the financing needed. The City has a range of actions identified and these actions will require several areas of financing. The following sections provide a summary of the currently available financing techniques open to the community to pursue for implementation of the recommendations. In each case, the targeted use of the funds, the requirements necessary to obtain funding, and the application process are explained. It should be noted that this list is not exhaustive and other funding mechanisms may be available in the future.

1. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Eligible Projects/Programs: Housing and Neighborhood Improvements.

This program is directed by the Department of Housing and Urban Development (HUD) and provides funding for a wide variety of community development projects. CDBG provides eligible cities with annual direct grants they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services, principally to benefit low and moderate income persons. Although the rehabilitation of affordable housing has traditionally been the largest single use of CDBG funds, the program is also an increasingly important catalyst for economic development activities. In order for any project to be considered for CDBG funding, it must meet one of the three broad "national objectives" established by Congress. A CDBG project must

IMPLEMENTATION

benefit low and moderate income persons; prevent or eliminate slums and blight; or meet an urgent community development need. Primary emphasis is usually placed on the objective to benefit low and moderate income persons. CBDG funds for low-income households could be available to pay for removal of existing septic tanks and installation of new service from their home to the mainline.

2. ENTERPRISE ZONE/EMPOWERMENT ZONE

Eligible Projects/Programs: Economic Development and Jobs Creation.

This program offers new and expanding businesses located within a designated Enterprise Zone a variety of state and/or local tax credits. Benefits are designed to encourage investment and growth and to help address unemployment and underemployment within the City's Enterprise Zone. Tax exemptions and credits apply to State Corporate Income Tax and local property tax abatement for property owners who make improvement to real property.

3. PUBLIC IMPROVEMENT ADVISORY COMMITTEE (PIAC)

Eligible Projects/Programs: Transportation and Infrastructure.

PIAC consists of 13 persons, two from each council district and a chairperson, appointed by the Mayor and City Council. PIAC's primary function is to solicit citizen input and make recommendations regarding both the city-wide and neighborhood portions of the capital budget from a sales tax dedicated to public improvements. PIAC holds a series of public hearings to provide citizens with an opportunity to express their opinions, concerns and project requests regarding the capital budget. This Committee submits a balanced five-year capital improvements program and neighborhood recommendations to the City Council.

4. SPECIAL BUSINESS DISTRICTS

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

Missouri Statutes "Sections 71.790 et seq., RSMo," authorize cities to establish special business districts for specified areas upon petition by one or more owners of real property in the proposed district. The purpose of the law is to grant to such districts the power to levy special fees and taxes in each district for the maintenance and improvement of the special business district. Property owners in the district may be taxed on an ad valorem basis at the rate of \$.85 per \$100 of assessed valuation. Businesses may be assessed a license tax (subject to a protest by businesses representing a majority of the total license taxes). The taxes and fees may be used for the purpose of maintaining and improving public facilities in the district. Discretion as to the types and amounts of expenditures lies solely with the local government, which appoints a commission or advisory board to make recommendations as to expenditures and uses. The district may issue general obligation bonds for up to 20 years, if authorized by the City and

approved by either four-sevenths or two-thirds of the voters in the district voting in an election, depending upon the election date when the issue is submitted to the voters. These general obligation bonds count against the City's debt limit.

5. COMMUNITY IMPROVEMENT DISTRICT (CID)

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

Missouri Statutes, "Sections 67.1400 et seq., RSMo," authorize the creation of Community Improvement Districts (CID). The purpose of a CID is to raise money to provide improvements to a specific area. A CID may be established as either a political subdivision or as a not for profit corporation. If the CID is established as a political subdivision, it is governed by a board of directors that, as specified in the petition, is either elected by the qualified voters in the district or appointed by the City. If the CID is a not-for-profit corporation, the directors are selected in accordance with the provisions of Chapter 355 of the Missouri Statutes. Missouri Statutes provide a CID with a variety of enumerated powers, including the authority to construct, reconstruct, install, repair, maintain, and equip public improvements including parks and streets. The improvements in a CID organized as a political subdivision or a not for profit corporation may be funded by the imposition of special assessments. If the CID is a political subdivision, the improvements may also be funded by a real property tax levied within the district after approval by a majority of the qualified voters within the district.

6. NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

Missouri Statutes, "Sections 67.453 to 67.475 RSMo," authorize the creation of NIDs. In accordance with Missouri Statutes, particular areas of land may be designated by the local government as a "neighborhood" that will benefit from a particular public improvement or improvements. Land owners within each designated neighborhood must authorize the formation of NIDs either by a vote of approval or by submission of a petition to the local government signed by the owners of record of at least two-thirds by area of all real property located within the proposed district. NIDs proposed by election require the same percentage of affirmative voters of all qualified voters residing within the proposed district as is required for approval of general obligation bonds. Upon receiving the requisite voter approval or a filing of a petition, the local government may by resolution or ordinance determine the advisability of the specified improvements and order that the district be established. If the NIDs are approved, the local government may authorize the issuance of general obligation bonds to finance construction of improvements.

To secure the bonds, a portion of the total cost is assessed against each landowner within the district and the special assessment becomes a tax lien against the property. The method of apportioning assessments among the property

IMPLEMENTATION

owners within the district is established prior to its creation. The bonds may be issued without a vote of the public if the City agrees to rely on existing revenues and surpluses as a source of repayment in the event that the special assessments made against property in the district prove to be insufficient to fund repayment. Bonds issued pursuant to this option do not count against the City’s debt limit, but cannot exceed 10% of the assessed value of tangible property in the City.

7. TRANSPORTATION DEVELOPMENT DISTRICT (TDD)

Eligible Projects/Programs: Transportation and Related Urban Design.

Missouri Statutes, “Sections 238.207 et seq., RSMo,” authorize the City to create TDDs. The statutorily-stated purpose of TDDs are to fund, promote, plan, design, construct, improve, maintain, and operate one or more transportation projects or to assist in such activity.

TDDs are created by submission of a petition to the circuit court from either 50 registered voters in each county in the district, by owners of real property in the district, or by the City Council. The petition must identify the district’s boundaries, each proposed project, and a proposal for funding the projects. After receipt of a petition and a hearing to determine that the petition complies with the law, the circuit court enters a judgment certifying the questions regarding creation of the district, projects to be developed, and proposed funding for voter approval. If a simple majority of registered voters or property owners included in the district boundaries (depending on the type of petition submitted to request creation of the district) vote in favor, the TDDs are created. If the issue fails, it cannot be re-submitted to the voters again for two years. If approved, an election is held within 120 days to elect a board of directors for the district. Once created, TDDs are considered a separate political subdivision of the state with powers such as condemnation, the power to contract with parties, to lease or purchase real or personal property and to sue and be sued.

8. THE SAFE, ACCOUNTABLE, FLEXIBLE AND EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA)

Eligible Projects/Programs: Transportation and Related Urban Design.

SAFETEA is the major source of federal funding for all transportation projects in the United States. Several SAFETEA programs offer funding for the type of improvements recommended in this plan including but not limited to:

- **Transportation Enhancement Program:** provides funding for the transportation-related urban design enhancements.
- **Recreational Trails Program:** provides funding for the construction of trails.
- **Safe Routes to School:** provides funding for walkability improvements for the encouragement of walking and biking to school.

9. PLANNED INDUSTRIAL EXPANSION AUTHORITY (PIEA)

Eligible Projects/Programs: Economic Development and Housing (Abatement)

PIEA is one of the numerous tools available to the Kansas City Economic Development Council for encouraging new job creation through tax abatement, the power of eminent domain, and bond financing for land acquisition, construction and equipment in designated redevelopment areas.

10. MISSOURI HISTORIC TAX CREDITS:

Eligible Projects/Programs: Economic Development (Historic Rehabilitation)

The Missouri Historic Preservation Tax Credit (MHPTC) program reimburses 25% of eligible historic rehabilitation costs in the form of transferable tax credits. The tax credits are not redeemable until after the eligible expenses have been incurred. Developers can use the credits or sell them at rates approaching face value.

11. CHAPTER 353 INCENTIVE (URBAN REDEVELOPMENT CORPORATIONS)

Eligible Projects/Programs: Urban Design, Transportation, Infrastructure, Housing.

Chapter 353 of the Missouri Statutes, "Sections 353.010 et seq., RSMo," authorize the creation of urban redevelopment corporations for the purpose of redeveloping blighted areas. The urban redevelopment corporation must prepare and submit to the City a development plan for redeveloping an area within the City that is determined to be blighted. If the area is determined to be blighted and the development plan is approved by the City, the urban redevelopment corporation, upon acquisition of title to the property, may receive ad valorem tax abatement for 100% of the value of the improvements to the property for a period of ten years and for 50% for the following 15 years.

IMPLEMENTATION

Implementation Matrix

The following action steps and the framework identified throughout the Plan should be used to prioritize improvement plans and requests for funding, such as through the Public Improvements Advisory Committee (PIAC) and other local, state, and federal funding sources.

The work plan for implementation is summarized in the following matrix elements:

ACTION STEPS

First steps in implementing Plan recommendations.

IMPLEMENTATION RESPONSIBILITIES

Lead organizations and partners responsible for initiation, oversight, and monitoring. These may include:

- **City:** includes various city departments, boards, and commissions.
- **Agencies:** may include federal, state, and county departments and agencies.
- **Private Sector:** may include developers and land owners.
- **Oversight Committee:** should include citizens, neighborhood organizations, business owners, agencies, and other community organizations.

Responsibility: Primary Secondary

TIME FRAME

A general period of time during which specific actions should occur, expressed in the following terms:

- Short-term, 1 to 3 years
- Medium-Term, 3-5 years
- Long-Term, over 5 years
- Ongoing



Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Organization								
Establish an ongoing Oversight Committee, with subcommittees to take an active lead in Plan implementation.	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	✓			
Improve communication between neighborhoods, businesses, the City, and agencies.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				✓
Identify a Organization (ex. NNI) to organize local neighborhoods/entities.	<input type="checkbox"/>			<input checked="" type="checkbox"/>	✓			
Evaluate and pursue funding sources for Plan Implementation.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓
Land Use								
Use the Plan Urban Design recommendations and Design Guidelines as a guide to City staff, developers, property owners, business owners, residents, public officials and other applicable development review entities as a framework for future development decisions.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				✓
Evaluate pedestrian connectivity both within and outside of development/ redevelopment projects.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓

IMPLEMENTATION



Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Conduct an assessment of the presence of all necessary City infrastructure when considering the appropriateness of a development proposal.	■		■	□				✓
Incorporate alternative modes of transportation (eg. Transit, Walking, Biking) into new development/redevelopment projects.	■		■	□				✓
Work with developers to ensure compatibility with surrounding areas, including conformance with the Area Plan Design Guidelines.	■		■	□				✓
Work with local school districts, churches and other institutions regarding future site location decisions and issues relating to community outreach.	■	■		■				✓
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential to retail areas, schools, transit, parks.....	■	■	■	■				✓
Pursue measures to support the revitalization or redevelopment and public financing of "Priority Areas" as identified within this plan.	■		■	□	✓			
Design plans for regional storm water facilities.	■	■	■	■		✓		



Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary Amend Major Street Plan to reduce functional classification of NW 56th Street between N Prairie View Road & west of N Overland Drive.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to reduce functional classification of NW 62nd Street between NW 68th Street & N Waukomis Drive.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to remove NW 72nd Street between N Waukomis Drive and Line Creek Parkway from the plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to realign NW 72nd Street from Line Creek Parkway to N Platte Purchase Drive.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to remove NW 56th Street west of Overland Drive to the western city limits plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to remove NW 56th Street west of N Waukomis Drive to NW Flint Ridge Road.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Update the City's Major Street Plan to reflect collector streets and bicycle route recommendations of this Plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		✓		
Prepare Safe Routes to School plans for all elementary and middle schools.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		✓		

IMPLEMENTATION



Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Amend Major Street Plan to reduce functional classification of NW 56th Street between N Prairie View Road & west of N Overland Drive.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to reduce functional classification of NW 62nd Street between NW 68th Street & N Waukomis Drive.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to remove NW 72nd Street between N Waukomis Drive and Line Creek Parkway from the plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to realign NW 72nd Street from Line Creek Parkway to N Platte Purchase Drive.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to remove NW 56th Street west of Overland Drive to the western city limits plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Amend Major Street Plan to remove NW 56th Street west of N Waukomis Drive to NW Flint Ridge Road.	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Update the City's Major Street Plan to reflect collector streets and bicycle route recommendations of this Plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		✓		
Prepare Safe Routes to School plans for all elementary and middle schools.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		✓		



Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential to retail areas, schools, transit, parks.....	■	■	■	■				✓
Development supplemental funding sources for roadway improvements such as Community Improvement Districts (CID)	□			■			✓	
Work with City Departments and the Implementation Committee to prioritize PIAC requests and city funding for capital projects identified on the Capital Projects map.	□			■				✓
Work with City Departments and the Implementation Committee to prioritize PIAC requests and city funding for sidewalk, bicycle, and trail improvements identified on the Walkability Framework and Trails Network Maps.	□			■				✓
Work with KCATA to provide enhanced bus service and facilities throughout the plan area.	□	■		■		✓		
Work with the City Parks and Recreation Department to determine the preferred alignment and cross-section of Line Creek Parkway and make an associated change to Major Street Plan.				■		✓		

IMPLEMENTATION



Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Infrastructure								
Work with the Water Services Department and other appropriate departments to implement an alternative assessment mechanism to reduce financial burden to home owners connecting to the public sanitary sewer system.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Work with neighborhood associations to investigate the use of NIDs or CIDs to fund infrastructure improvements or other services.	<input type="checkbox"/>			<input checked="" type="checkbox"/>			✓	
Work with appropriate City Departments and agencies in coordinating infrastructure improvements in order to maximize efficient use of public funds.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				✓
Work with the Water Services Department and other appropriate departments to conduct an analysis to determine which areas served by septic systems should be connected to city sewers and if there are areas that should continue using septic systems.	<input type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Work with the Water Services Department and other appropriate departments to ensure that septic systems that remain off the City's Sewer system are maintained and inspected.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		✓		

