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Introduction

Plan Intent

A Master Plan is more than a collection of static goals, policies and strategies. Rather, it is a document that reflects the values and needs of the entire community. The underlying purpose of the Master Plan is to identify policies and strategies that improve the quality of life for all residents within that community. As such, it takes collaboration and coordination among everyone who is concerned about the future of his or her community.

The 2008 *Unified Government of Wyandotte County / Kansas City, Kansas City-Wide Master Plan* (Master Plan) is a planning guide designed to achieve the community's vision of a forward looking, environmentally minded city with development that supports healthy neighborhoods and the City's rich and diverse cultural history. As such, the Plan is intended to:

- Serve as a resource for developers, property owners, business owners and residents;
- Serve as a marketing tool for environmentally minded industries and businesses;
- Incorporate sustainable approaches to development and enhance natural areas;
- Revitalize neighborhoods;
- Identify a true "multi-modal" transportation network that balances the needs of motorists, transit, pedestrians and cyclists.
- Recognize, reinforce and enhance established neighborhood identity and sense of place;
- Prioritize public infrastructure investments; and
- Outlines an action plan for implementation.

The Master Plan is prepared in accordance with state statutes that authorize the Unified Government to develop a comprehensive plan for the physical development of the City. All jurisdictions in Kansas must have an adopted plan to regulate the subdivision of land. Although advisory in nature, the Master Plan is the basis for regulatory measures including zoning and subdivision code updates, the development review process and serves as the foundation for future capital improvement programming. The Plan also provides a database of community information which can be used as supporting documentation for pursuing grants, development activities and infrastructure improvements.

The Master Plan should be consulted by public officials, the Board of Commissioners, the City Planning Commission and City staff when considering development proposals, updating land use regulations, working on intergovernmental issues, outlining work programs, preparing annual budgets, and reviewing progress toward meeting identified goals. The Master Plan should be also used to guide residents, land owners, project applicants and other parties concerning land planning and community development objectives.



City-Wide Master Plan



Why do we have a Master Plan?

The Master Plan is a comprehensive document that describes what the community wants its city to be in the future. It is a document that reflects the values and needs of the community. The underlying goal of the Master Plan is to identify policies that improve the quality of life for all residents within the city. As such, it takes collaboration and coordination between everyone who is concerned about the future of his or her community.

What is the Master Plan?

The Master Plan is a policy guide that describes in its text and illustrates in its graphics the city's aims for directing future development and infrastructure needs. The Master Plan has five key elements which are described below:

The **Policy Plan** element provides a general guide for cultural and civic amenities and priorities for public investments for identified districts based on individual area's existing and future needs.

The **Land Use Plan** element is a long-term vision for future development within the city. This element illustrates the city's future land use vision in the Land Use Guide (map) and includes descriptions of recommended uses and densities.

The **Urban Design** element provides a guide for public and private investments targeted to enhance the natural and built environment. These investments include, but are not limited to, landscape, streetscape, signage, lighting, public art, etc.

The **Parks, Open Space and Trails** element provides a guide for identifying opportunities for preservation and enhancement of greenways, open space, riparian corridors and natural areas. This element also describes a long-term vision for a city-wide trail network.

The **Transportation** element identifies a balanced transportation vision for the city that includes recommendations for all modes including vehicles, mass transit, pedestrians and bicycles.

How is the Master Plan used?

The Master Plan serves as “big picture” policy document to guide city decisions that will lead to a desired future. As such, the Master Plan will be consulted by public officials including the Board of Commissioners, the Planning Commission and City staff to coordinate development within the city and with adjacent jurisdictions, evaluate new development proposals, and forecast future infrastructure needs. The Master Plan also serves as a resource for property owners and developers to identify appropriate locations for particular businesses, or in the case of residential development, appropriate housing types, densities and associated amenities. Residents should use the Master Plan to understand what future uses are likely to occur within or adjacent to their neighborhoods.

Can the Master Plan be amended?

The Master Plan should be reviewed and revised as specific actions are achieved and new strategies are identified. The goals, objectives and polices should also be reviewed periodically when new circumstances or changing conditions warrant reconsideration. Because the Master Plan represents the ultimate desired future for the city, all amendments should be carefully considered by public officials, city staff and the public-at-large.

At a minimum, the Unified Government will consider potential plan amendments at least once a year. The annual review of the Master Plan also is a requirement of the state planning enabling legislation which states that the city’s Master Plan, or any part thereof, shall be reviewed or reconsidered at least once a year and adopted by the Governing Body.

The Master Plan Amendment Process:

- A. The Planning Commission shall review the Master Plan at least annually, and may propose amendments to the Plan.
- B. Amendments proposed for a given year may be developed from suggestions by the Board of Commissioners, Planning Commission and City staff. Landowners may propose amendments to their property’s land use designation through a formal application.
- C. A workshop will be held by City staff to review and solicit public feedback for all proposed amendments. The meeting date, time and location will be posted in the local paper at least two weeks in advance of the workshop.





- D. Once finalized, the proposed amendments are brought before the Planning Commission for its consideration at a public hearing. Notice for the public hearing will be posted in the local paper at least two weeks in advance of the hearing. Additionally, all property within 200 feet of the boundaries of the parcel proposed for development, and any homeowners association, neighborhood association or merchants association registered with the Department of Urban Planning and Land Use and with boundaries located within 500 feet of the parcel in question will receive written notice of the hearing.
- E. Following the public hearing, the Planning Commission may adopt by resolution the amendments proposed for that year.
- F. Once adopted by the Planning Commission, the amendments are sent to the Board of Commissioners for its consideration.
- G. A certified copy of the amendments along with a written summary of the Planning Commission public hearing shall be submitted to the Board of Commissioners as recommendations for consideration.
- H. The Board of Commissioners may choose to hold one or more public hearing on the amendments prior to taking action on the amendments.
- I. The Board of Commissioners may:
 - Choose to adopt by ordinance the recommendations on the amendments as adopted by the Planning Commission,
 - Override the Planning Commission's recommendations by a 2/3 majority vote, or
 - Return the amendments to the Planning Commission for further consideration, together with a statement specifying the basis for the Board of Commissioner's failure to approve or disapprove the amendments.
- J. If the amendments are returned to the Planning Commission for further consideration, the Planning Commission may adopt its original amendments or adopt revised amendments.
- K. The Planning Commission needs to take action on the amendments at its next regular meeting following the receipt of the Board of Commissioners' report on why it failed to approve or disapprove the amendments. If the Planning Commission takes no further action by this meeting, then it is assumed that the Planning Commission's original action on the amendments will stand.

- L. Upon receiving the returned amendments from the Planning Commission, the Board of Commissioners, by a simple majority, may:
 - Approve by ordinance the amendments as recommended by the Planning Commission,
 - May adopt revised amendments, or
 - May choose to take no further action.
- M. The amendments will not be effective unless they are approved by the Board of Commissioners following the procedures as outlined.
- N. The amendments shall become effective once the adopting ordinance of the Board of Commissioners is published in the local newspaper.
- O. A copy of the adopted amendments shall then be sent to all taxing entities (state and county agencies, school districts, and other special taxing districts) which request a copy of the plan. Copies may also be sent to other affected jurisdictions for their reference in planning development within or adjacent to the city.



Public Participation

The Master Plan is a community-driven plan. Beginning with an enthusiastic kick-off celebration in June of 2006, the Unified Government outlined clear goals about maximizing community participation in the planning and decision-making process. Mayor/CEO Joe Reardon named a dynamic civic Steering Committee of 36 community representatives from all parts of Wyandotte County and all walks of life.

This diverse and dedicated group led the citizen participation process for 18 months through dialogue, debate, and decision-making about the future of the community. It is the Steering Committee's reflections of the community dialogue that form the overall strategic direction, policies, and implementation steps recommended for the Commission's approval.

A wide range of citizen input was gathered through the use of several techniques throughout the process. Each step was tailored to capturing as many ideas as possible and were all open to the public at large. Many participants attended multiple meetings throughout the 18-month process and contributed in different capacities, according to their interest and time commitment.

City-Wide Master Plan



Steering Committee

To start the process, the Mayor/CEO appointed a Steering Committee representing the wide-range of interests throughout the City. The Steering Committee provided guidance, input and direction to City staff and the consultant team throughout the process. This Committee represented a mixture of property owners, business owners, public officials, residents and interested citizens. The Steering Committee met numerous times throughout the process, attended Town Hall meetings, spoke with many neighborhood groups and organizations, attended update presentations to the City Planning Commission and Board of Commissioners. In addition, three sub-committees were created to provide specific direction and recommendations for the following areas:

- Public Works Sub-committee
- Crime Sub-committee
- Education-Training Sub-committee

The open dialogue during these meetings were critical to the development and refinement of the final plan recommendations. For this reason, these Sub-committees should continue to meet on a regular basis after the adoption of this plan to take an active role in assisting the City to implement the Plan recommendations. To begin the implementation process, citizen leadership committees shall be formed from each Plan sub-committee. For example, the Public Works Sub-committee will form a permanent citizen committee that will work with City staff and elected officials to provide input and direction to the Capital Maintenance Improvement Program (CMIP); the Crime Sub-committee will continue to work with the Police Department on implementation of the Community Policing Program and other strategies; and the Education Sub-committee will work to implement the Best Practices, Strategies and Partnerships concept developed during the Plan process. These Best Practice Strategies and Partnerships include:

- Schools-education improvement in all school districts in Wyandotte County.
- Kansas City Kansas Community College (KCKCC)- USD #500/ATS Merger and improved technical education and training programs.
- Unified Government "Network" Leadership in Area III Workforce Development and the proposed new Education and Training Institute at KCKCC.
- Technology and Education-Training initiatives in the state of Kansas and Wyandotte County, including the following areas related to improving education and training as a high priority for the Unified Government and Wyandotte County and Metropolitan area:
 - County-wide "Wi-Fi" and Laptops for Learning education strategies.
 - Habitat for Humanity and Global One Partnership Support.
 - The proposed Seed Center: Kansas City Technology HUB - Community Information Net.

- *Creative “Quality of Life” Partnerships* between Unified Government offices and programs that have the potential for improving employment, training and family stability for local citizens.
 - Regional Law Enforcement - Police Academy at KCKCC.
 - Workforce Development Institute Partnership with KCKCC, Workforce Investment Board/Chief Elected Officials Board (WIB/CEOB) and Kansas City Kansas Chamber of Commerce (KCK Chamber) - Wyandotte County Economic Development Council (WCEDC).
 - The proposed Seed Center: Kansas City Technology HUB - Community Information Net
 - Unified Government-KCKCC-Eisenhower Park Soccer Field Partnership through Parks and Recreation Unit.
 - Weed and Seed Community Focused Partners - The Seed Center: Kansas City, Roswell Church of Christ/Rehabilitation Outreach Program - Partnership Initiative.



Town Hall Meetings

Three rounds of open Town Hall meetings were scheduled throughout the city to reach as many residents as possible. The goal was to identify key issues and concerns, to review the strategic options that “bubbled up” from those issues, and to review the Steering Committee’s recommended alternative.

The first round of Town Hall meetings in the late summer and early fall of 2006, were held at Memorial Hall, Nefertiti’s, the Wyandotte County Fairgrounds and the Argentine Community Center. A brief history of Wyandotte County, the impact of planning decisions on a community, and current facts, data and trends were shared to provide a context for decision-making about the future. Attendees shared concerns, and identified important issues to be addressed in the plan. Citizens could also send in surveys about key issues and areas of interest about which they would like to receive more information and sign up for topical Work Teams.

The second round of Town Hall meetings followed specific work by the technical team and the Perspective Groups and Work Teams (described below) to review the strategic direction options formulated by the Steering Committee. These spring meetings were held at the Savior Pastoral Center, the Pierson Community Center, the Armourdale Recreation Center and Nefertiti’s.

The final round of Town Hall meetings were completed in September, 2007 and focused on community discussion about the final recommendations in the plan, put forward by the Steering Committee. These meetings were held at the downtown YWCA, Indian Springs Community Meeting Room, the Best Western on Southwest Boulevard and the YMCA on 87th Street.

City-Wide Master Plan



Perspective Groups

After the key issues and concerns were identified at the first round of Town Hall meetings, citizens then joined “Perspective Groups” for a two week exercise to discuss and answer 16 specific questions about the future of the city that were compiled from the analysis of the key issues and the demographic data about the city. Participants could join any one of the following groups with a shared perspective, but all answered the same 16 questions. The Perspective Groups included:

- Environmental
- Development/Redevelopment
- African-American
- Latino
- Civic/Not-for-Profit/Community Volunteer
- Labor
- Neighborhoods
- Youth
- Women

This process resulted in numerous creative ideas for the Unified Government to consider as key components of a successful and healthy community in the future.

Work Teams

Work progressed to focusing on the topical issues most identified in the Town Hall meetings and Perspective Groups that would become the framework of the Master Plan. Citizens joined Work Teams of their choice and attended three consecutive workshops on one of the following topics:

- Downtown
- Economic Development
- Infrastructure and Transportation
- Neighborhoods
- Parks, Open Space and Trails
- Urban Design

These workshops were also dispersed throughout the city to encourage attendance. Meeting locations included Turner High School, City Hall, and Kansas City, Kansas Community College. Citizens throughout the city and county consistently demonstrated enthusiasm for the planning process, a clear interest in listening and discussing other people’s points of view, and contributed innovative ideas for solving the community problems today as well as 25 years in the future. Kansas City, Kansas or “Dots” demonstrated a loyalty to their community and a clear commitment to take positive steps to determine their own future. This is their plan.

Policy Plan

Background

Just as the hidden symbols in a seemingly innocently hung quilt over a fence pointed the way to the next stop on the underground railroad for slaves seeking freedom in the American north and west, so do the historic symbols of our community's embroidered past inform our pathways to an uncertain future. Born of optimism and hope, the heartland towns of Wyandotte, Armourdale, Quindaro, Argentine and Rosedale nestled between the mighty resources of the Missouri and Kansas Rivers drew the Prairie Indian tribes, white trappers and settlers, the resettled Wyandotte tribe from Ohio, free-staters, abolitionists, slave-holders, railroad barons, meat packing giants and the myriad immigrants who worked for them: Germans, Poles, Croatians, Mexicans and others. Forming a patchwork fabric in a new territory, these pioneers eventually stitched together one community. Later the community was named Kansas City, Kansas by a governor hoping to confuse east coast investors with the duplicate name of its larger neighbor sitting just across the Kansas River, in the newly carved-out, smallest county in the state of Kansas.

For current residents of Kansas City, Kansas and Wyandotte County (locally dubbed "Dots"), there remains an unusual pride in our community; its role in the settlement of the western United States, its agrarian roots and industrial age heyday that created a strong environment for working families to raise their children - even through an awkward and sometimes tumultuous transition into the 21st Century and the Information Age. A real sense of collective optimism pervades this community. Despite four decades of declining population, troubled urban schools, rising poverty and the loss of higher-paying manufacturing jobs (the late-20th Century plight of all major cities after World War II), Kansas City, Kansans have stubbornly refused to accept the metropolitan area opinion that it is broken.

Committed to the resurrection of the urban core city, strong local leaders have begun the difficult work of simultaneously rebuilding a new economy, stabilizing older neighborhoods, becoming leaders in urban education and finding new uses for downtown. Although working as partners with the private and non-profit sector to accomplish a significant turnaround, local government has taken the lead in reaching out to citizens to begin to build a new strategy for consistently moving forward.

This city-wide master planning effort, initiated by Mayor/CEO Joe Reardon and the Unified Government of Wyandotte County/Kansas City, Kansas, involves thousands of residents who have demonstrated interest, enthusiasm, leadership and creativity in the community dialogue of finding inventive and realistic solutions for the many challenges they face.



City-Wide Master Plan



A Healthy Future

As residents discussed their history, strengths, concerns and the many threads that tie us together as a community, several patterns developed:

- A tangible pride in the ethnic and cultural diversity that remains a healthy and significant legacy of our development as a city.
- Recognition of a very strong community commitment.
- Satisfaction with the recent success of new development in the western part of the city, and commitment to ensure equal success of revitalized older neighborhoods on the eastern side.
- Collective goal to reconnect our youth to a community they will want to come back to in the future.
- Utilize our geographic strengths to forge a new example of “Green Stewardship” for urban areas by developing green strategies for our economy, our jobs, our neighborhoods, our transportation, our infrastructure and our resources.
- Advertise our intentions, successes and lifestyle to the metropolitan area, the Midwest region and the rest of the country.

Preparing Kansas City, Kansas for a healthy and robust future may very well depend on understanding the new green economy that is emerging globally. Sustainable strategies will be necessary for navigating the ups and downs of fewer available natural resources, progress in renewable resources, technological improvements in communication, education, delivery of services and the subsequent impact on the ever-present need for humans to connect to each other. Just as the late 19th century provided a boom in building, jobs, industry, products and inventions, so will the next era in American and world-wide innovation bring a sea of change to the way we live, work and play.

In this next edition of American cities, growth may be defined by “quality,” rather than “quantity.” The American consumers’ penchant for more and bigger acquisitions will be affected by other countries’ needs, poverty rates, education status and their own problems with pollution and our shared environment. Kansas City, Kansas, *because of its history of incorporating other cultures into its fabric*, is poised to skip ahead of its many competitors to capitalize on a new economic base. The old industrial ring along the Kansas River, already the home of industrial giants like Proctor & Gamble, Palmolive, and the Fairfax General Motors Plant, have already foreseen and applied many green practices to their production processes. Added to their continued importance as leaders in their own market areas, these companies could be employment centers that produce components for renewable energy systems (for windmill production or hydraulic power, for instance), non-toxic building materials production or yet to be developed technologies.

The city and county's economic development programs should be aimed at targeting companies that either practice green programs, build or retrofit green buildings, or are part of emerging green industry, education or services. Civic, neighborhood and school programs could be overlaid with city policies to attract these new jobs to the area. Programs such as internships for local students, coordinated curricula with the community college and K-12 education, competitions for neighborhoods or blocks to reduce trash or ozone impacts, or festivals that educate and tie together ethnic and cultural traditions that have *always* shown respect for the environment, our natural resources and the importance of a community's commitment to provide a viable future for the next generation could demonstrate the City's dedication to making the world a better place.

A concerted strategy over 20 years would identify budget priorities, five year capital improvement plans for infrastructure, educational programs to aid students in understanding interconnected systems that make communities work, a revitalized downtown and strong neighborhoods.

Kansas City, Kansas' Green Community

A "Green Community" promotes a healthy and sustainable City. This approach balances environmental quality and sustainability with the needs to improve the local economy and promote job creation. The City will work with employers, residents and visitors to use resources efficiently and to understand potential impacts of policy decisions on the natural environment.

To this end, the work towards a green future is only beginning. Perseverance, dedicated leaders, constant communication, consensus-making, and the desire of a community to see their lives improve in the near future and for their children. The city-wide guiding principles and policies on the following pages reflect these values.



City-Wide Master Plan



City-Wide Green Community Guiding Principles:

1. **Act Locally with Global Impact:** The steps taken to weave economic, environmental, and social solutions to our community issues have a cumulative effect to create a better life, for not just us, but the rest of the world.

Actions:

- Call on the State and Federal Governments to create additional financial incentives and develop a uniform state-wide energy code for all new construction and major renovation projects.
- Offer state income tax incentives for builders and building owners who build green.

2. **Success Depends on Cooperation:** The issues our community faces are larger than any one entity can possibly resolve independently. We owe it to not only ourselves, but to our children's children to work together and develop the best possible solutions of mutual benefit.

Actions:

- Establish the Green Team made up of employee volunteers. The team's responsibilities would include expanding and improving the current office recycling program, providing leadership during the community-wide curbside recycling kick-off and developing energy saving and environmental improvement recommendations for various office buildings and campuses.
- Seek partnerships with local schools and universities to build green campuses as they plan for new construction.
- Follow the lead of local school districts to build energy efficient buildings or upgrade energy systems on their campuses.
- Initiate a highly visible urban core revitalization project where builders compete to build green homes on land bank properties, where banks and other businesses are partners in providing low/no cost loans and incentives, and where the public is invited to tour and celebrate project completions.
- Partner with local organizations such as, Board of Public Utility (BPU), United States Green Building Council (USGBC), Kansas City Home Builders Association (KCHB), Metro Energy Center, the American Institute of Architects (AIA), American Planning Association (APA), Environmental Planning Agency (EPA), Mid America Regional Council (MARC), and universities, to provide training and education to building professionals, home buyers, home owners, realtors, lenders and the general public about best practices for building green.

3. **Local Ownership:** The success of the Master Plan depends ultimately on the will of the community. The people must be both informed and inspired to take the steps necessary to put the Plan into motion.

Actions:

- Publish and distribute a booklet that describes the Unified Government's Green Build Initiative and its importance through various media outlets and community meetings.
- Partner with a communications firm to develop the booklet as well as a strategy that will acquaint the community with the Wyandotte County Green Building Program.

- Develop and implement recognition programs that honor excellence in green building construction.
- Provide the list of available incentives to building professionals entering the plan review process and make it available on the web for the general public.

4. An Ounce of Prevention: The best way to protect the environment is to prevent issues from developing at the source before they become a costly problem to remedy.

Actions:

- Develop policies and practices such as green purchasing, furniture specifications, green housekeeping, best management practices (BMPs) and recycling requirements, to “green” the operation and maintenance of Unified Government owned/operated buildings.
- Apply for a Tree City designation from the National Arbor Day Foundation. To become a Tree City, the community must establish a Tree Board, a Tree Care Ordinance, a Community Forestry Program with an annual budget of at least \$2.00 per capita and an Arbor Day Celebration or Proclamation.
- Determine whether the Unified Government’s current residential building code conforms to the requirements of the 2006 International Energy Conservation Code (IECC), which requires sellers of new homes to provide an energy efficiency disclosure to buyers.
- Convene a group whose purpose is to identify and recommend sustainable source(s) of funding for the Unified Government’s Green Build Program.
- Enact an ordinance to require that all buildings, built or subsidized by the Unified Government which are greater than 5000 square feet, achieve at least the USGBC’s Leadership in Energy and Environmental Design (LEED) Silver Standard.
- Determine where to place the Green Building Program organizationally.

5. Got to Have Faith: There will be times when immediate action is necessary, even if all the facts are not known. But, it may be more important to act in good faith to ward off serious economic and environmental problems that could intensify while waiting for all the information to come in.

Actions:

- Under the Green Build Program the Green Build Team will conduct on-going training for the full spectrum of stakeholders, build partnerships to promote green building science, provide technical assistance on projects, collect data and share results, conduct pilot projects, maintain expertise and accurate information on available incentives and potential partnerships, and provide for recognition of excellence in the field.

6. The True Costs: Sensible solutions to the community’s problems can only occur with full accountability. Exposing the known and hidden costs of an issue places a truthful price tag on it that helps to change people’s behavior. Entities responsible for creating a problem should bear the full responsibility, including costs.





Actions:

- Implement plans proposed by the Building and Logistics Division to evaluate the energy efficiency of all Unified Government office buildings and develop an Energy Conservation and Management Program to upgrade existing energy systems and buildings.
- Part of the evaluation should determine whether it would be more cost effective to replace or to upgrade existing structures. This determination should also include such factors as improving daily operations, consolidation of personnel for greater efficiency and customer convenience, building new green buildings and improving community image.

7. **Develop a Base Line and Progress Indicators:** To understand if proposed solutions are having the desired effect, a comprehensive database showing current conditions is needed. Moreover, to guide the positive actions, the decision making process needs sound indicators and intermediate goals to measure the progress being made towards fulfilling the community's holistic vision of a Green Community.

Actions:

- Create and maintain a current list of available incentives for building green including tax credits, grants and product rebates.
- Capture data needed to evaluate green building benefits in City-owned facilities and share this information with the public.
- Form a group of commercial building stakeholders to identify a set of green building standards that are appropriate for Wyandotte County; then enact a code which matches these specifications.

8. **Knowledge Is Power:** The best solutions come from making the best choices. The best choices can only be made when the best and most current information is made available to the decision makers.

Actions:

- Certify at least two Unified Government staff as LEED Accredited Building Professionals within the next year and continue to increase the number of LEED accredited staff to meet the demand for this skill in future years.
- Develop or provide references to Best Practice Guides that contain information on specific green building topics for developers, contractors and the general public. For examples, a Best Practices Guide for Construction and Demolition Debris or one for Kansas City Landscaping could provide information specific to the Kansas City metro area.

9. **The Spice of Life:** The diversity of both the economy and the environment increases the long-term viability of the Plan by promoting systems that are balanced, adaptable, and enduring. This requires forethought and comprehensive strategies aiming towards a greater good for community and the world beyond.

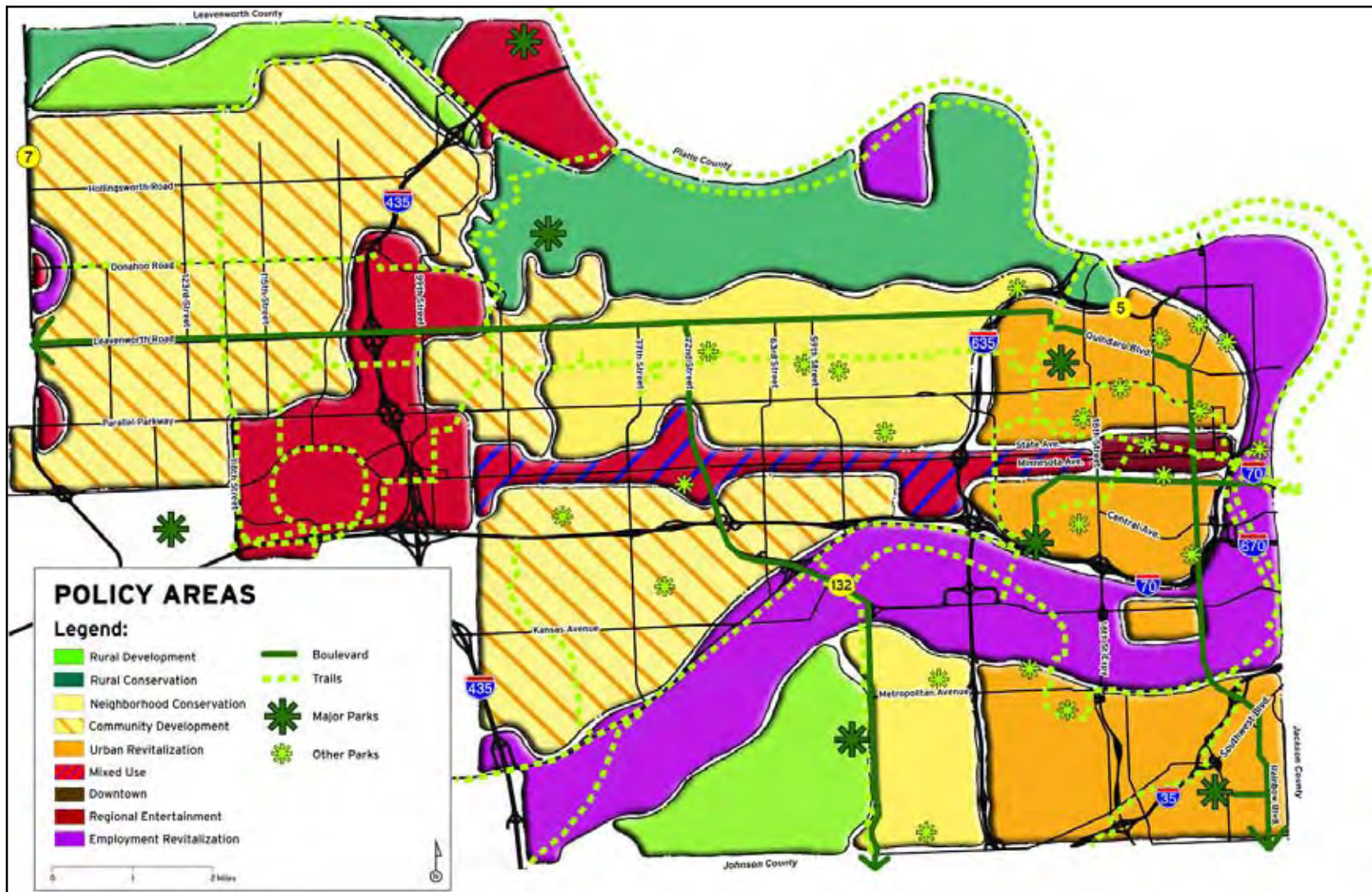
Actions:

- Follow the examples of other communities with successful green build programs that have used a combination of incentives and codes to achieve their goals.

Policy Plan Framework

The Policy Plan Framework provides a decision making guide for land use, transportation and infrastructure. This guide provides policies based upon an individual area's existing and future needs.

Exhibit 1: Policy Areas



City-Wide Master Plan



Rural Development: These areas allow reasonable levels of rural residential development to continue into the foreseeable future, thus ensuring that demand placed on public facilities will remain at or below what is deemed acceptable for rural communities. The City will continue to track rural growth, as measured by the number of new houses built within these areas to re-evaluate infrastructure needs.

- Guiding Principles
 - Plan for future infrastructure extensions through use of shadow plat process.
 - Work with natural systems to deal with storm water.
 - Use buffers and transitions between rural developments to protect the character of established rural areas.
- Policies:
 - Development should be located where public infrastructure (e.g., water, sewer, and roads) is already adequate or can be most cost effectively extended.
 - Commercial, office and multi-family development should locate within areas that are served by gravity sanitary sewers.
 - Encourage development in areas with good soils, particularly when septic systems are used. Residential lots with septic systems should be a minimum of 3 acres.
 - Encourage developments and uses of appropriate density, scale and appearance.
 - Encourage appropriate rural commercial uses including agribusiness, nurseries, road side stands and markets, etc.
 - Provide flexible infrastructure standards within new growth areas to encourage a variety of lot sizes and products.
 - Residential developments should be designed to avoid long and narrow “piano key” type lots.
- Priority Recommendations
 1. Update the Subdivision Regulations to require a shadow plat within these areas to delineate future lots, road rights-of-way and utility easements.
 2. Designate appropriate zoning in rural areas to help maintain rural character. Development in predominantly rural areas should be designed with compatible elements (e.g., larger setbacks, low densities, buffering, landscaping) that blend the development into the surrounding rural character.
 3. Draft and adopt an adequate public facilities ordinance. This ordinance should encourage reasonable growth by providing property owners and developers the option of providing the necessary infrastructure to allow the proposed development to occur.
 4. Encourage new development within areas planned for future infrastructure expansion. Within areas without adequate infrastructure, examine ways in which new development can pay its fair share of the costs of facilities and services that are necessary to serve that development.
 5. Evaluate and update the Zoning and Subdivision Regulations minimum infrastructure requirements, as needed, so that the requirements are consistent with development needs and impacts.

Rural Conservation: These areas have significant environmental constraints such as steep slopes that limit the extension of infrastructure and a connected street grid.

- Guiding Principles
 - Preserve and enhance rural character.
 - Protect naturally sensitive areas.
 - Promote cluster development practices to ensure efficient use of infrastructure.
 - Follow best management practices for rural infrastructure standards (i.e. use of engineered swales).
- Policies:
 - Protect key environmental features including but not limited to:
 - view sheds of the Missouri River;
 - riparian corridors;
 - rolling hills and/or steep slopes;
 - woodlands/tree stands;
 - wildlife areas; and
 - river and stream corridors.
 - Encourage the clustering of development to minimize its impact on agricultural areas and to conserve significant environmental features.
 - Actively seek to preserve and enhance scenic and natural features in the design review process.
 - Seek partnerships and support initiatives with the Kansas Department of Wildlife and Parks (KDWP).
- Priority Recommendations
 1. Update the Subdivision Regulations to permit clustered/conservation subdivisions.
 2. Developments within these areas should utilize natural drainage systems and appropriate control methods. The benefits of open ditches when appropriately applied include:
 - water running through a grass lined ditch will tend to flow slowly and have a chance to absorb into the soil;
 - run-off that is absorbed into the soil will not travel downstream and not contribute to flooding in low-lying areas;
 - soils and vegetation tend to absorb particles and pollutants and remove them from the runoff before it reaches our larger streams, creeks, and rivers; and
 - enhances rural character.
 3. Consider developing additional strategies to protect, maintain, or possibly acquire stream corridors, greenways, and open space areas.
 4. As streamway inventory data becomes available, consider adopting streamway buffer regulations as a tool to protect streamway integrity and water quality.
 5. Construct bicycle and pedestrian trail connections along the Missouri River to complete the portion of the Mid-America Regional Council (MARC) MetroGreen® trail system along the Missouri River through these areas.
 6. Protect the areas surrounding Wyandotte County Lake Park from encroaching development.





Neighborhood Conservation: Comprises established areas of the south-west portion of Wyandotte County including the Turner and Shawnee Heights neighborhoods. These areas are largely built out, and have a well established social and physical structure. New construction or the infill development should be in harmony with the existing character of the area.

- Guiding Principles
 - Strengthen stable neighborhoods and stabilize declining neighborhoods.
 - Redevelop aging neighborhood commercial centers including rehabilitation and reuse of vacant and/or under-utilized buildings.
 - Encourage use of sustainable construction practices for infill and redevelopment.
 - Proactively rezone non-compatible uses within established residential areas.
 - Limit commercial expansion into established residential areas.
 - Discourage conversion of residential uses to commercial, office or industrial.
 - Discourage liquor permits for bars, night-clubs and late-night operations.
 - Discourage new permits for adult-oriented businesses.
- Policies:
 - Provide incentives to attract commercial anchors such as grocery stores within under-served areas.
 - Reward housing projects that foster mixed-income neighborhoods and discourage the concentration of low-income households.
 - Use best management practices for storm water management through use of rain gardens, rain barrels, cisterns, etc.
- Priority Recommendations
 1. Address basic infrastructure concerns:
 - Improve storm and sanitary sewer service.
 - Replace deteriorating curbs, gutters and sidewalks.
 2. Provide improved transit service and connections within under-served areas.
 3. Work with Mid-America Regional Council (MARC) and City staff to design a workshop to demonstrate the application of the *First Suburbs Coalition Idea Book: A Guide for Updating Post World War II Homes* to prospective lending institutions, builders, developers and home buyers.
 4. Improve neighborhood identity through enhancement of local parks and open space.
 5. Control access to manage traffic flow and congestion along major Class A and B thoroughfares including:
 - Leavenworth Road
 - Parallel Parkway
 - 78th Street
 6. Connect existing neighborhoods to institutional uses and parks through improved sidewalk/trail connections.
 7. Initiate a highly visible revitalization project where builders compete to build green homes on land bank properties.

Community Development: Comprises suburban areas, primarily west of I-635, that developed after World War II.

- Guiding Principles
 - Strengthen established neighborhoods.
 - Encourage sustainable practices for new development.
 - Discourage intrusion of commercial, office and industrial uses within established and emerging neighborhoods.
 - Encourage use of sustainable construction practices for new development.
 - Design transportation facilities in a manner that enhances livability and is sensitive to the natural environment.
 - Provide transit and pedestrian connections.
- Policies:
 - Create incentive programs for homeowners to improve the energy efficiency of their homes.
 - Connect new and emerging neighborhoods to institutional uses, neighborhood retail, parks and recreational uses through new sidewalk/trails.
 - New development should support a full range of housing choices for multiple demographic groups.
 - Developments should minimize storm water runoff through the use of low-impact development strategies.
 - Consideration should be given to the impact of development on upstream and downstream storm water flows and water quality for all new plans for all new, infill and redevelopment projects.
- Priority Recommendations
 1. Ensure that new development is self-supporting and “pays its own way” for new infrastructure improvements.
 2. Encourage pedestrian connections between neighborhoods, parks, activity centers retail and employment areas.
 3. Provide ample park, open space, recreation opportunities and amenities for new residential developments.
 4. Work with Mid-America Regional Council, Environmental Protection Agency, American Institute of Architects, American Planning Association, Kansas City Home Builders Association, etc to provide training and education to building professionals, home buyers, home owners, realtors, lenders and the general public about best practices for green and energy efficient construction.
 5. Where feasible, provide transit connections and/or improve service from the neighborhoods to employment areas, retail centers and major activity centers.
 6. Determine whether the City’s current residential building code conforms to the requirements of the 2006 International Energy Conservation Code (IECC).





Urban Revitalization: Comprises the established areas within the I-635 loop and areas south of I-70, including Rosedale, Amourdale, and Argentine, that have developed prior to World War II. These areas are urban in character with smaller lots and older infrastructure.

- Guiding Principles

- Support the downtown core.
- Enhance the existing character of established urban neighborhoods.
- Revitalize distressed neighborhoods.
- Restrict the intrusion of undesirable uses, especially industrial uses.
- Promote quality infill development and redevelopment.
- Preserve and celebrate historic buildings, structures and sites.

- Policies:

- Aging and deteriorating infrastructure must be addressed to attract infill, redevelopment and new development;
- Where feasible, all homes within the urban core should have access to sanitary sewer.
- Develop a positive image campaign to improve perceptions of the area and to promote neighborhood pride.
- Educate lending institutions, realtors, brokers and others about the positive aspects of the area.
- Work with neighborhood associations to identify chronic problem areas with illegal dumping and code violations.
- Combine code enforcement with assistance for needed home repairs and basic maintenance within distressed areas.
- Ensure that incentives are substantially addressing neighborhood revitalization needs.
- Consider local tax incentives for historic preservation.

- Priority Recommendations

1. Address basic infrastructure concerns:
 - Improve storm/sanitary sewer service.
 - Replace deteriorating curbs, gutters and sidewalks.
 - Improve transit service.
2. Provide a pilot curbside recycling program for the urban core.
3. Enhance transit service and connections throughout the urban core.
4. Identify a suitable location and construct a history/multi-cultural center to serve as a catalytic project for downtown.
5. Provide funding and/or incentives for city market with a multi-cultural theme.
6. Provide adequate funding for juvenile diversion programs.
7. Establish a housing demonstration project to set the standard and approach for infill and redevelopment within the Urban Core.
8. Enhance the Quindaro-Western University Historic District; use the improved site for local and regional education programs and to attract tourists.
9. Revitalize/restore key corridors:
 - Minnesota Avenue
 - Quindaro Boulevard
 - Central Avenue
 - 10th Street
 - 7th Street Trafficway
 - 18th Street Expressway
10. Implement the original George Kessler Boulevard system.
11. Enhance Jersey Creek Parkway as a key amenity.

Mixed-Use: These areas are intended to accommodate a mix of business and residential uses within a cohesive development.

- Guiding Principles
 - Encourage a mix of residential densities and products.
 - Promote higher densities to support transit strategy.
 - Provide enhanced pedestrian connections.
 - Promote ground floor retail uses.
- Policies:
 - Development densities for commercial, office and residential uses will be greater within these areas to support the Plan's transit strategy.
 - Incentives should be provided for transportation oriented development (TOD) along State Avenue.
 - Incorporate Crime Prevention Through Environmental Design (CPTED) principles into all new plans for all new, infill and re-development projects.
 - Establish a unique character that defines the development.
 - Incorporate an identifiable center that includes defined "people places" for residents, shoppers, workers and visitors to gather, interact and recreate.
 - Connect to adjacent neighborhoods and areas through construction of wide bicycle and pedestrian trails/sidewalks.
 - Provide opportunities for housing choice and diversity including but not limited to:
 - multiple price points;
 - attached and detached products;
 - owner-occupied; and
 - renter occupied.
- Priority Recommendations
 1. Modify existing Zoning and Subdivision regulations to allow a mix of uses by right within these areas.
 2. Increase bus service along State Avenue in terms of frequency, hours of operation and connections into adjacent neighborhoods.
 3. Commission a comprehensive corridor study of State Avenue from I-635 to the east to I-435 to the west to determine:
 - future access strategy;
 - potential operational and aesthetic improvements;
 - incorporation of potential rapid transit strategies; and
 - potential economic development opportunities.
 4. Plan for a rapid transit corridor along State Avenue connecting the urban core to the regional entertainment area. Options may include but are not limited to:
 - enhanced express bus service;
 - bus rapid transit (BRT);
 - street/trolley car system; or
 - light rail transit (LRT).
 5. Redevelop the former Indian Springs Mall site to serve as an anchor for the eastside of the State Avenue corridor.
 6. Proactively acquire, clean-up and redevelop vacant and/or under-utilized big boxes and strip commercial centers along State Avenue.





Regional Entertainment: Comprises areas adjacent to and west of I-435 that support large-scale regional entertainment uses.

- Guiding Principles
 - Promote “family-oriented” retail and entertainment uses.
 - Take advantage of development opportunities along I-435.
 - New development within these areas will be high-quality, environmentally sustainable and bicycle and pedestrian friendly.
 - These areas will be connected to all areas of the City through new or enhanced trail and transit connections.
 - Design and enhance transportation facilities in a manner that is sensitive to the existing natural and built environment.
- Policies:
 - New commercial and office development should be designed with a high level of architectural detail and high quality materials.
 - Developments should minimize storm water runoff through the use of low-impact development strategies.
 - Consideration should be given to the impact of development on upstream and downstream storm water flows and water quality.
 - Incorporate Crime Prevention Through Environmental Design (CPTED) principles into all new plans; and
 - Connect to adjacent neighborhoods and areas through construction of wide bicycle and pedestrian trails/sidewalks.
- Priority Recommendations
 1. Ensure that new development is self-supporting and “pays its own way” for new infrastructure improvements. Make use of innovative financing mechanisms to construct and/or improve major thoroughfares, provide access improvements and to extend sewer and water service. The mechanisms may include but are not limited to the following:
 - benefit districts;
 - special assessment districts;
 - developer exactions; and
 - other mechanisms.
 2. Work with Kansas Department Of Transportation (KDOT) to implement the *K-7 Corridor Management Plan*. A major recommendation of this plan is to transform K-7 into a limited-access high-mobility corridor. The plan recommends interchanges every two miles. These interchanges will occur at Parallel Parkway, Donahoo Road and Polfer Road. These recommendations will have profound impacts upon the transportation network and future land use within the area. A new frontage road should be constructed to provide properties access to K-7 in between the interchange areas.
 3. Improve Donahoo Road between Hutton and 97th Street to a Parkway/Boulevard.
 4. Construct the I-435/Donahoo interchange and associated improvements.

Employment Revitalization: These areas will support existing and future employment opportunities.

- Guiding Principles
 - Encourage “green” industries and businesses.
 - Rehabilitate and reuse vacant and/or under-utilized industrial buildings.
 - New buildings are encouraged to meet Leadership in Energy and Environmental Design (LEED) standards.
 - Encourage sustainable practices for new development.
- Policies:
 - Provide incentives to industries and businesses that reduce the use of non-renewable energy through general practices and/or products.
 - Future development will emphasize storm water detention and flood control/mitigation approaches which enhance environmental stewardship and natural resource preservation through use of best management practices (BMPs) for storm water management.
 - Develop and implement recognition/reward programs that honor excellence in green building design and construction.
 - Work to provide a jobs/housing balance; utilize existing incentives, such as Enterprise Zones, to encourage local businesses to hire residents who live within the City.
 - Connect to adjacent neighborhoods and the Riverfront through construction of bicycle and pedestrian trails/sidewalks.
 - Provide incentives for green and energy efficient building design and construction including but not limited to Leadership in Energy and Environmental Design (LEED) certification and Energy Star Qualified ratings.
- Priority Recommendations
 1. Work with the State to upgrade local incentive packages and tools for attracting and retaining businesses and industries. At a minimum, these incentive packages should be designed to make Kansas City, Kansas more competitive with other cities within the metropolitan area as well as across the United States. Incentive packages should be targeted to businesses and industries that create local jobs.
 2. Upgrade aging and deteriorating infrastructure to attract new industries and businesses.
 3. Attract “green” industries that employ a large percentage of local residents and provide job training programs.
 4. Work with the Mid-American Regional Council, American Institute of Architects, American Planning Association, Environmental Protection Agency, and other organizations to provide training and education workshops to architects, engineers, corporations, property owners, business owners and existing and perspective tenants about best practices for green and energy efficient construction.
 5. Proactively acquire, clean-up and reuse brownfield sites.
 6. Construct bicycle and pedestrian trail connections to complete the portion of the MARC MetroGreen® trail system along the Kansas and Missouri Rivers through these areas. Construct associated amenities including ample landscape buffers from adjacent industrial uses, streetscape and pedestrian-scaled lighting.



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Land Use Plan

Introduction

This chapter provides a guide for future development which balances the desire to protect and enhance the natural environment through “green” principles and sustainable development approaches with the need to create jobs and diversify the local economy. The Plan also places a significant emphasis on quality neighborhoods through guidelines for infill development, redevelopment and new development.

Guiding Principles

- Future development will emphasize storm water detention and flood control and or mitigation approaches which enhance environmental stewardship and natural resource preservation.
- Provide incentives for community economic generators east of I-635 and along I-35.
- Incentives for retail uses should be targeted to existing key intersections or activity centers on State Avenue and nodes east of I-635.
- New industrial, commercial and office development should use high quality and environmentally sustainable materials. Leadership in Energy and Environmental Design (LEED) compliant construction and National Association of Home Builders (NAHB) Green Building Council standards should be encouraged for all new construction. In addition, all new developments should strive to meet the Environmental Protection Agency (EPA) benchmarks for achieving an Energy Star Qualified rating for industrial, commercial and office buildings as well as single-family homes and multi-family residences.
- Protect established neighborhoods from incompatible development. New, infill and redevelopment should be compatible in terms of design, density, massing and scale to adjacent uses.
- Infill development and redevelopment should be well integrated with existing development and the natural environment.
- Restrict intrusion of intensive land uses within established residential areas. Intensive uses include businesses that generate excessive traffic, noise, noxious uses, outdoor storage, etc. These uses are the least compatible with residential areas and should be encouraged to locate in areas of the City where such uses already occur.
- Enhance neighborhood cultural amenities and resources; use these amenities as:
 - An opportunity to preserve, enhance and celebrate historic buildings, structures and sites.
 - A catalyst for development and reinvestment.
 - To reinforce and enhance neighborhood identity.
 - A source community pride.
- Walkability and access to transit should be a priority within all new development and redevelopment projects.

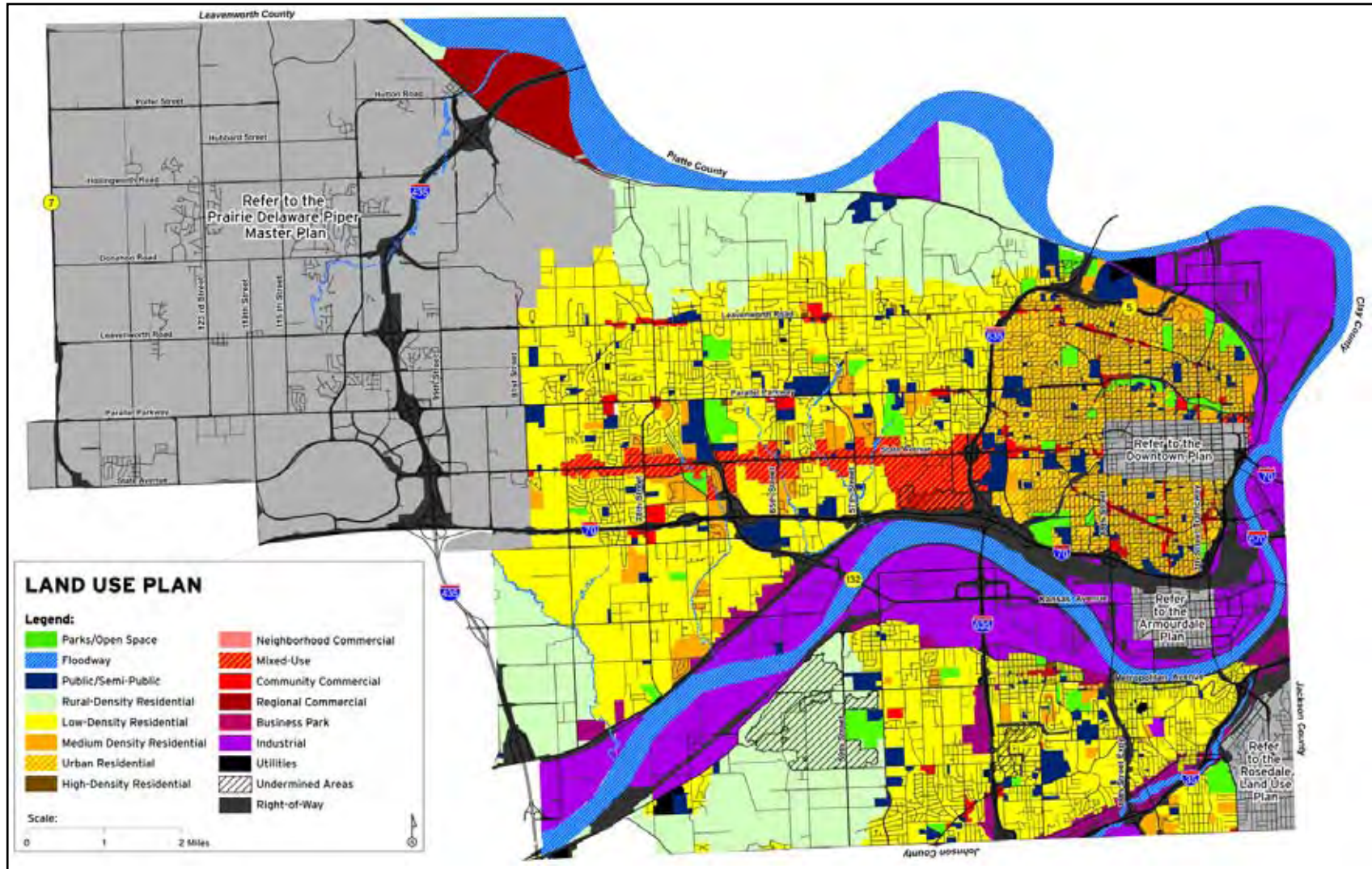


City-Wide Master Plan

Land Use Guide and Categories

The Land Use Guide (see below) and categories (described on the following pages) are intended to serve as a guide for future growth and development within the Unified Government of Kansas City, Kansas by outlining recommended uses and densities.

Exhibit 2: Land Use Guide



Parks and Open Space: These uses are intended to provide both passive and active recreational opportunities throughout the city.

- Allowed Uses:
 - Active and passive parks
 - Open space
 - Trails
- Discouraged Uses:
 - Heavy industrial uses
- Green Principles:
 - Parks and open space areas can serve to mitigate storm water run-off.
- Cultural Principles:
 - Each neighborhood should have access to a public park.



Floodway: These areas carry the runoff from the adjacent floodplain without causing the flood elevation to increase by 1 foot or more at any point along the basin.

- Allowed Uses:
 - Passive parks and open space
- Discouraged Uses:
 - Permanent structures should be prohibited within these areas. Significant disturbances or development would require construction of a levee and other improvements upon approval by the Army Corps of Engineers.
- Green Principles:
 - Preservation of key natural areas.
- Cultural Principles:
 - Waterways are an important part of the City's heritage.



Public/Semi-Public: These areas include publicly-owned or non-profit property. When these uses are sold, the City should carefully consider alternative uses for redevelopment.

- Allowed Uses:
 - Schools
 - Publicly-owned lands and buildings
 - Churches
 - Other non-for-profit owned land and buildings
- Discouraged Uses:
 - Adult-oriented businesses
 - Night clubs and bars selling alcohol
- Green Principles:
 - Public/Semi-Public uses are encouraged to adhere to the Plan's "green" principles including but not limited to:
 - Leadership in Energy and Environmental Design (LEED) compliant construction.
 - Energy Star qualified buildings.
- Cultural Principles:
 - Each neighborhood should have an institutional focal point.





Rural-Density Residential: These areas are comprised of agriculture, ranches and large lot residential development. Higher density residential development may occur within these areas with a shadow plat delineating future lots, road rights-of-way and utility easements.

- Allowed Uses:
 - Agriculture
 - Ranches
 - Large-lot single-family detached residences
 - Passive parks and open space
- Discouraged Uses:
 - All industrial uses
 - Business parks
 - Higher-density residential uses
- Required Infrastructure:
 - On-site septic systems (subject to inspection) allowed.
 - Within permanent large-lot subdivisions, internal roads with chip and seal treatments are allowed with engineered swails.
 - Within areas that will be sewered within the next 5 to 10 years, paved roads will be required with right-of-way dedicated for future curbs, gutters and sidewalks.
- Open Space:
 - None required; however, cluster developments have the option of preserving key environmental features in exchange for an increase in density within specified locations.
- Recommended Density:
 - Minimum of 1 dwelling unit per 3 acres
- Optional Densities:
 - Future suburban densities (2-5 dwelling units per acre) may be allowed when central sewer is available. These developments will be required to submit a shadow plat to delineate future lots, road rights-of-way and utility easements.
 - Within areas that are not likely to be sewered within the next 15 to 20 years, a cluster development option will be allowed to provide higher densities in exchange for open space and preservation of environmentally constrained areas such as riparian corridors, view corridors, etc. However, the net density overall may not exceed 1 dwelling unit per 3 acres.
- Green Principles:
 - Maximizes future investment in public infrastructure.
 - Incentives should be provided for:
 - Use of the NAHB National Green Building Standard.
 - Leadership in Energy and Environmental Design (LEED) for Homes qualified rating.
 - Energy Star qualified rating.
 - Use of rain gardens, rain barrels, cisterns, etc.
- Cultural Principles:
 - Balances rural character with future development needs.

Low-Density Residential: Allows single-family detached residential development. These uses are intended to meet a majority of the housing needs within the city.

- Allowed Uses:
 - Single-family detached residences
 - Institutional uses such as elementary and middle schools, small churches (less than 50,000 square feet), libraries, etc.
 - Parks, open space, etc.
- Discouraged Uses:
 - All industrial uses
 - Business parks
 - Adult-oriented businesses
 - Night clubs and bars with a majority of sales in alcohol
 - Medium and high-density residences
- Required Infrastructure:
 - Access to gravity sewer.
 - Paved internal roads with curb, gutter and a minimum 4-foot sidewalk on both sides of the road.
- Open Space:
 - A minimum of 15% not including environmental constraints such as floodplain, swales, steep slopes, etc.
- Recommended Density:
 - 3 to 5 dwelling units per acre
- Optional Densities:
 - Additional densities (up to 50%) may be allowed upon discretion from the City Planning Commission for developments that demonstrate exemplary design solutions including but not limited to traditional neighborhood design (TND) development with quality product types on small or narrow lots. Development areas with optional densities shall be zoned in a Planned District and must meet minimum design guidelines for mixed-use areas as outlined on pages 43-44.
- Green Principles:
 - Incentives should be provided for:
 - Use of the National Green Building Standard.
 - Leadership in Energy and Environmental Design (LEED) for Homes qualified rating.
 - Energy Star qualified rating.
 - Use of rain gardens, rain barrels, cisterns, etc.
- Cultural Principles:
 - Land use policies are geared to protect against industrial, commercial and multi-family encroachment into established single-family neighborhoods.
- Amenity Guidelines:
 - All new development, redevelopment and infill development projects must meet the minimum amenity guidelines outlined on page 42.





Medium-Density Residential: These uses are intended to provide for future housing needs through the construction of a wide variety of **attached** residential development.

- Allowed Uses:
 - Garden apartments
 - Attached residences including townhomes, duplexes, triplexes, fourplexes, etc.
 - Institutional uses such as elementary, middle and high schools, churches, libraries, etc.
 - Parks and open space
- Discouraged Uses:
 - All industrial uses
 - Business parks
 - Adult-oriented businesses
- Required Infrastructure:
 - Access to gravity sewer.
 - Access to a Class A, B or C thoroughfare or boulevard.
 - Minimum 8-foot sidewalk/trail along arterial road or 6-foot sidewalk/trail along collector road.
 - A traffic study will be required to determine access improvements such as turn lanes, intersection controls, etc.
- Open Space:
 - A minimum of 15% not including environmental constraints such as floodplain, swails, steep slopes, etc.
- Recommended Density:
 - 4 to 16 dwelling units per acre
- Green Principles:
 - Incentives should be provided for:
 - Use of the National Green Building Standard.
 - Leadership in Energy and Environmental Design (LEED) for Homes qualified rating.
 - Energy Star Qualified buildings and homes.
 - Bicycle and pedestrian connections to adjacent neighborhoods.
 - Enhanced pedestrian amenities including site furniture, trash receptacles, lighting, etc.
 - Integration of transit stops.
- Cultural Principles:
 - Provides multiple housing choices and price points
- Design Guidelines:
 - All developments must meet the minimum guidelines outlined on pages 45-46.
- Amenity Guidelines:
 - All new development projects must meet the minimum amenity guidelines outlined on page 42. Projects less than 50 dwelling units are not subject to these guidelines.

Urban Residential: Allows a mix of detached and attached residential development with a wide variety of densities within the urban core east of I-635.

- Allowed Uses:
 - Detached single-family residences
 - Attached residences including townhomes, duplexes, triplexes, fourplexes, etc.
 - Institutional uses such as elementary, middle and high schools, churches, libraries, etc.
 - Parks, plazas, courtyards and open space
- Discouraged Uses:
 - All industrial uses
 - Business parks
 - Drive-through restaurants
 - Car lots
 - Adult-oriented businesses
- Required Infrastructure:
 - Access to gravity sewer.
 - Paved internal roads with curb, gutter and a minimum 4-foot sidewalk on both sides of the road.
- Open Space:
 - None; however, when practical, parks, plazas and courtyards are encouraged within all infill and redevelopment projects.
- Recommended Density:
 - 6 to 12 dwelling units per acre
- Green Principles:
 - Incentives should be provided for:
 - Use of the National Green Building Standard.
 - Leadership in Energy and Environmental Design (LEED) for Homes qualified rating.
 - Energy Star qualified rating.
 - Pedestrian and bicycle friendly neighborhoods.
 - Transit oriented development.
- Cultural Principles:
 - Developments are required to transition in density away from established single-family neighborhoods.
 - The City will consider local tax incentives for historic preservation.
- Design Guidelines:
 - All new development, redevelopment and infill development must meet the minimum guidelines outlined on pages 45-46.
- Amenity Guidelines:
 - All new development, redevelopment and infill development projects must meet the minimum amenity guidelines outlined on page 42. Projects less than 50 dwelling units are not subject to these guidelines.





High-Density Residential: These uses are intended to provide for future housing needs through the construction of **attached** owner and renter occupied mid-rise and high-rise residential developments.

- Allowed Uses:
 - Mid-rise and high-rise apartment buildings and/or condominiums
 - Institutional uses such as elementary, middle and high schools, churches, libraries, etc.
 - Parks, plazas, courtyards and open space
- Discouraged Uses:
 - All industrial uses
 - Business parks
 - Single-family detached residences
- Required Infrastructure:
 - Access to gravity sewer.
 - Access to highway or a Class A or B thoroughfare or boulevard.
 - Minimum 8-foot sidewalk/trail.
- Open Space:
 - None; however, rooftop gardens, courtyards, plazas and other “people places” are encouraged.
- Recommended Density:
 - 16 dwelling units per acre and greater
- Green Principles:
 - High densities support mass transit.
 - Incentives should be provided for:
 - Use of National Association of Home Builders (NAHB) Green Standards.
 - Energy Star qualified buildings.
 - Green roofs and landscaped open and common spaces.
 - Bicycle and pedestrian connections to adjacent neighborhoods.
 - Enhanced pedestrian amenities including site furniture, trash receptacles, lighting, etc.
 - Transit oriented development (TOD).
- Cultural Principles:
 - Provides a distinctive housing choice
- Design Guidelines:
 - All developments must meet the minimum guidelines outlined on pages 45-46.
- Amenity Guidelines:
 - All new development projects must meet the minimum amenity guidelines outlined on page 42. Projects less than 50 dwelling units are not subject to these guidelines.

Rural Commercial: Allows limited commercial development to serve the needs of the rural population.

- Allowed Uses:
 - Agriculture
 - Ranches
 - Small-scale agribusiness
 - Nurseries
 - General merchandise stores
 - Roadside farmers markets
 - Service stations
- Discouraged Uses:
 - All non-agricultural industrial uses
 - Business parks
 - Multi-family residential uses
 - Higher-intensity commercial uses
- Required Infrastructure:
 - Access to sewer or on-site commercial septic system (subject to inspection).
 - Access to a Class A, B or C thoroughfare or boulevard.
- Design Guidelines:
 - All developments must meet the minimum guidelines outlined in the *Commercial Design Guidelines (Ordinance 0-50-06)*.
- Recommended Density:
 - Maximum Floor to Area Ratio: 0.10
 - Individual commercial uses should not exceed 15,000 square feet.
- Green Principles:
 - Incentives should be provided for:
 - Use and/or sale of locally grown or produced products.
 - Energy Star qualified buildings.
 - Use of Best Management Practices (BMPs) for storm water management for rural areas including but not limited to:
 - engineered swales.
 - edged gravel parking lots.
- Cultural Principles:
 - Incentives should be provided for:
 - Locally owned and operated businesses.





Neighborhood Commercial: Allows a wide-range of small-scale commercial and office development. Uses may include commercial retail, professional office and services.

- Allowed Uses:
 - Convenience retail uses such as banks, drug stores, service stations, etc.
 - Local sit-down restaurants
 - Small-scale professional and office services
- Discouraged Uses:
 - Industrial uses
 - Business parks
 - Adult-oriented businesses
 - Night clubs and bars selling only alcohol
 - Drive-through restaurants
 - Car lots
- Required Infrastructure:
 - Access to gravity sewer.
 - Access to a Class A, B or C thoroughfare.
 - A traffic study will be required to determine access improvements such as turn bays, intersection controls, etc.
 - Minimum 8-foot sidewalk/trail along a Class A or B thoroughfare or 6-foot sidewalk/trail along a Class C thoroughfare.
 - Minimum 4-foot pedestrian path with landscape buffer and pedestrian lighting from parking areas to buildings.
- Design Guidelines:
 - All developments must meet the minimum guidelines outlined in the *Commercial Design Guidelines (Ordinance 0-50-06)*.
- Recommended Density:
 - Maximum Floor to Area Ratio: 0.20
 - Individual uses should be between 5,000 and 50,000 square feet.
- Green Principles:
 - Incentives should be provided for:
 - Leadership in Energy and Environmental Design (LEED) compliant construction.
 - Energy Star qualified buildings.
 - Bicycle and pedestrian connections to adjacent neighborhoods and developments.
 - Enhanced pedestrian amenities including site furniture, trash receptacles, lighting, etc.
 - Use of Best Management Practices (BMPs) for storm water management.
 - Shared parking (on-street parking should count towards requirement).
 - Integration of transit stops.
- Cultural Principles:
 - Incentives should be provided for:
 - Locally owned and operated businesses.
 - Reinforces and enhances existing or emerging neighborhood identity.
 - Neighborhood restaurants with common areas and outdoor seating.

Mixed-Use: Located at major arterial intersections and within traditional neighborhood design (TND) developments, these areas are ideal for integrating complimentary land uses such as retail, offices, small businesses and mixed-use residential.

- Allowed Uses:
 - Specialty retail
 - Sit-down restaurants
 - Convenience retail uses such as banks, drug stores, etc.
 - Professional and office services
 - Institutional uses such as churches, schools, libraries, etc.
 - Parks, plazas and open space
 - Mixed-density residential uses
- Discouraged Uses:
 - Industrial uses
 - Business parks
 - Drive-through restaurants
 - Car lots
- Required Infrastructure:
 - Access to gravity sewer.
 - Access to a Class A or B thoroughfare or boulevard.
 - Minimum 8-foot sidewalk/trail.
 - Minimum 4-foot pedestrian path with landscape buffer and pedestrian lighting from parking areas to buildings.
 - A traffic study will be required to determine access improvements such as turn bays, intersection controls, etc.
- Design Guidelines:
 - All developments must meet the minimum mixed use guidelines outlined on page 43-44.
- Recommended Density:
 - No floor to area ratio restrictions; however, uses should have adequate parking that does not negatively impact adjacent neighborhoods.
 - Residential densities: 4 to 12 dwelling units per acre
- Green Principles:
 - Incentives should be provided for:
 - Leadership in Energy and Environmental Design (LEED) compliant construction and/or use of **National Association of Home Builders (NAHB) Green Building Council Standards**.
 - Energy Star qualified buildings.
 - Bicycle and pedestrian connections to adjacent neighborhoods and developments.
 - Enhanced pedestrian amenities including site furniture, trash receptacles, lighting, etc.
 - Use of Best Management Practices (BMPs) for storm water management.
 - Shared parking (on-street parking should count towards requirement).
 - Transit oriented development (TOD).
- Cultural Principles:
 - Incentives should be provided for:
 - Integration of a central gathering space and associated amenities.





Community Commercial: These uses are intended to provide goods and services to adjacent districts and neighborhoods. Uses may include medium-sized box stores with small-scale accessory commercial uses. Uses may also include small-scale commercial centers.

- Allowed Uses:
 - Grocery stores
 - Medium-sized (25,000 to 75,000 square feet) box stores
 - Commercial centers with sit-down restaurants, drive-through restaurants, banks, drug stores, service stations, convenience stores, auto-supply stores, general services, etc.
 - Car lots, auto body and repair shops and other auto-oriented uses are allowed but will be required to meet higher site design standards.
- Discouraged Uses:
 - Industrial uses
 - Business parks
- Required Infrastructure:
 - Access to gravity sewer.
 - Access to a Class A or B thoroughfare or boulevard.
 - A traffic study will be required to determine access improvements such as turn lanes, intersection controls, etc.
 - Minimum 8-foot sidewalk/trail along arterial road.
 - Minimum 4-foot pedestrian path with landscape buffer and pedestrian lighting from parking areas to buildings.
- Design Guidelines:
 - All developments must meet the minimum guidelines outlined in the *Commercial Design Guidelines (Ordinance 0-50-06)*.
- Recommended Density:
 - Maximum Floor to Area Ratio: 0.25
 - The anchor store and associated pad sites should be less than a combined 250,000 square feet.
- Green Principles:
 - Incentives should be provided for:
 - Leadership in Energy and Environmental Design (LEED) compliant construction.
 - Energy Star qualified buildings.
 - Bicycle and pedestrian connections to adjacent developments and neighborhoods.
 - Enhanced pedestrian amenities including site furniture, trash receptacles, lighting, etc.
 - Use of Best Management Practices (BMPs) for storm water management.
 - Shared driveways, access and parking.
 - Integration of transit stops.
- Cultural Principles:
 - Incentives should be provided for:
 - Grocery stores east of I-635 and south of I-70.
 - Small-scale, locally owned businesses.

Regional Commercial: These large-scale commercial uses are intended to provide goods and services on a regional scale. Uses typically include anchor big-box stores with accessory commercial pad sites.

- Allowed Uses:
 - Includes regional retail “big box” anchors
 - May include associated commercial pad sites with sit-down restaurants, drive-through restaurants, banks, drug stores, service stations, convenience stores, general services, etc.
- Discouraged Uses:
 - Industrial uses
 - Single-family residences
- Required Infrastructure:
 - Access to gravity sewer.
 - Access to major highway and/or Class A or B thoroughfare or boulevard.
 - A traffic study will be required to determine access improvements such as turn lanes, intersection controls, etc.
 - Minimum 8-foot sidewalk/trail along arterial road.
 - Minimum 4-foot pedestrian path with landscape buffer and pedestrian lighting from parking areas to buildings.
- Design Guidelines:
 - All developments must meet the minimum guidelines outlined in the *Commercial Design Guidelines (Ordinance 0-50-06)*.
- Recommended Density:
 - Maximum Floor to Area Ratio: 0.35
 - The anchor store and associated pad sites should be at least a combined 250,000 square feet.
- Green Principles:
 - Incentives should be provided for:
 - Leadership in Energy and Environmental Design (LEED) compliant construction and use the Environmental Protection Agency’s (EPA’s) energy performance rating system.
 - Energy Star qualified buildings.
 - Small-scale businesses that use local products and materials.
 - Enhanced bicycle and pedestrian connections including landscape buffers from adjacent roads, service entries, as well as amenities including site furniture, trash receptacles, lighting, etc.
 - Use of Best Management Practices (BMPs) for storm water management including on-site detention facilities.
 - Shared driveways, access and parking areas.
 - Integration of transit stops.
- Cultural Principles:
 - Incentives should be provided for:
 - Major anchor tenants to generate additional retail.





Business Park: Allows light industrial uses such as warehouse, distribution, office and limited retail and office (compatible with light industrial uses). Light industries are small-scale and non-polluting. Other uses may include business/research parks and medical facilities.

- Allowed Uses:
 - Warehouse (nonhazardous materials)
 - Distribution (nonhazardous materials)
 - Business/research parks
 - Related commercial and service uses such as wholesale stores, outlet stores, office supply stores, service stations, convenience stores, hotels, motels, supporting restaurants, etc.
 - Medical facilities
- Discouraged Uses:
 - Heavy industrial uses
 - Single-family residential uses
- Required Infrastructure:
 - Access to central sewer.
 - Access to major highway and/or Class A or B thoroughfare or boulevard.
 - A traffic study will be required to determine access improvements such as turn lanes, intersection controls, etc.
- Recommended Density:
 - Maximum Floor to Area Ratio: 0.5
- Green Principles:
 - Incentives should be provided for:
 - Leadership in Energy and Environmental Design (LEED) compliant construction.
 - Energy Star qualified buildings.
 - Businesses that use local materials.
 - Enhanced bicycle and pedestrian trails including landscape buffers from roads, service entries, as well as amenities including site furniture, trash receptacles, lighting, etc.
 - Trail connections and pedestrian amenities along riparian corridors and water bodies.
 - Use of Best Management Practices (BMPs) for storm water management including on-site detention facilities.
 - Consolidated access with adjoining properties.
 - Shared parking.
 - Integration of transit stops.
- Cultural Principles:
 - Incentives should be provided for:
 - Industries that employ a large percentage of local residents and/or provide job training programs.

Industrial: Allows industries featuring industrial processing, manufacturing, heavy truck traffic, excessive noise, potentially noxious uses and outdoor storage. These uses are the least compatible with residential developments and should be encouraged to locate where such uses already occur.

- Allowed Uses:
 - Manufacturing
 - Processing
 - Warehouse
 - Distribution
 - Outdoor storage
 - Salvage
 - Industrial-related office
 - Limited related commercial and service uses such as truck stops, service stations, convenience stores, etc.
 - Mining/mineral extraction
- Discouraged Uses:
 - All residential uses
- Required Infrastructure:
 - Access to central sewer.
 - Access to major highway and/or rail.
 - A traffic study will be required to determine access improvements such as turn lanes, intersection controls, etc.
- Recommended Density:
 - Maximum Floor to Area Ratio: 0.5; These ratios are not applied to processing, storage and outdoor storage.
- Green Principles:
 - Incentives should be provided for:
 - Leadership in Energy and Environmental Design (LEED) compliant construction.
 - Energy Star qualified buildings.
 - Clean industries that produce no by-products that may harm the environment and/or industries that produce “green” sellable products and by-products.
 - Incorporation of landscaped buffers, trail connections and pedestrian amenities along riparian corridors and water bodies.
 - Use of Best Management Practices (BMPs) for storm water management including on-site detention facilities.
 - Integration of transit stops.
- Cultural Principles:
 - Incentives should be provided for:
 - Industries that employ a large percentage of local residents and/or provide job training programs.





Utilities: This category includes provisions for public and private infrastructure and facilities related to water, sanitary sewer, electric power, natural gas, cable, telephone and mobile phone facilities, etc.

- Allowed Uses:
 - Water and Sanitary Sewer Lines
 - Natural Gas Lines
 - Electric Power Substations
 - Electric Power Lines
 - Cellular Phone Towers
 - Other Utilities
- Requirements:
 - Utility service providers must notify and coordinate future improvements with City staff.
 - Utility service providers will be required to solicit community input on the sighting of proposed facilities that may have a significant impact on the surrounding community.
 - New utility lines shall be located within public rights-of-way whenever feasible.
 - When feasible, utility lines and infrastructure should be collocated and placed underground.
 - New utility infrastructure will be documented utilizing an integrated Geographic Information System (GIS) that will be shared among utility providers and others to ensure consistent and up-to-date information on facility locations and capacities.
 - All new transfer stations, substations and other above ground utility facilities will be located appropriately and adequately screened/buffered from adjacent developments.
- Green Principles:
 - Conserve the use of energy in the City's own facilities.
 - Support the planting of trees along street edges and parking lots and large expanses of asphalt to create a pleasing environment and to increase energy efficiency by reducing heat absorbed by asphalt that increases ambient temperatures.
 - All public and private utilities will be encouraged to meet the latest green standards and initiatives.
 - Encourage the joint use of utility corridors and sites, provided such joint use is consistent with applicable law and prudent utility practice.
 - The development of new utility facilities shall identify and reasonably avoid all critical and sensitive areas.
 - Incentives should be provided for the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources including but not limited to the following:
 - Solar Power.
 - Wind Power.
 - Bio-Power.
 - Other.
- Cultural Principles:
 - Minimize the visual impact of utility facilities on view corridors, vistas and adjacent properties by developing design guidelines for cellular towers, antennas and other types of utility facilities.

Undermined Areas: These areas have been or are in the process of being undermined. The mining operations within these areas extract a variety of limestone at different depths. Today, most of these mines are stabilized through what is referred to as the “room-and-pillar” method where limestone is systematically extracted leaving sufficient pillars to keep the mine from collapsing. These pillars are usually not designed or intended to allow enough stability to support significant development on top of the mine. However, upon completion of the mining operations, it may be possible to develop areas above these mines if they are properly stabilized through additional measures such as backfilling with flyash.

- Allowed Uses:
 - Limited development may occur provided that the mine is stabilized by backfilling with flyash or other method. The developer will be required to provide an extensive analysis from a qualified geotechnical engineer with extensive experience with backfilling similar mines. Furthermore, the developer will be required to provide full disclosure to any future residents, tenants and owners that the subject property has been undermined. All geotechnical reports and analysis will be provided upon sale or lease of the property.
- Discouraged Uses:
 - Industrial uses (not including mining and mineral extraction)
- Required Infrastructure:
 - See specific guidelines based on use.
- Recommended Density:
 - See specific guidelines based on use.
- Green Principles:
 - Recycling of flyash to fill mine void spaces and reclaim the mined ground can offer a highly cost-effective alternative to surface landfill disposal of flyash.
- Cultural Principles:
 - New development within these areas should be carefully integrated into the existing natural and built environment.



Amenity Guidelines

Amenities within residential developments are an important factor when potential home buyers consider purchasing a home. Amenities enhance the overall value of a neighborhood and allow residents to meet and get to know one another.

Single-Family Residential Amenity Guidelines

Amenities are required for each residential subdivision. The requirements are based on the number of units within the subdivision. Residential developments of any unit type with fewer than 50 dwelling units are required to have one (1) Small Amenity. Residential developments with 50-to-200 dwelling units are required to have two (2) Amenities. Only one (1) of the required amenities may be a Small Amenity. Residential developments with more than 200 dwelling units are required to have three (3) Amenities, of which one (1) amenity may be considered a Small Amenity. All amenities will be built in the first phase of the development.

Multi-Family Residential Amenity Guidelines

Multi-family developments shall incorporate recreational amenities based on the number of units within the development. Multi-family developments with less than 25 dwelling units are required to have one (1) Small Amenity. Multi-family developments with 25-to-150 dwelling units are required to have two (2) amenities. Only one (1) of the required amenities may be a Small Amenity. Multi-family development projects with more than 150 dwelling units are required to have three (3) amenities, of which one (1) amenity may be considered a Small Amenity. All amenities will be built in the first phase of the development.

Residential Amenity Reference Table

Small:	
	Basketball, volleyball, or other court sport.
	Open play area of at least 15,000 square feet with maximum of three (3) percent slope and two benches and one play structure.
	One picnic area with a minimum size of five-thousand (5,000) square feet and including a minimum of two (2) picnic tables, one (1) shelter, and one (1) barbeque grill/pit per area.
	Option provided by owner, but must be considered equal to one of the other small options.
Regular:	
	Swimming pool
	Golf Course
	Residential Clubhouse
	Two (2) basketball, volleyball, or other court sports.
	Two (2) tot lots with a minimum size of four-thousand (4,000) square feet per area, one (1) play structure per lot, one (1) bench per lot.
	Two (2) picnic areas with a minimum size of five-thousand (5,000) square feet and including a minimum of two (2) picnic tables, one (1) shelter, and one (1) barbeque grill/pit per area.
	Trail(s) for pedestrians and/or bicycles that connect(s) to the overall trail network within the area. This trail may be within preserved natural corridor.
	Option provided by owner, but must be considered equal to one of the other regular options.

Mixed-Use Design Guidelines

The following design guidelines apply to all new mixed-use developments.

- Each development will have an identifiable center that includes defined “people places” for residents, shoppers, workers and visitors to gather, interact and recreate.
- Housing choices will be provided by offering a diversity of product types and price points to meet the needs of multiple demographic groups.
- Transit connections and facilities will be included within the overall design of the site. Development densities for commercial, office and residential uses will be greater within these areas to encourage transit use.
- Streets within these areas will be designed to be low-speed and bicycle and pedestrian friendly through provision of wide sidewalks and pedestrian amenities such as street trees, landscaping, benches, trash receptacles, etc.
- When practical, parking requirements should be decreased within these areas to encourage transit ridership.
- Auto-oriented uses such as drive-through restaurants and banks will be discouraged.
- A minimum of 75% of buildings should have a zero foot setback.
- Primary building facades should be parallel to the sidewalk.
- Where buildings are set back from the right-of-way, the open areas should be enhanced and used as public spaces such as a plaza or courtyard.
- The frontage 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, benches, etc.
- On-site parking will be located behind the buildings.
- In multi-tenant, single-story buildings, each use should have at least one ground floor entrance directly visible and accessible from the street.
- In multi-tenant, multi-story buildings, at least one, lobby entrance at the ground floor should be provided having direct visibility and access from the street.
- Landscape is required to screen all parking areas and service entries.
- Trees are required in the public right-of-way along streets, at a minimum of one (1) shade tree every forty (40) feet.



City-Wide Master Plan



- Buffers will be provided as a necessary transition when a mixed-use development is located adjacent to an existing lower-intensity or higher-intensity use and/or when fronting a highway or expressway by one or a combination of the following:
 - Establish a 22-foot landscape easement for a 3-foot berm and a row of evergreen trees every thirty (30) feet and a row of three (3) gallon evergreen shrubs every four (4) feet on center.
 - Establish a 16-foot landscape easement for a 2-foot berm and a row of evergreen trees every thirty (30) feet.
 - Establish a 10 foot landscape easement for a 6-foot high solid wood fence or masonry wall and a row of evergreen trees every thirty (30) feet.
 - The applicant submits a landscape plan that adequately addresses softening the development, buffering traffic sound, headlight glare, and identifies how the landscaping would be maintained and who is responsible for that maintenance.
- High quality masonry building materials approved for this district are stone, brick, cast stone and stucco. Synthetic stone, such as pre-manufactured fiberglass, cultured stone, or glass-fiber reinforced concrete is permitted, provided that it is identical in appearance and of equal or greater durability to natural stone. These masonry materials shall be required on 65% of the sum total of all building façades, except single-family houses, which shall have 25% of the sum total of all façades.
- Stucco in a mixed-use development shall mean traditional stucco or gypsum concrete/plaster materials with a smooth sand finish. Cement board siding may be used to fulfill the masonry requirement but the percentage of masonry becomes 100% excluding trim. Exterior Insulation and Finish Systems (EIFS) or pre-manufactured panels are not permitted.
- All accessory units and garages shall be constructed from the same materials as the main structure.
- Commercial uses shall be permitted one (1) wall sign and one (1) monument sign. Within a development, consolidation of signage is highly encouraged.
- Freestanding pole/pylon signs are not permitted.
- Signs should be made of high quality and durable materials such as concrete, brick, stone, metal panels or heavy-weight plastic panels. Materials such as plywood or painted masonry are not permitted.
- Low-scale signs such as wall signs, awning signs and building signs should be used for retail and office uses.
- The size and look of the sign shall be governed by the Sign Chapter of the Unified Government Zoning Code. The applicant or Development Review Board may create more restrictive regulation. Less restrictive regulation may only be approved by the Unified Government Board of Commissioners through a separate Special Use Permit.

Multi-Family Residential Design Guidelines

The following design guidelines apply to all new multi-family developments.

- Pedestrian walkways and sidewalks shall be a minimum of six-feet (6') wide.
- All pedestrian walkways shall be designed to provide direct access and connections to and between the following:
 - The primary entrance or entrances to each principal multi-family building;
 - To any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the multi-family development;
 - Any adjacent commercial land uses, including but not limited to retail shopping centers, office buildings, restaurants, or personal service establishments; and
 - Any adjacent public park, greenway, or other public/semi-public use including but not limited to schools, libraries, churches, parks, etc.
- To the maximum extent feasible, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from the arterial or collector street frontage.
- Provide distinctive, quality, consistent, architectural character and style in new multi-family development that avoids monotonous and featureless building massing and design.
- The maximum length of a multi-family residential building shall be 200 feet.
- No more than six (6) townhome units shall be attached in any single row.
- There should be a consistency in architectural style among multiple buildings within a development and surrounding area. Each building should have a definitive and consistent style. Mixing of various architectural styles on the same building or buildings dilutes the character of the area.
- All sides of a multi-family building shall display a similar level of quality and architectural interest. The majority of a building's architectural features and treatments shall not be restricted to a single façade.
- All building entries adjacent to an arterial, collector or local street or private drive with on-street parking shall be pedestrian-scaled. Pedestrian-scaled entries are those that provide an expression of human activity or use in relation to building size. Doors, windows, entrance-ways, and other features such as corners, setbacks, and offsets can be used to create pedestrian scale.
- Fronts of buildings should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.
- All multi-family building elevations shall contain windows, except when necessary to assure privacy for adjacent property owners. Windows should be located to maximize the possibility of occupant surveillance of entry-ways, recreation areas, and laundry areas.





- On buildings where sloping roofs are the predominant roof type, each building shall have a variety of roof forms. For instance, a gable or hip configuration should be used with complimentary sheds, dormers, and other minor elements. Other roof forms will be considered on a case-by-case basis. On buildings where flat roofs are the predominant roof type, parapet walls shall vary in height and/or shape at least one every fifty-feet (50') of building wall length.
- Unity of design will be maintained through the use of similar materials and colors throughout all multi-family developments.
- High-quality building materials will be used that are durable, attractive, and have low maintenance requirements.
- For all multi-family buildings including duplexes, triplexes, fourplexes and townhomes, an amount equal to forty percent (40%) of the total net exterior wall area of each building elevation, excluding gables, windows, door, and related trim, shall be brick or stone. The balance of next exterior wall may be lap siding (excluding vinyl lap siding) and/or stucco.
- Exterior building materials **shall not** include the following:
 - Board and batten wood
 - Smooth-faced or gray concrete block
 - Painted concrete block
 - Tilt-up concrete panels
 - Field painted or pre-finished standard corrugated metal siding
 - Standard single or double tee concrete systems
 - Vinyl siding
- The rehabilitation of existing multi-family structures shall require the use of alternate materials subject to approval by the City Planning Commission.
- Predominant roof materials shall be high quality, durable material such as, but not limited to:
 - Wood shake shingles
 - Clay or concrete tiles
 - Composition shingles
 - Asphalt shingles
 - Other materials considered on a case-by-case basis
- Landscaping is required to screen all parking areas and service entries.

Existing Area Plans

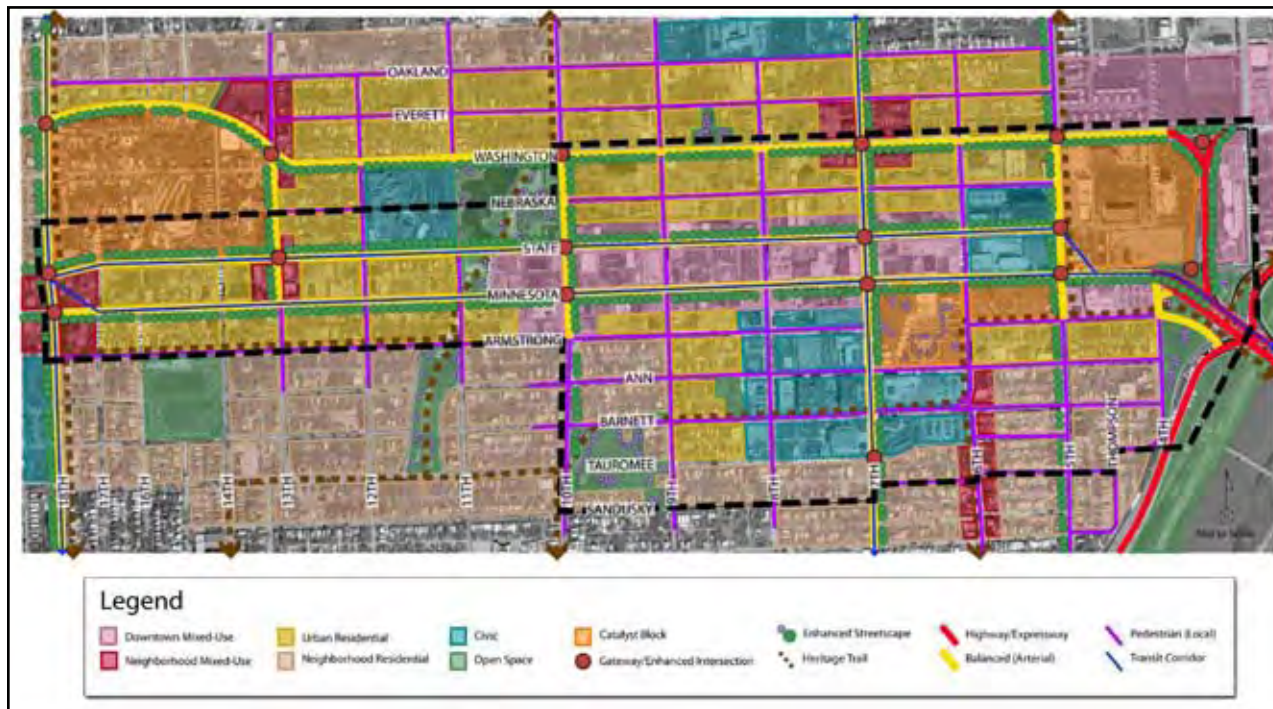
The following area plans were completed prior to the completion of the Master Plan. Please refer to these plans for specific land use recommendations, policies and strategies for these areas. As a result of the Master Plan process, some strategic updates were identified. A brief summary of each plan as well as a list of modifications and additions are noted for each plan on the following pages.

- *Downtown Plan*
- *Prairie Delaware Piper Master Plan*
- *Rosedale Land Use Plan*
- *Armourdale Plan*

Downtown Plan

The *Downtown Plan*, adopted in 2007, is intended to serve as the vision and development framework for future actions in the downtown and its surrounding areas. The following general principles serve as the foundation for creation of the land use, mobility and design frameworks depicted in the Downtown Plan.

- **Place Diversity** - Encourage and promote the cultural, historic and ethnic diversity unique to Downtown and surrounding neighborhoods by maximizing opportunities created by such diversity.
- **Safety and Image** - Acknowledge and proactively address negative perceptions and realities tied to safety, cleanliness and image.
- **History of Place** - Protect and promote the local and regionally significant historical assets of Downtown Kansas City, Kansas and Wyandotte County.
- **Connections** - Promote movement through a variety of transportation methods within downtown and between the adjacent neighborhoods and the Riverfront.
- **Location** - Take full advantage of the central geographic location of Downtown within the context of the metropolitan area.



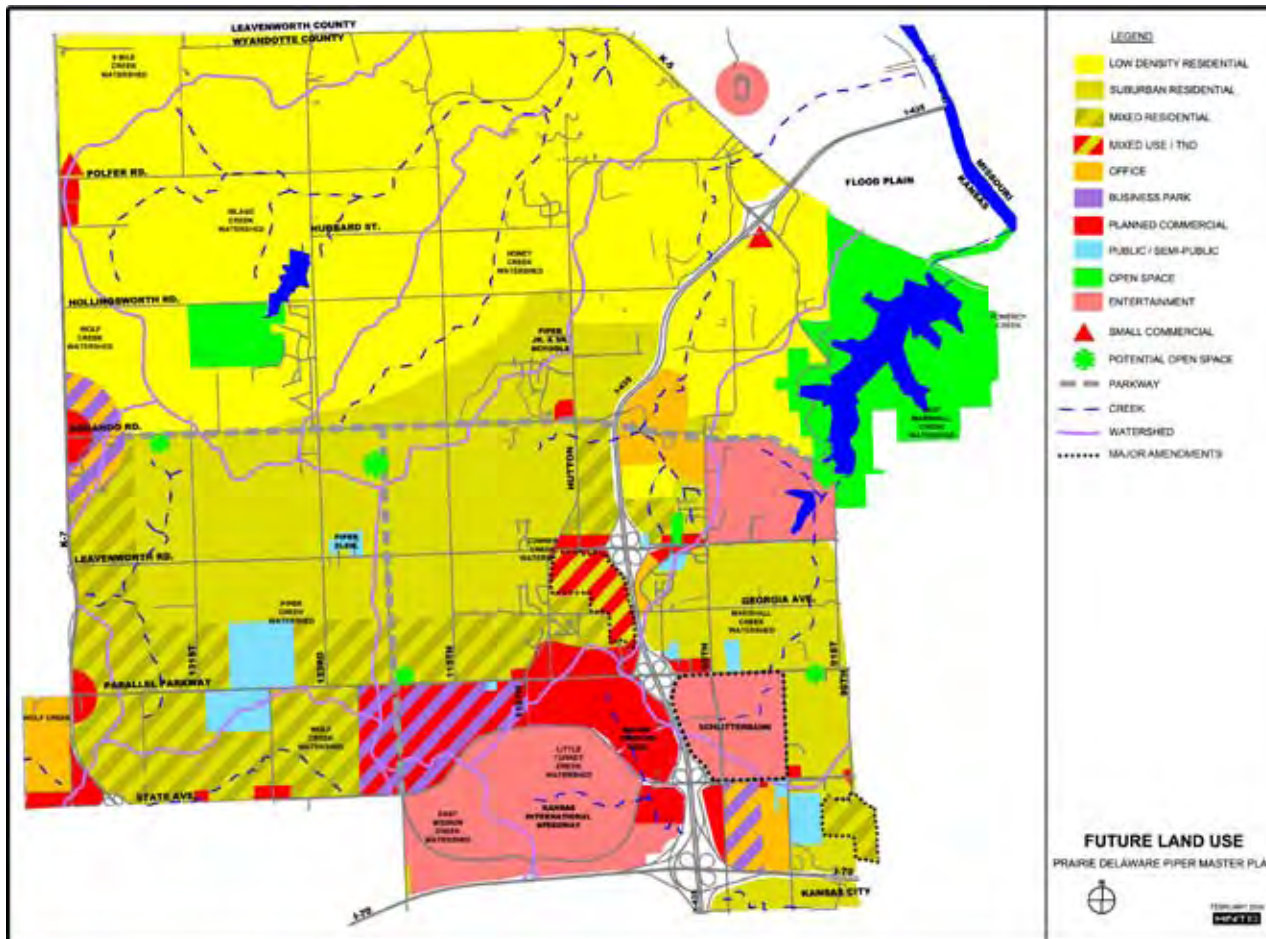
- **Vitality** - Improve the vitality of Downtown through the creation of an influx of people seeking housing, employment, commerce, entertainment and arts, education, and regional destination opportunities.
- **Infrastructure and Facilities** - Plan, provide and maintain efficient and effective infrastructure and facilities that promote sustained development, connect neighborhoods and centers, are aesthetically pleasing and environmentally sound, and evoke community pride.
- **Economic Development** - Create an economic environment that attracts business, encourages entrepreneurship and seeks diversified employment growth and opportunities that support surrounding neighborhoods and draw people into downtown.

City-Wide Master Plan

Prairie Delaware Piper Master Plan

The *Prairie Delaware Piper Master Plan* was last updated in 2004. The recommendations in the plan are organized around four plan components:

- Future Land Use Plan
- Development Policy/Phasing Plan
- Transportation Plan
- Open Space Plan



Since 2004, major changes include:

- K-7 Corridor Management Plan. This study was ongoing at the time the Prairie Delaware Piper Plan was adopted. Some of the initial access recommendations were modified within the final plan. Property owners along K-7 should review the Corridor Management Plan to understand how future improvements may impact future development.
- New Market Development. This development within this area will be based on the principles of traditional neighborhood design (TND).
- The Schlitterbahn Development Plan. The 376 acre project's first portion, the 40 acre Schlitterbahn Water Resort, will open in summer 2009 and include the water park, several lodging components, and shops and restaurants. Additional components will open through the summer of 2011, when the project will offer an enclosed climate-controlled area for year-round operation, more than 750,000 square feet of retail and more than 1,500 lodging units.
- A potential casino. Senate Bill No. 66 adopted by the 2007 Kansas Legislature, signed by the Governor provides the authorization and legal framework for the establishment and operation of State owned gaming facilities in four geographically defined zones throughout the State of Kansas. Wyandotte County in its entirety comprises one gaming zone. The Unified Government, Edwardsville and Bonner Springs each are in the process of evaluating proposals, which include potential sites within the Prairie Delaware Piper area.



Rosedale Land Use Plan

Adopted in 2005, the *Rosedale Land Use Plan* was created with the input of Rosedale's residents, community leaders and shareholders. Key plan goals include:

- Make Rosedale an ideal community for family housing.
- Encourage new housing and retail/community services.
 - Create 39th Street Mixed-Use Center.
 - Develop/Redevelop Rainbow Boulevard and Southwest Boulevard.
 - Promote business attraction, retention and expansion.
 - Develop a community center.
- Plan for the necessary expansion of the University of Kansas Medical Center (KUMC).
- Improve Rosedale's image and make it a place of beauty.
- Provide improved transportation, infrastructure and services.
- Increase safety and the perception of safety.

During the Master Plan process, no amendments were recommended to the Land Use Plan Map. However, significant participants identified several concerns for this area:

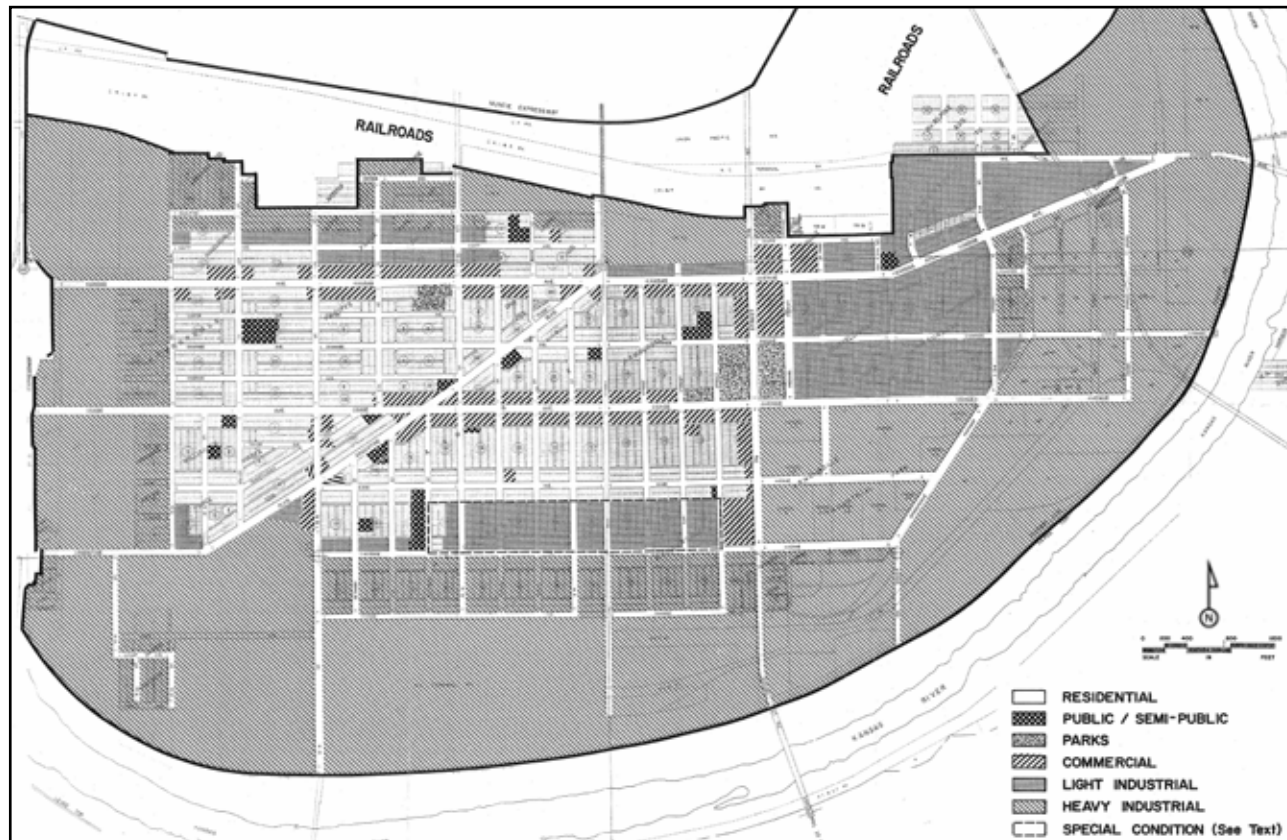
- The City should continue to work with the Rosedale Development Association (RDA) to proactively address land use issues, housing, crime, youth programming, business recruitment and retention and other area needs.
- The City should continue to work with KUMC and adjacent neighborhoods to plan for future needs and facilities.
- Industrial uses should be limited to the areas identified on the Future Land Use Plan along I-35 and the rail tracks.
- Commercial and commercial/mixed use areas should be limited to existing nodes and major corridors as shown on the Future Land Use Map. Intrusions into adjacent single-family neighborhoods is highly discouraged.

City-Wide Master Plan

Armourdale Land Use Plan

Adopted in 1979, the *Armourdale Land Use Plan* is intended to provide a long term land use vision for the area. The primary recommendations in this plan include the following:

- The City strives to reinforce the residential quality of Armourdale through the neighborhood stabilization and rehabilitation capabilities of the Community Development Program.
- The City should refrain from approving additional non-residential zoning and development.
- A code enforcement program concentrating on exterior problems and nuisances be initiated to help improve the overall visual image.
- City Commissioners should encourage financial institutions to provide assistance for improvements within the Armourdale area.



During the Master Plan process, Armourdale residents noted that the recommendations within the 1979 Plan were still valid. However, implementation of the plan principles has continued to be an issue, especially in regards to industrial and commercial intrusions into established residential areas.

As noted in the original Armourdale Plan, the relatively low price of land, vacant parcels and under-utilized buildings, combined with its proximity to major transportation corridors, makes this area desirable for industrial and service uses. Due to these factors, the City should consider the following approaches:

- Existing residential pockets and established neighborhoods should be protected from industrial intrusions.
- Where practical, vacant buildings or structures within established single family areas should be redeveloped for residential uses.
- Industrial developments should be limited to large tracks adjacent to existing industrial areas.
- New industrial development on the fringe of residential areas should be required to provide buffer zones and adequate screening of potential visual blight including but limited to outdoor storage, etc.
- The City should continue to emphasize code enforcement to protect established residential areas.

Urban Design

Introduction

The City's image is heavily influenced by the existing natural and built environments. These environments create a character that helps dictate how residents and visitors to the area will perceive and experience the City. With a strong fabric of urban and natural elements a more positive impression is cast to visitors and greater pride is felt by residents.

Guiding Principles

- Reinforce and enhance unique district and neighborhood identities.
 - Recognize and celebrate the cultural diversity of neighborhoods throughout the City.
 - Rediscover, reconnect to and celebrate the City's cultural and historic roots through preservation and enhancement historic districts, buildings, structures and sites.
- Improve the appearance of key "image" streets.
 - Design enhancements will acknowledge and balance the needs of pedestrians, bicyclists, motorists and transit users.
- Strengthen the image of the City within and outside its borders through enhancement of the natural and built environments.
 - Create an environment that will attract and retain businesses, residents and visitors.



Organizing Elements

The urban design framework is intended to provide a guide for organizing these elements and understanding their impact on the surrounding area. The following organizing elements are based in part on elements identified in *The Image of the City* by Kevin Lynch:

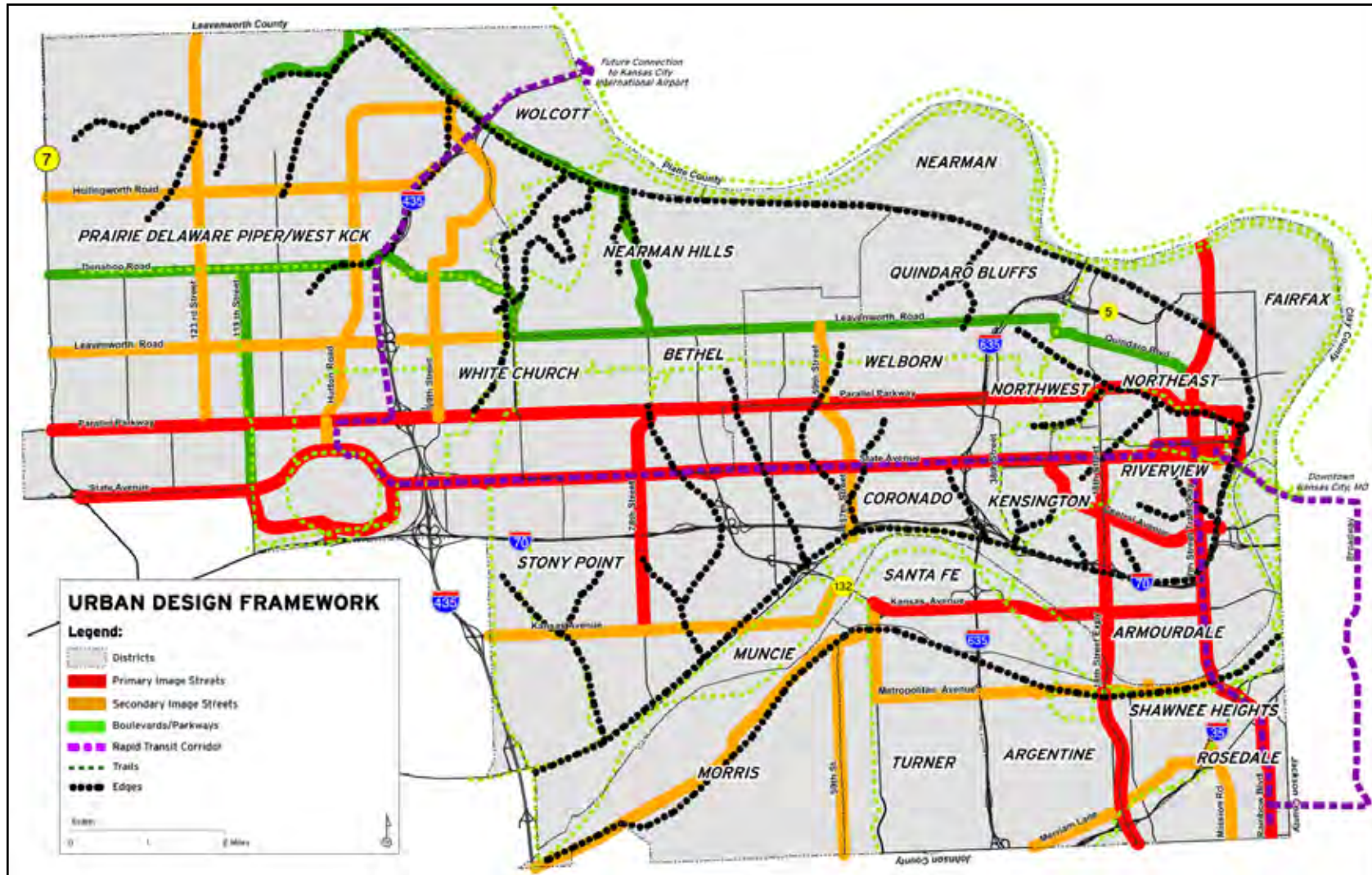
- Districts
- Pathways
 - Primary Image Streets
 - Secondary Image Streets
 - Boulevards/Parkways
 - Rapid Transit Corridors
 - Trails
- Edges

City-Wide Master Plan

Urban Design Framework

Exhibit 3: Urban Design Framework

The Urban Design Framework Map (see below) and recommendations (described on the following pages) are intended to serve as a guide and strategy for identifying and prioritizing urban design improvements throughout the City.



Key Elements

Districts

Districts create large references as people travel through or to these areas. Thematic unity helps distinguish one area from another. Opportunities within these areas include provisions for improved signage and urban design elements to reinforce and enhance the district's identity and character. Additional opportunities include provisions for improved and enhanced connections to other districts, nodes and surrounding neighborhoods. These connections should balance the needs of vehicles, including transit, as well as bicycles and pedestrians.

Identified Districts

For planning purposes, the following districts are identified to delineate areas based upon size, scale, density and character of development. These district boundaries and names may be modified over time due to changing characteristics or at the request of individual neighborhoods. The italicized districts currently have detailed district/area plans. The Plan Influences section includes a summary of each of these plans.

- *Downtown Core*
- Northeast
- Northwest
- Kensington
- Riverview
- Fairfax
- Nearman
- Wolcott
- Bethel
- Welborn
- Quindaro Bluffs
- *Armourdale*
- Coronado
- *Rosedale*
- Argentine
- Shawnee Heights
- Santa Fe
- Turner
- Morris
- Muncie
- White Church
- Stony Point
- Nearman Hills
- *Prairie Delaware Piper/West KCK*





District Recommendations

- Work with individual neighborhood and homes associations as well as local businesses within each district to tailor future urban design enhancements to reinforce and enhance each district's unique character and sense of place.
- Encouraging community anchors including businesses, schools and churches to work with their surrounding neighborhoods on area improvements and activities.
- Use infill development and new development to reinforce a district's established theme. All development should fit within the existing character, scale and style of adjacent neighborhoods. Work with developers, property owners and new residents to identify or refine district themes within new or emerging areas.
- As funding becomes available, area plans should be completed for all districts. These plans will build on the Master Plan as a framework but will include more detailed recommendations tailored to each district. At a minimum, these area plans should include the following elements:
 - Vision, goals, objectives and policies.
 - Recommended strategic updates to the Master Plan including suggested Land Use Plan Map modifications. Future land use categories and definitions will remain consistent with the adopted Master Plan.
 - Urban design recommendations.
 - Parks, open space and trail recommendations.
 - Basic infrastructure needs and priorities.
 - Multi-modal transportation recommendations.
 - Action plan for implementation.
- As funding becomes available, update completed area plans every 5 to 10 years or when warranted by changing conditions or special circumstances.

Pathways

Cities and neighborhoods are connected through a network of major and minor circulation routes by which people use to move from place to place. Paths are not limited to moving people through areas, they are also the primary way people experience an area. Paths can be either defined and cohesive, or paths can be a hodgepodge of elements that lack cohesiveness.

Pathway Types

- Primary Image Streets
- Secondary Image Streets
- Rapid Transit Corridors
- Trails

Primary Image Streets

The following streets are used by a majority of visitors, residents and workers within the City. These are high visibility streets that provide the first and final impressions of the City. Therefore, urban design improvements along these pathways tend to provide the greatest impact.

- Parallel Parkway
- State Avenue
- Central Avenue
- Kansas Avenue (Kansas/Missouri State Line to K-132)
- 7th Street Trafficway
- 18th Street Expressway
- Rainbow Boulevard
- 78th Street (K-32/Kaw Drive to Parallel Parkway)

Recommendations

- Work with Business West to study the removal of key medians along State Avenue between College Parkway and 82nd Street.
- Commission corridor plans to identify specific urban design and streetscape themes for each street. Funding needs to be in place to develop the corridor plans and implement some of the primary action items. Area plans will note design variations through individual districts.
- These streets should incorporate wide sidewalks (a minimum of 10-foot wide with a 5-foot minimum landscaping zone between the walk and the back of the curb) on both sides of the street to accommodate comfortable pedestrian and bicycle connections as well as retail businesses and outdoor cafes.
- Major gateways and/or public art should be incorporated at major intersections and districts.
- Street trees and planters should be utilized to provide a pedestrian friendly and aesthetically pleasing environment. Tree species should have an open canopy and be limbed up to a reasonable height to ensure appropriate visibility to businesses.
- Site furnishings including benches, movable planters, wayfinding and interpretive signage, bike racks and litter receptacles should be located at all major intersections and transit stops. Site furnishings should be designed as a family of elements reflecting the character of the district. Durable materials, such as stainless steel or powder coated metal should be used. The furnishings should be well crafted and be designed to stand the test of time.
- Decorative banners should be incorporated on the street lights. The design of the banners should highlight each district's identity.
- Pedestrian lighting will be provided to illuminate retail and mixed-use areas, trails, park frontages, public plazas, courtyards and activity areas. Pedestrian lighting fixture styles should reflect the character of the district in which they are placed.





Primary Image Street Recommendations (Continued)

- When practical, the City will work with Kansas City Board of Public Utilities (BPU) to place utilities underground as streets are widened and/or improved.
- Consolidate redundant driveways and promote shared access between adjacent businesses to promote a continuous street edge.

Secondary Image Streets

These following streets are used to connect neighborhoods to parks, schools and businesses. These streets provide reinforce perceptions of the individual neighborhoods within a district.

- Mission Road
- Merriam Lane
- Metropolitan Avenue
- 57th Street (I-70 to Parallel Parkway)
- 59th Street (Johnson County Line to Inland Drive) and (Parallel Parkway to Leavenworth Road)
- 99th Street (Parallel Parkway to I-435)
- Inland Drive
- Holliday Drive
- Kansas Avenue (K-132 to I-435)
- Hutton Road
- 123rd Street (Parallel Parkway to Leavenworth County Line)
- Leavenworth Road (91st Street to K-7)
- Hollingsworth Road

Recommendations

- These streets should incorporate sidewalks on both sides of the street (a minimum of 8-foot wide with a 5-foot minimum landscaping zone between the walk and the back of the curb) to accommodate comfortable pedestrian connections.
- Minor “neighborhood” gateways should be incorporated at major intersections.
- Decorative banners should be incorporated on the street lights. The design of the banners should highlight neighborhood identity.
- Basic site furnishings at major intersections and transit stops including benches, bike racks and trash receptacles.
- Pedestrian lighting will be provided to illuminate neighborhood-retail areas, trails, park frontages, and activity areas. Pedestrian lighting fixture styles should reflect the character of the neighborhood in which they are placed.

Boulevards/Parkways

These following streets are intended to provide a park-like or rural setting.

- Quindaro Boulevard
- Leavenworth Road (I-635 to 91st Street)
- Wolcott Drive
- Donahoo Road (Wyandotte County Lake Park to K-7)
- 119th Street (State Avenue to Donahoo Road)

Boulevards/Parkways Recommendations

- Work with the Leavenworth Road Association to develop a standard that maintains a rural character along the corridor. Particular attention should be shown to the narrowness of the right-of-way in the Christ the King Church area.
- These roadways should utilize engineered swales to assist with stormwater run-off. The 5-foot minimum swale “zone” shall be landscaped with native plant materials. A trail should be provided on at least one side of the road behind the swale (a minimum of 10-foot wide) to accommodate comfortable pedestrian and bicycle connections.
- These streets may incorporate a 10-foot minimum landscape median with trees, public art and other plant massings.
- Decorative banners should be incorporated on the street lights. The design of the banners should highlight neighborhood identity.
- Site furnishings including benches, wayfinding signage, bike racks, litter receptacles, should be located at all major intersections and trail heads.
- Pedestrian lighting will be provided to illuminate the trail(s), park frontages, and activity areas.

Rapid Transit Corridors

Mass Transit is an essential component of the Green City by encouraging alternative modes of transportation. The following corridors will be planned to support future Bus Rapid Transit (BRT) and potentially a fixed Light Rail Transit (LRT) or other fixed guideway transit technologies intended to connect residents to employment areas, regional retail areas and other major destinations.

- State Avenue (7th Street Trafficway to Hutton Road)
- I-70 (Downtown Kansas City, Kansas to Downtown Kansas City, Missouri)
- 7th Street Trafficway (State Avenue to I-35)
- Rainbow Boulevard (I-35 to Johnson County Line)
- West 39th Avenue (Connection to Kansas City, Missouri)





Rapid Transit Corridor Recommendations

- Coordinate Rapid Transit planning with future State Avenue planning.
- Proactively work with property owners, businesses and residents to plan for future rapid transit improvements including provisions for future transit stops, dedicated lanes, signal preemption and to mitigate potential impacts to local traffic and parking.
- Encourage Transit Oriented Development (TOD) by supporting higher densities and a mix of uses that include retail businesses, services, offices and residences clustered adjacent to or near planned transit stops.
- Work with the Kansas City Area Transit Authority (KCATA) and the City of Kansas City, Missouri to plan for connections to Downtown Kansas City, Missouri and/or other rapid transit routes.

Trails

A system of multi-use pedestrian and bicycle trails should be provided throughout the City to balance transportation and recreation needs. The basic function of pedestrian and bicycle trails is to provide a safe avenue for pedestrians and cyclists to travel from one destination to another by separating motorized traffic from the pedestrian. Trails are an essential component of the Green City by encouraging walking or cycling as an alternative mode of transportation while developing a sense of community.

Trail Recommendations

- The City will be interconnected through a series of trails to link local and regional destinations (See also Parks, Trails and Open Space Section).
- All new trails shall be at least 10 feet wide and will include enhanced pedestrian amenities including wayfinding and interpretive signage, benches, litter receptacles and generous landscaping.
- All trails will be illuminated with pedestrian lights with a consistent spacing.
- All sidewalks and trails should meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).



EDGES

Edges define the physical, visual and psychological limits of an area. Areas with clearly defined edges are easily recognized and well known. However, when edges are not clearly defined, an area can lack cohesiveness and identity. Some edges are strong, such as the Missouri and Kansas Rivers, while others are not as apparent and taper off, blending into another district. Edges help to define where one area ends and another begins. Edges can be better defined through aesthetic improvements such as gateway features, urban design elements, landscape and provisions for safe and convenient pedestrian and bicycle connections along and across these areas.

Recommendations

- Preserve greenways along major streams and creeks.
- Enhance the Missouri and Kansas River corridors.
- Promote cluster development along the Missouri River Bluffs to preserve key view sheds, open space and trail connections.
- Develop portholes along the River Corridors to allow safe and convenient public access to the rivers.
- Proactively work with the Army Corps of Engineers to plan for and build additional boat ramps along the rivers.
- Incorporate generous landscape and public art along the major interstate and highway corridors.
- Provide safe and convenient pedestrian and bicycle crossings of interstates, highways, arterial roads, railroads, rivers, major creeks and streams.
- Work with the Kansas Department of Transportation (KDOT) to plan for landscape and decorative hardscape enhancements along interstates and highways. These enhancements may include but are not limited to the following:
 - Plant massings
 - Enhanced bridge treatments, retaining walls, noise walls, etc.
 - Regional gateways
 - Public art
 - Decorative lighting
 - Civic signage program to identify districts, historic/educational sites, and major attractions



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Parks, Open Space and Trails

Introduction

Parks have often been referred as the lungs of our cities, cleansing the air of pollutants and particulate matter. Parks are also gathering places for families and community. They offer spaces for both programmed and unprogrammed physical activity. Larger, regional parks along with open natural areas offer an escape from the urban living. They offer unspoiled views and interactions with wild life. The Unified Government of Wyandotte County / Kansas City, Kansas has the framework for a potentially strong parks and open space system. With focused effort, it can be the backbone of the Green Community. More information can be found in the *Unified Government of Wyandotte County and Kansas City, Kansas Parks and Recreation 2012 Vision Plan*.

Guiding Principles

A strong park and open space system will grow as the community grows, but the growth needs to be strategic and respond to the needs of the community and the guidance of a plan. Importance should be placed on preserving natural features.

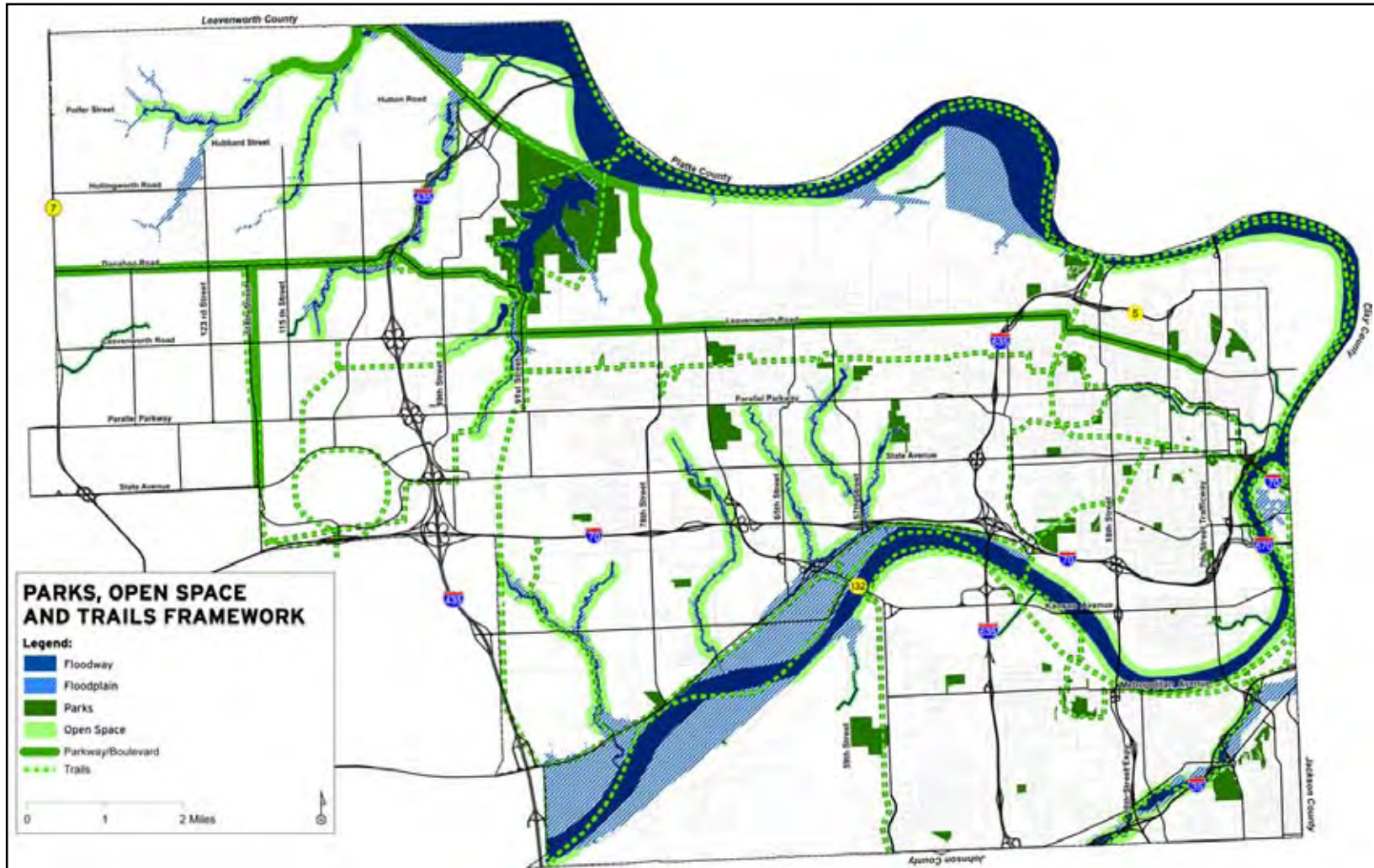
- Protect the Missouri and Kansas Rivers, streams and creeks from encroaching development.
- Promote passive recreational uses and educational opportunities in environmentally sensitive open space areas.
- Develop a comprehensive greenway and trail system to connect all parks, schools, and other community cultural amenities. Use greenways along naturally sensitive areas, such as streams, as part of the overall trail network.
- Revitalize existing neighborhood parks east of Interstate 635.
- Upgrade existing neighborhood and regional parks between Interstates 635 and 435.
- Identify future park and open space opportunities west of Interstate 435.
- Provide quality services and programs at all parks.
- Improve communication to residents of services and programs offered.



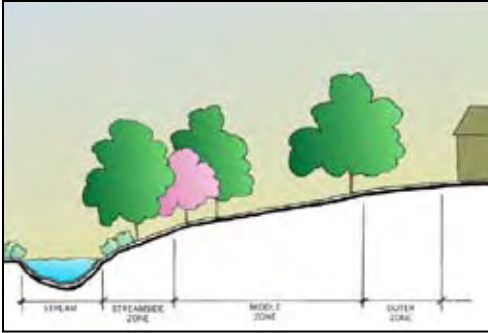
Parks, Open Space and Trails Framework

Exhibit 4: Parks, Open Space and Trails Framework

The Parks, Trails and Open Space Map (see below) and recommendations (described on the following pages) are intended to serve as a guide and strategy for identifying opportunities for preservation of open space, riparian corridors and natural areas and as well as a City-wide trail network.



Recommendations



- Implement the MetroGreen® vision within Wyandotte County by planning an interconnected system of public and private open spaces, greenways and trails.
 - Adopt an ordinance to establish stream-side buffer setbacks.
 - Maintain floodplains as open, undeveloped landscapes.
 - Develop watershed-based strategies for controlling flooding.
 - Utilize greenways as a mitigating landscape feature.
 - Develop a City-wide strategy for protecting undeveloped natural stream corridors.
 - Develop a mitigation program to restore and reclaim stream corridors that have been adversely effected by poor land use practices.
 - Increase public awareness of water quality issues and concerns.
 - Develop and effectively implement proactive efforts to improve water quality involving private citizens through existing and expanded programs.
 - Increase public access to and public ownership of stream corridors.
 - Encourage the establishment of outdoor classrooms to promote environmental education opportunities within greenways.
 - Expand education curriculums of primary and secondary schools to include urban geography, social studies, and sciences related to environmental management.
 - Develop a program of continuing education for elected officials, agency staff, developers and land designers/engineers to define technologies for managing urban and non-urban stream corridors.
 - Establish an “adopt-a-greenway” program to include participation among local business, industry, residential and civic organizations.
 - Establish a greenways publication to keep residents informed of progress. Develop a web site to include updated information on the greenway program.
 - Celebrate the City’s special cultural and historic resources through the development of the greenway system.
 - Protect, restore and create wetlands in riparian corridors to promote aquatic and wildlife breeding grounds, store floodwaters and provide aesthetic value.
 - Assign responsibilities for facility and land management to appropriate public and private sector organizations and agencies.
 - Promote a City management philosophy that encourages natural resource stewardship.
 - Identify partnership opportunities with the private sector (businesses, civic organizations, neighborhood and homes associations and interested residents).
 - Provide information to developers and real estate investors, including homeowners, about the value added from proximity to open space and trails.

- Ensure that greenways and trails are accessible to all persons, regardless of their ability. The City should use the most current national guidelines on outdoor accessibility to define the variety of trail environments and experiences that are available to residents and visitors.
 - Provide environmental education, and nature-based recreation that encourages residents and visitors to explore, protect, understand, and become stewards of natural areas.
 - Integrate corporate health care programs into physical development strategies of the greenway system.
 - Make greenways a destination for health and fitness activities.
 - Enforce leash laws and use of designated trails to protect sensitive ecosystems and wildlife.
 - Acquire greenway connections as development occurs. Ensure that neighborhood-level connections are included as part of the platting process.
- Continue to plan for the City's future park and recreation needs while maintaining and/or upgrading existing facilities.
 - Develop additional facilities to maintain National Recreation and Parks Association (NRPA) standards, particularly in the developing areas of western Wyandotte County.
 - Within the park system, protect natural resources recognized as significant city, regional, or national resources due to historical, ecological, or aesthetic value.
 - Enhance natural features in neighborhood and community parks to increase awareness and enjoyment of the natural environment.
 - Educate park visitors of the importance of preserving and properly managing natural resources for health, water, and air quality, and general environmental benefits.
 - Provide opportunities to interpret the City's history and historic features through venues that are engaging and fun.
 - Encourage the use of parks for public art and cultural and history events, giving priority to those that support local artists or foster an understanding of local cultures and history.
 - Develop connections between the neighborhood and community/regional park system.
 - Clean-up vacant city-owned parcels within the urban core. Partner with local residents, faith groups as well as neighborhood and homes associations to adopt and help maintain these areas as open space and potential pocket parks.
 - Provide access and encouragement for children and youth to participate in fundamental-level athletics.
 - Provide team sports for all age groups. Partner with the private sector and consider opportunities to develop shared regional facilities such as a soccer complex with mixed use development including hotels, retail, etc.
 - Provide opportunities for self-directed recreation on land and water throughout the park system.



- Form or encourage groups and clubs that help motivate individuals to reach their health and fitness goals.
- Explore ways to integrate non-traditional recreation opportunities for all ages into the park system including but not limited to “extreme parks.”
- Provide recreation opportunities that support active lifestyles for workers before, after, and/or during their workday.
- Offer a culturally rich selection of programs, expanding cross-cultural programming and interpretive opportunities.
- Tailor programs and services to the demographics and needs of each neighborhood.
- Promote volunteer opportunities in each park.



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Transportation

Introduction

One of the key elements of the Master Plan is the City's transportation system. Any successful transportation system includes all modes including vehicles, mass transit, pedestrians and bicycles. This section addresses principles and recommendations that address all of these modes to achieve a balanced transportation system that meets the needs of businesses, residents and visitors.

Guiding Principles

- Promote a “balanced” transportation system that considers the needs of vehicles, public transit, pedestrians and bicycles.
- Establish a comprehensive roadway hierarchy system.
- Design future transportation in a manner that enhances the built and natural environment.
- Working cooperatively with federal, state, regional and local governments, the private sector, and residents.

Recommendations

- Expansion or improvement of transportation facilities will be coordinated with the Master Plan future land use goals and recommendations.
 - Consider integrating access management guidelines into the site review process.
- Mitigate cut-through traffic along neighborhood streets, especially near schools, churches and parks.
 - When warranted, use sanctioned traffic calming approaches including but not limited to bulb-outs, speed bumps, painted chevrons, roundabouts, etc.
- Develop a functional mass transit system that provides reliable service between major land uses.
 - Plan for a rapid transit corridor along State Avenue.
 - Enhance existing north-south transit connections to State Avenue.
 - Increase the frequency and operating hours for transit service to and along State Avenue.
- Reintroduce boulevards/parkways as a central connecting element.
- As funding becomes available, prepare corridor specific plans for Class “A” and “B” arterials. At a minimum, these plans will include the following:
 - Future land use
 - Design guidelines for setbacks, signage, landscaping and lighting.
 - Access management goals and strategies
 - Transit service
 - Pedestrian and bicycle connections
 - Geometric improvements
 - Action plan for implementation including funding, phasing and responsibilities

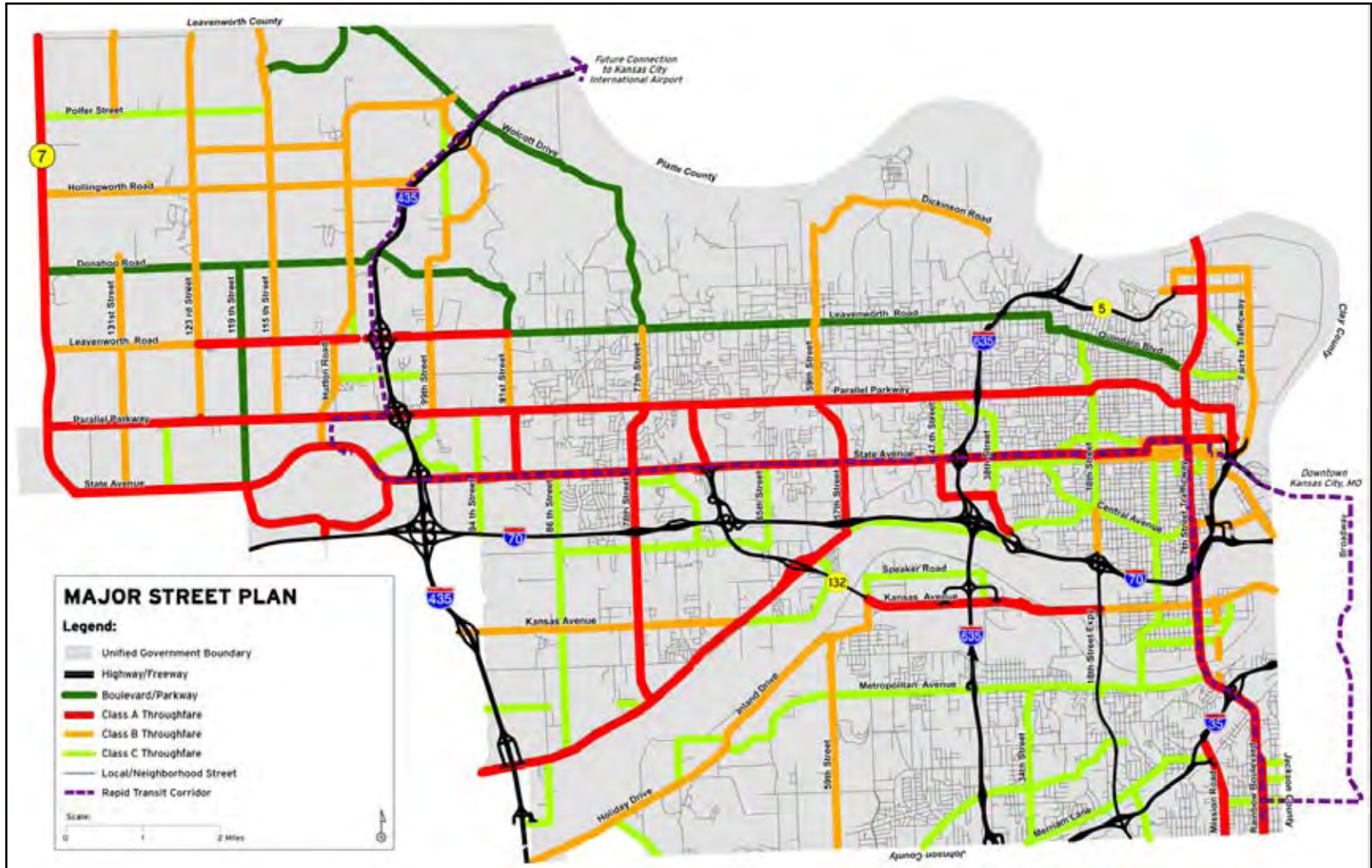


City-Wide Master Plan

Major Street Plan

The Major Street Plan establishes a policy framework for a hierarchical system of roadways within the City to serve future land use development and redevelopment in the community. The components of the Major Street System are divided into five classifications.

Exhibit 5:
Major Street Plan



Freeway and Expressways: A freeway is a limited access, high speed highway with grade separated interchanges. Freeways are of regional significance and the interchanges may have a significant impact on land use due to their desirability as locations for commerce and industry. They may, however, create barriers to cross vehicular and pedestrian traffic except where such crossings are provided. Freeways are included in the major street plan but are generally controlled entirely by higher government jurisdictions. Expressways have at-grade intersections spaced at one mile intervals with access control.



Class A Thoroughfares: These are the major streets providing the north-south and east-west connections within the City. The proposed right-of-way of a class A thoroughfare is one hundred twenty (120) feet. These are thoroughfares having up to six (6) lanes with a traffic handling capacity of up to forty thousand (40,000) vehicles per day. These streets may selectively be developed as parkways.



- Amenities*:
 - Medians may be required
- Traffic Capacity
 - 40,000 vehicles per day
- Right of Way
 - 120 feet
- Number of Lanes
 - 6 lanes

*The City should work with Business West, residents and other stakeholders to develop a vision along the State Avenue Corridor. This vision may include studying the feasibility of the strategic removal of medians within the corridor.

Class B Thoroughfares: This is the next category in the Major Street Plan. Proposed right-of-way of a Class B thoroughfare is one hundred (100) feet. These are thoroughfares having up to four (4) lanes. Medians may be required and such streets may include on-street parking in the older commercial areas of the city.



- Amenities
 - Median may be required
 - On-street parking in older commercial areas
- Right of Way
 - 100 feet
- Number of Lanes
 - 4 lanes

City-Wide Master Plan



Class C thoroughfares: The proposed right-of-way of a Class C thoroughfare is eighty (80) feet. These are thoroughfares having up to four (4) lanes.

- Amenities
 - Median may be required
- Right of Way
 - 80 feet
- Number of Lanes
 - 4 lanes



Boulevards/Parkways: Within more developed or “urban” areas, this roadway type typically has a wide right-of-way to accommodate a median and/or extensive landscape which separates the roadway from an enhanced pedestrian and bicycle connection. Outside of urban areas, this roadway type will have a more rural character with a narrower right-of-way and may include an engineered ditch or swale with natural landscape and plantings.

- Amenities*
 - Median required
 - Planting Areas
- Right of Way
 - 130 feet - to - 200 feet
- Number of Lanes
 - 4 lanes

*Right-of-way issues may preclude a median or other amenities from being developed along Leavenworth Road. The City should work with the Leavenworth Road Association, residents and other stakeholders to develop a vision for the Leavenworth Road corridor.



Rapid Transit Corridors: These corridors are planned to support future BRT or LRT service intended to connect residents to employment areas, regional retail areas and other major destinations.

- Amenities
 - Median required
 - Planting Areas
- Right of Way
 - 200 feet
- Potential dedicated lanes or priority lanes for transit service

Plan Influences

History

The present City of Kansas City, Kansas, formed in 1886, is composed of several communities that began as independent settlements. In that year, the cities of Wyandotte (incorporated in 1859, the oldest and by far the largest of the three cities), old Kansas City, Kansas (incorporated in 1872), and Armourdale (incorporated 1882), were consolidated by an act of the state legislature to form a new city that the governor chose to name Kansas City, Kansas. Argentine (incorporated in 1882) was consolidated with the city in 1909, and Rosedale (incorporated 1877) was consolidated with the city in 1922. Three major annexations, in 1965-66, 1972 and 1991 moved the western city limits from 38th Street to the Leavenworth County line, virtually eliminated unincorporated Wyandotte County.

In 1997, with voters' approval, the City and the County governments were consolidated to form the Unified Government of Wyandotte County/Kansas City, Kansas. Kansas City, Kansas makes up about 93% of the Wyandotte County's population and takes up about four-fifths of the county's land area. There are two other cities in Wyandotte County - Edwardsville, Bonner Springs, and a small portion of Lake Quivira. These communities have their own planning commissions, master plans and zoning ordinances, and do not share that function with the Unified Government.

Industry has always been important to Wyandotte County, starting with the westward expansion of railroads in the region in the 1860s. Development of the stockyards and related meat-packing industry followed in the early 1870s. By the early 1900s, several major meat-packing plants had been established near the banks of the Kansas River. Many immigrants throughout the world came here to work in the packing plants and other industries. Today, the largest employers in Kansas City, Kansas are the University of Kansas Medical Center and General Motors, which has a plant in the Fairfax Industrial District. The new Village West tourism district is at I-435 and I-70 in western Wyandotte County. It includes Nebraska Furniture Mart, Cabela's, Community America Ballpark, home of the Kansas City T-Bones, hotels, and numerous restaurants. The Legends at Village West, a large-scale retail center, is home to restaurants and regional attractions.

Over the past 150 years, Kansas City, Kansas has developed into a large municipality with a rich ethnic mix. Kansas City has the affluent and the poor, new suburban areas and older neighborhoods. There are challenges and issues that require deliberation, but at the same time many opportunities to explore.



City-Wide Master Plan

Demographics

Analysis of demographic trends helps to provide insight into potential strengths and opportunities within Kansas City, Kansas. The following demographic analysis is based on data obtained from the United States Census, MARC, Kansas State Department of Education and Unified Government. The demographics in this section consist primarily of population trends and related data, with housing and economic development data being analyzed in greater detail in later chapters of this report.

Within these demographics the following definitions apply:

- Unified Government: All land incorporated within Kansas City, Kansas.
- Metro Area or Metropolitan Statistical Area (MSA): The 11-county metropolitan area as defined by the United States Census Bureau in 2000¹;
- MARC: Mid-America Regional Council, the metropolitan planning organization for Greater Kansas City.

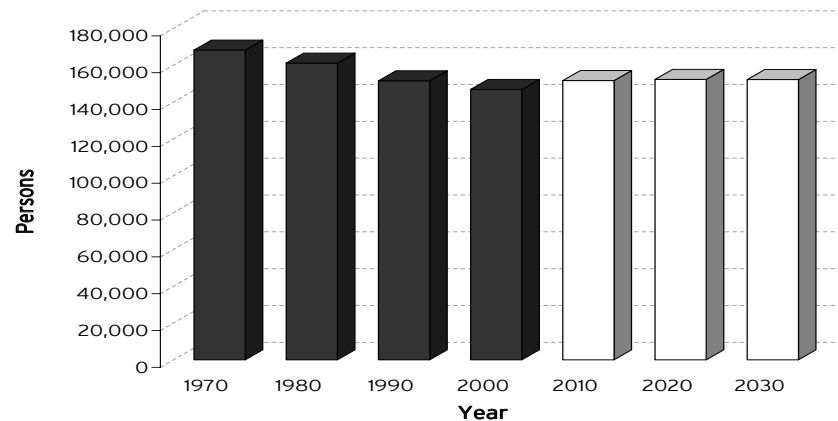
¹ The MSA includes: Johnson County, Kansas, Leavenworth County, Kansas, Miami County, Kansas, Wyandotte County, Kansas, Cass County, Missouri, Clay County, Missouri, Clinton County, Missouri, Jackson County, Missouri, Lafayette County, Missouri, Platte County, Missouri, and Ray County, Missouri.

POPULATION TRENDS AND PROJECTIONS

- Population is estimated to increase to 152,209 by 2030, an increase of nearly 4% of the residents since 2000.

Between 1950 and 1970, both Kansas City, Kansas and Wyandotte County experienced a steady population growth. The population, however, continuously diminished since then; stabilizing somewhat after the creation of the Unified Government. The population projections estimated by the Mid America Regional Council, after examination of the recent trends and current conditions, suggest an overall population increase up to the year 2030.

- The Kansas City, Kansas population peaked in 1970 at 168,213 people, which can be attributed to the significant annexations of the unincorporated areas of western Wyandotte County.
- The Kansas City, Kansas population was estimated at 145,004 in 2004, making it the third largest City in Kansas, after Wichita and Overland Park.
- According to MARC, population is estimated to increase to 152,209 by 2030, an increase of nearly 4% since 2000.
- Projected 2030 population would represent about 15% decrease from the 1970 population.
- The Metro Area's population is expected to increase by nearly 33% by 2030.
- Kansas City, Kansas's share of population in the Kansas City metropolitan area has declined from about 14% in 1970 to 9% in 2000.



KCK Population Trends and Projections

Source: Unified Government of Wyandotte County and Kansas City, KS

Mid America Regional Council (2010, 2020, 2030 Population Projections)

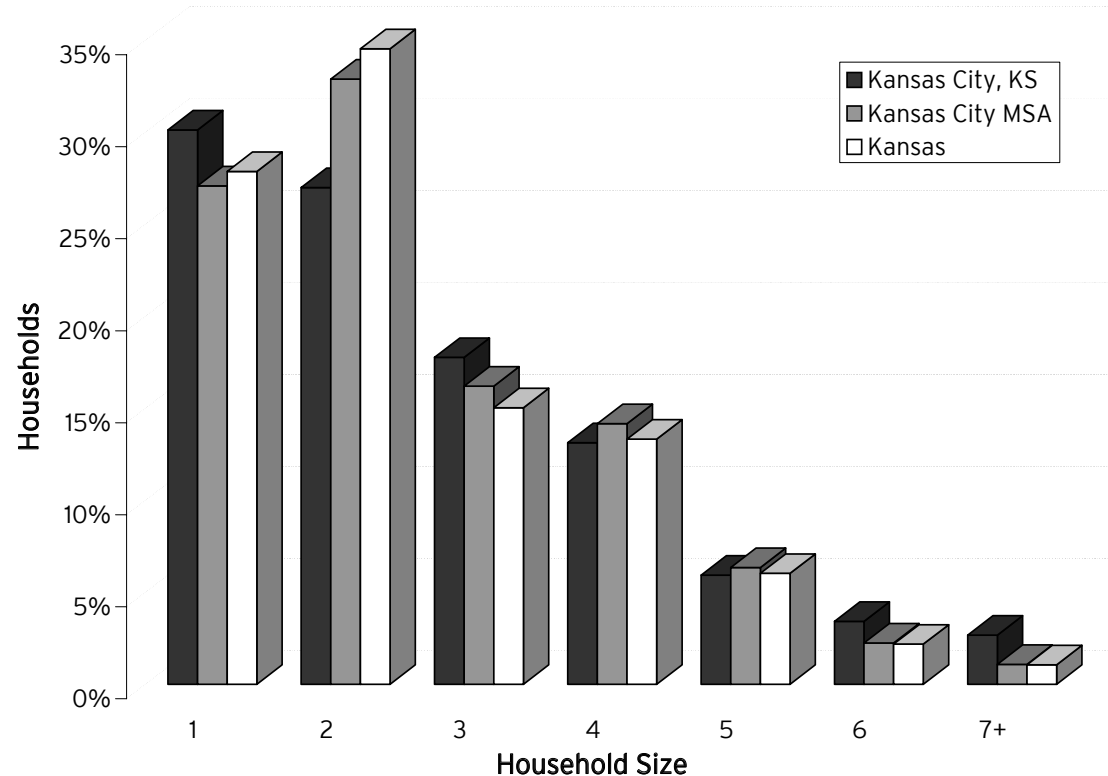
POPULATION DENSITY

Population densities vary throughout the City, with a larger portion being sparsely populated. Older neighborhoods on the eastern side are more compact, while the newer neighborhoods are less dense. Many areas within the area are undeveloped and present opportunities for infill development.

PERSONS PER HOUSEHOLD

The average number of persons per household in 2005 was higher than that for the Metro Area. In 2005, two-person households were the most prevalent in Kansas City, Kansas, closely followed by one-person households. One-person and two-person households together contributed to over 57% of the total households.

- The Unified Government's average number of people per household in 2000 was 2.62 and the Metro Area's was 2.52.
- In 2005, the Metro Area had a greater percentage (90.3%) of smaller households, or those containing of 0-4 people, than the Unified Government (88%).
- Single and double occupancy households comprise of 57% of the total households in KCK.



Number of Persons Living in a Single Household

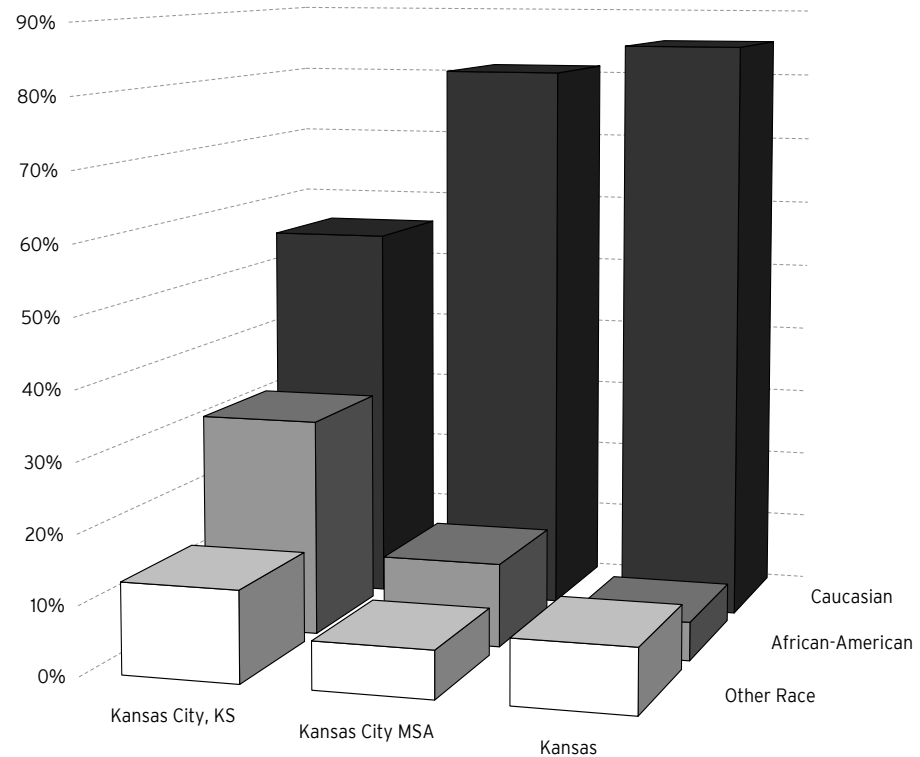
Source: U.S. Census Bureau, 2005 American Community Survey

POPULATION BY RACE

- The racial makeup of the City changed substantially between 1990 and 2000. The greatest increase came from the category of "other races".

The racial makeup of Unified Government is considerably more diverse than the Metro Area. The number of Caucasians and African-Americans were the two largest groups accounting for over 85% of Unified Government's population.

- In 2005, Unified Government's population was 31.4% African-American, while the Metro Area's was only 12%.
- In 2005, Unified Government's population was 55.4% Caucasian, while the Metro Area's was 81%, and for the State of Kansas was 85%.
- The Caucasian population in Unified Government decreased by almost 10% from 1990 to 2005, while the population in the Other Race category increased by nearly 8% and the African-American population increased by 2% during this time.



Racial Diversity

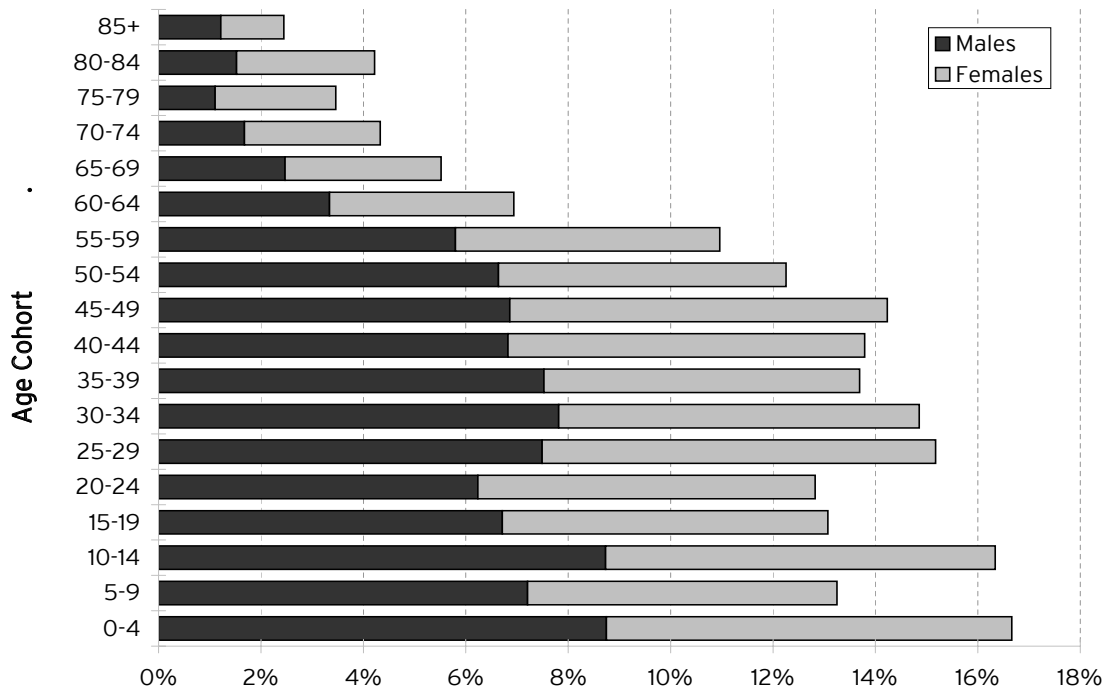
Source: U.S. Census Bureau, 2005 American Community Survey

POPULATION BY AGE

The age distribution in Kansas City, Kansas and Wyandotte County showed that in 2005, the children and young adults outnumbered the elderly and middle-aged. The largest subset of the total population was persons aged 0-4 and 10-14, followed by persons aged 25-29. Overall, the area had approximately 2,500 more females than males. The 25-49 years of age category represented approximately 37% and 0-19 represented nearly 30% of the total Unified Government's population, which is similar to the data for the Metro Area.

- In 2005, males accounted for 49% of the population and females accounted for 51%.
- The largest difference between males and females occurred in the 75-79 age cohorts, with approximately 1,000 more females than males.
- The median age for the area's population in 2005 was 32.15 years, which was younger than the Metro area's (35.42).
- In 1990, the City's median age was 30.84, while the Metro Area's was 34.42.

- People between ages 5 to 9 comprise the largest age group, closely followed by 40 to 44 age group in the City.



Age Distribution

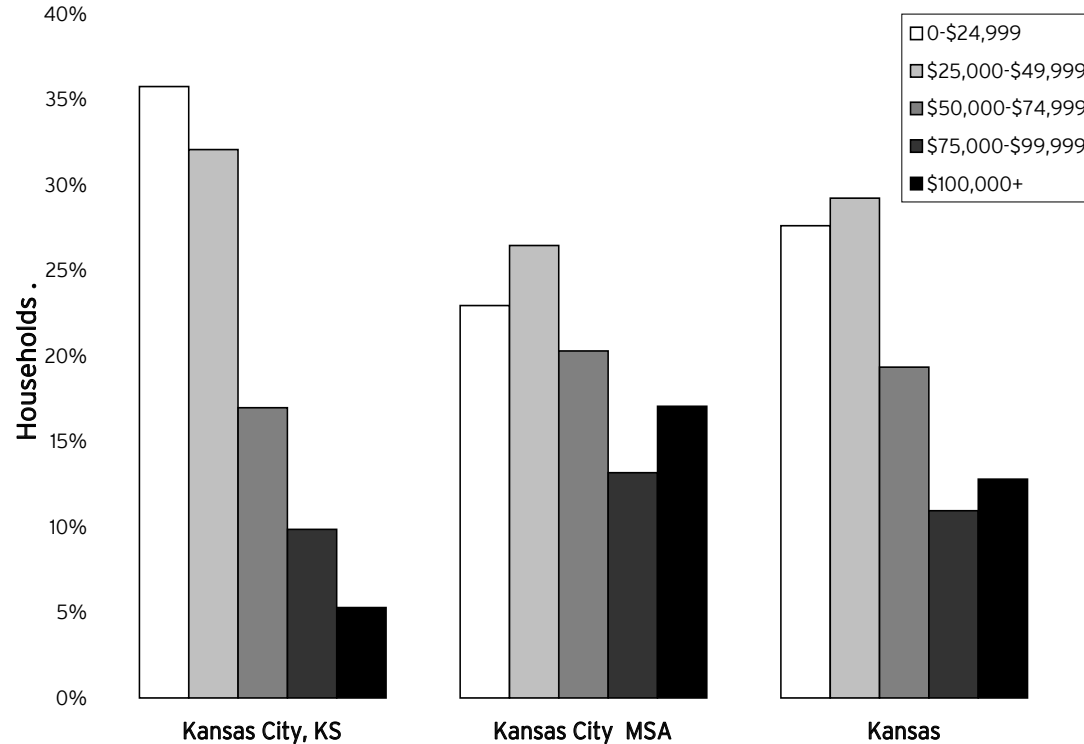
Source: U.S. Census Bureau, 2005 American Community Survey

HOUSEHOLD INCOME

- In 2005, majority of the households, nearly 36%, were earning less than \$25,000.

In 2005, majority of the households in Kansas City, Kansas earned \$49,000 or less, and a small percentage of households earned over \$100,000.

- In 2005, 5.3% of the Kansas City, Kansas's households had an income over \$100,000, while 17% of the Metro Area's households had incomes greater than \$100,000.
- In 2005, approximately 68% of the households in Kansas City, Kansas had an annual household income less than \$50,000, as compared to nearly 50% of the households in the Metro Area.
- In 2000, approximately 27% of Kansas City, Kansas households received Social Security income, which was higher than that of Metro Area (21%).



Income Per Household

Source: U.S. Census Bureau, 2005 American Community Survey

MEDIAN HOUSEHOLD INCOME

The City's median household income in 2005 was \$33,157, which was over 52% less than the Metro Area's.

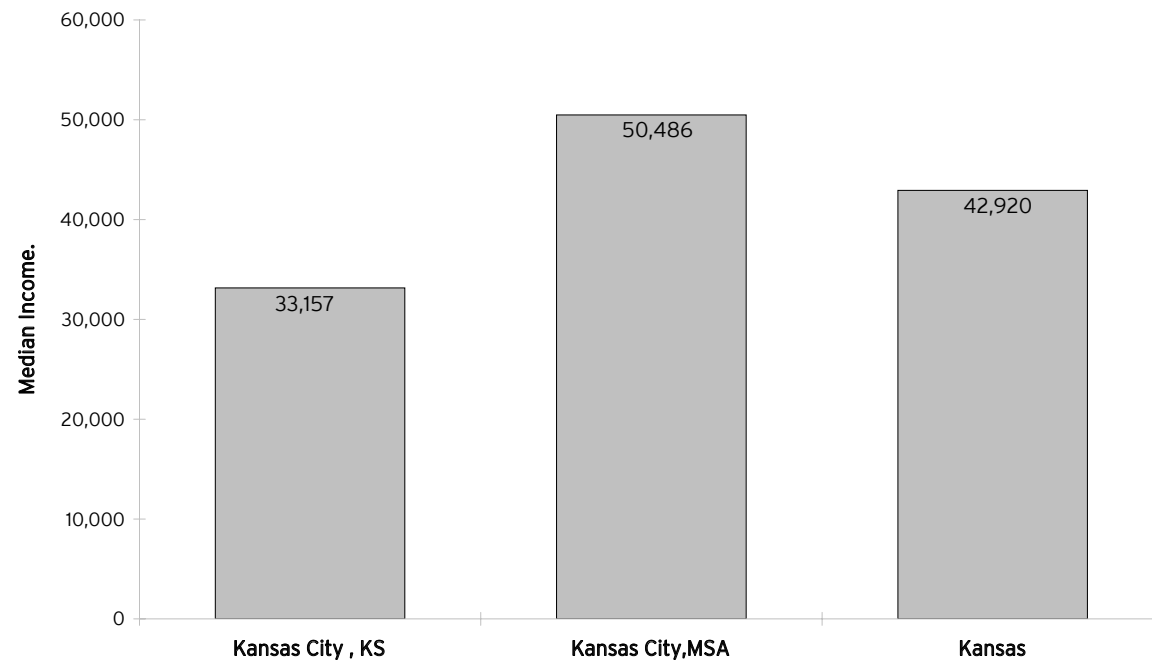
- Between 2000 and 2005, the difference between the median household income for Kansas City, Kansas and the Metro Area increased by nearly 24%.
- Income growth in Kansas City, Kansas has not kept pace with the Metro Area. Between 1990 and 2000, median household income for Kansas City, Kansas increased by 42%, but less than 1% between 2000 and 2005
- Between 1990 and 2000, median household income for Metro Area increased by 46% and by over 24% between 2000 and 2005.

- The median annual income in Kansas City, Kansas increased from 23,307 in 1990 to 33,011 in 2000, but only to 33,157 in 2005.

POVERTY

The highest concentration of those living below poverty threshold, as measured by yearly income, occurred on the eastern side of the City, inside the I-635 loop and southwest of the Kansas Avenue and the 7th Street Trafficway interchange.

- In 2000, 12% of the Kansas City residents were in poverty, while the poverty rates for the Metro Area was 8%.
- Female-only households had higher poverty rates than the Male-only households in the area.



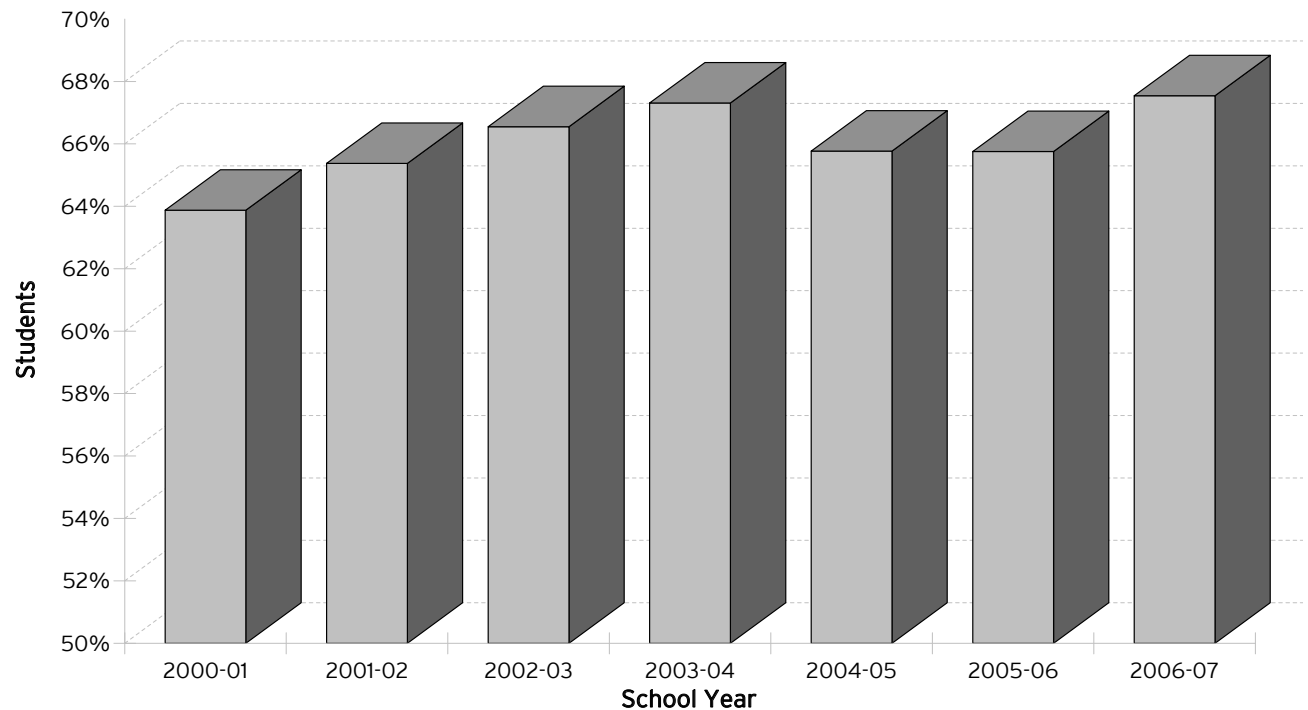
Median Income Per Household

Source: U.S. Census Bureau, 2005 American Community Survey

SUBSIDIZED/FREE LUNCHES

The percentage of the total enrolled students receiving free or reduced-price lunches increased by nearly 4% between the school years 2000-01 and 2006-07. These statistics declined somewhat in the school years 2004-05 and 2005-06, but increase again in 2006-07 school year. However, the number of students receiving free or reduced-price lunch decreased by over 2,000 students between 200-01 and 2006-07. This decrease can be attributed to the decrease in school enrollment during this period.

- Between 2000-01 and 2006-07, the percentage of students receiving free or reduced-price lunches increased from 64% to 68%.



Students Receiving Subsidized/Free Lunch: 2000-01 to 2006-07

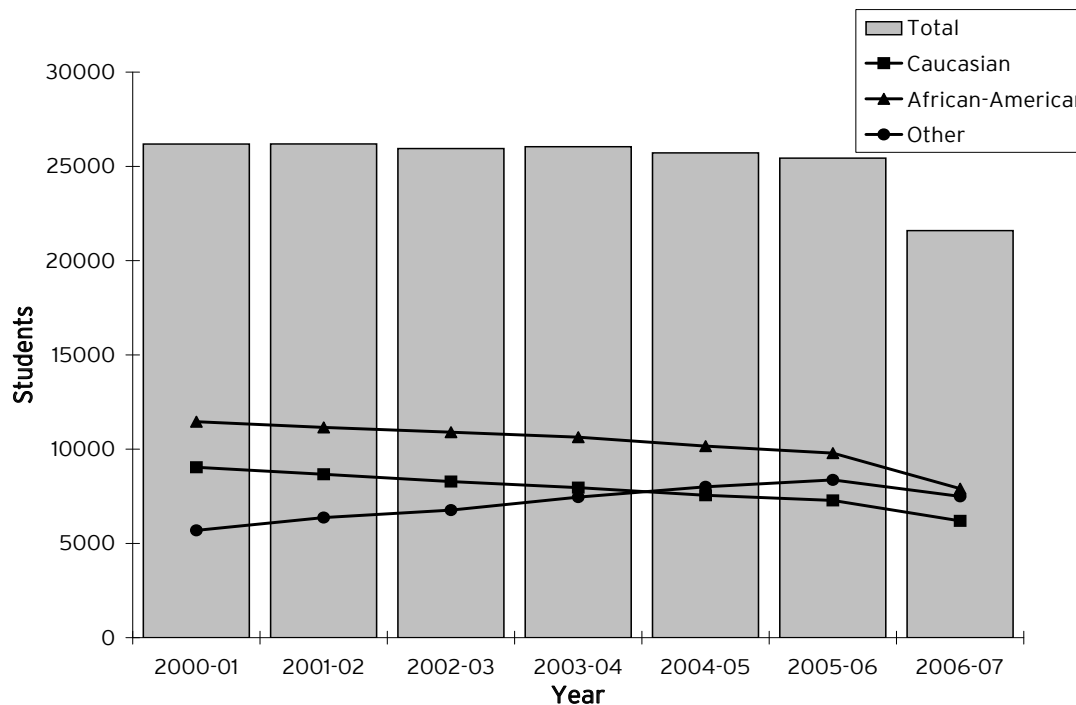
Source: Kansas Department of Education

SCHOOL ENROLLMENT

The school enrollment data from the three school districts (Kansas City, Piper and Turner) in the City showed a decline of nearly 18% between the school years 2000-01 and 2006-07. The ethnic composition of the students also underwent change. Indicative of the changing population, the number of Caucasian and African-American students decreased, while the number of students of other ethnicity increased.

- In 2000-01, the student population was comprised of roughly 44% African-Americans, 34% Caucasians, and 22% other races.
- In 2006-07, the student population comprised of roughly 36% African-American, 29% Caucasians, and 35% other races.
- These changes correspond to over 30% decrease among both African-American and the Caucasian students and nearly 32% increase among those of other ethnicity.

- School enrollment declined by nearly 18 percent between the school years 2000-01 and 2006-07.



School enrollment Ethnic Diversity

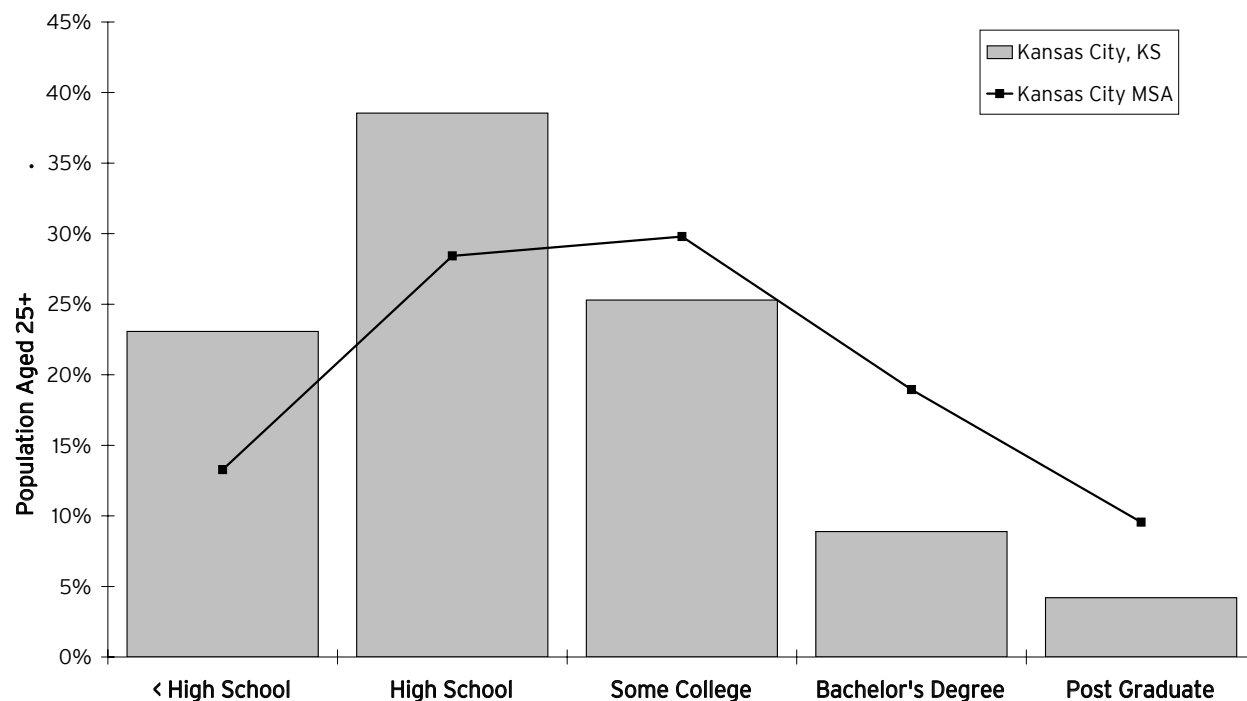
Source: KCK School District

EDUCATIONAL ATTAINMENT

- Nearly 27% of the Kansas City, Kansas population has not finished high school.

As of 2005, the educational attainment of the residents within Kansas City, Kansas was much different than those living in the Metro Area. In comparison with the Kansas City metropolitan area, Kansas City Kansas's population had a higher share of persons that had not finished high school and also high school graduates with no college experience, while the Metro Area had greater percentage of residents with bachelor's and postgraduate degree's.

- Over 38% of the population in Kansas City, Kansas had received a high school diploma as their highest level of educational attainment and over 25% have had some college experience.
- 13% of the total population received at least a bachelor's degree, a significantly smaller percentage as compared to that for the Metro Area (32%).
- Since 1990, the percentage of population with a bachelor's or postgraduate degree increased in the Metro Area by over 8%, while for Kansas City, Kansas it increased by less than 3%.



KCK Education Attainment

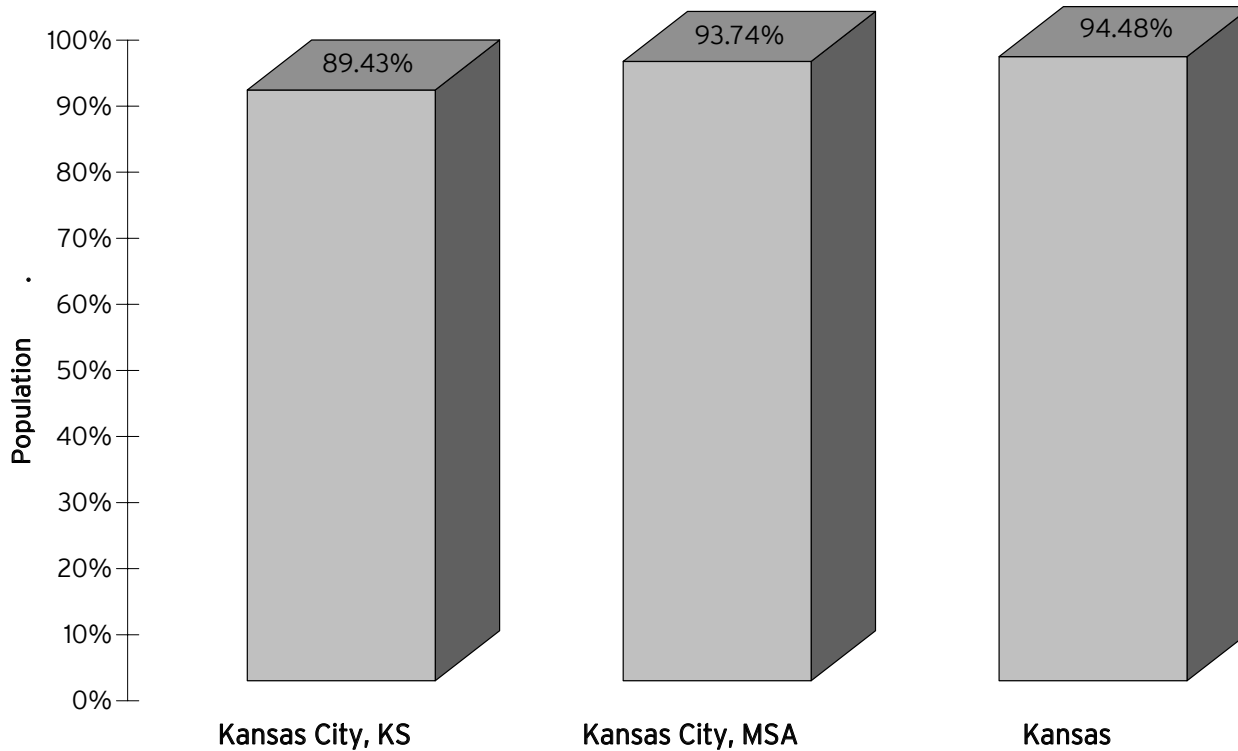
Source: U.S. Census Bureau, 2005 American Community Survey

EMPLOYMENT

In 2005, Kansas City, Kansas exhibited a civilian employment rate that was over 4% lower than both the Metro Area and the State.

- The City's civilian labor force in 2005 was 70,730 workers aged 16 and older, with 7,479 being unemployed (10.6%).
- In 2000, employment rates in the City were a little higher; nearly 92% of the civilian population aged 16 and older were employed.
- Between 2000 and 2005, the size of the City's labor force increased by nearly 3%, while the Metro Area's labor force increased by almost 12%.

- In 2005, Kansas City, Kansas had an employment rate of over 89%.



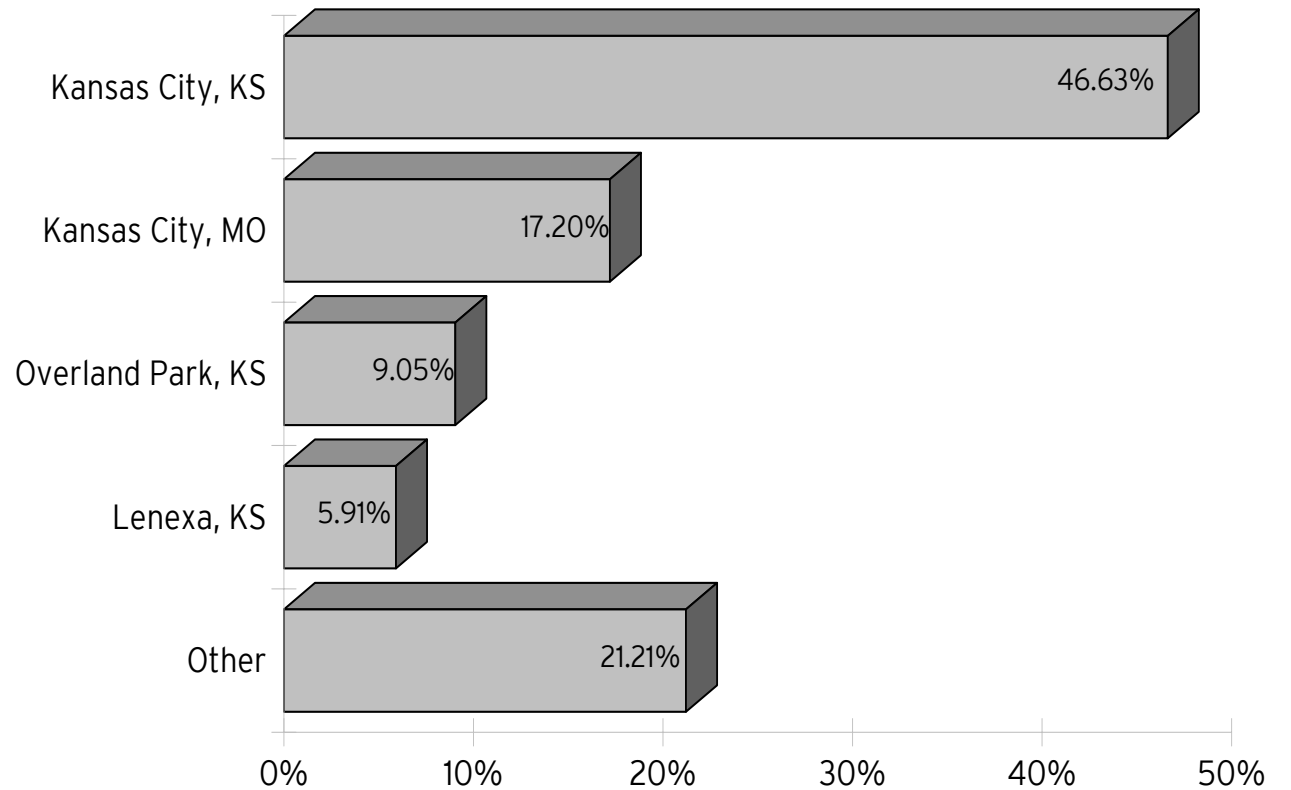
Employment

Source: U.S. Census Bureau, 2005 American Community Survey

PLACE OF EMPLOYMENT

In 2000, majority of the Kansas City, Kansas residents were employed outside their City of residence.

- Less than half the employed population works in Kansas City, Kansas.
- A large percentage (over 17%) of the labor force goes to work in Kansas City, Missouri.



Place Of Employment

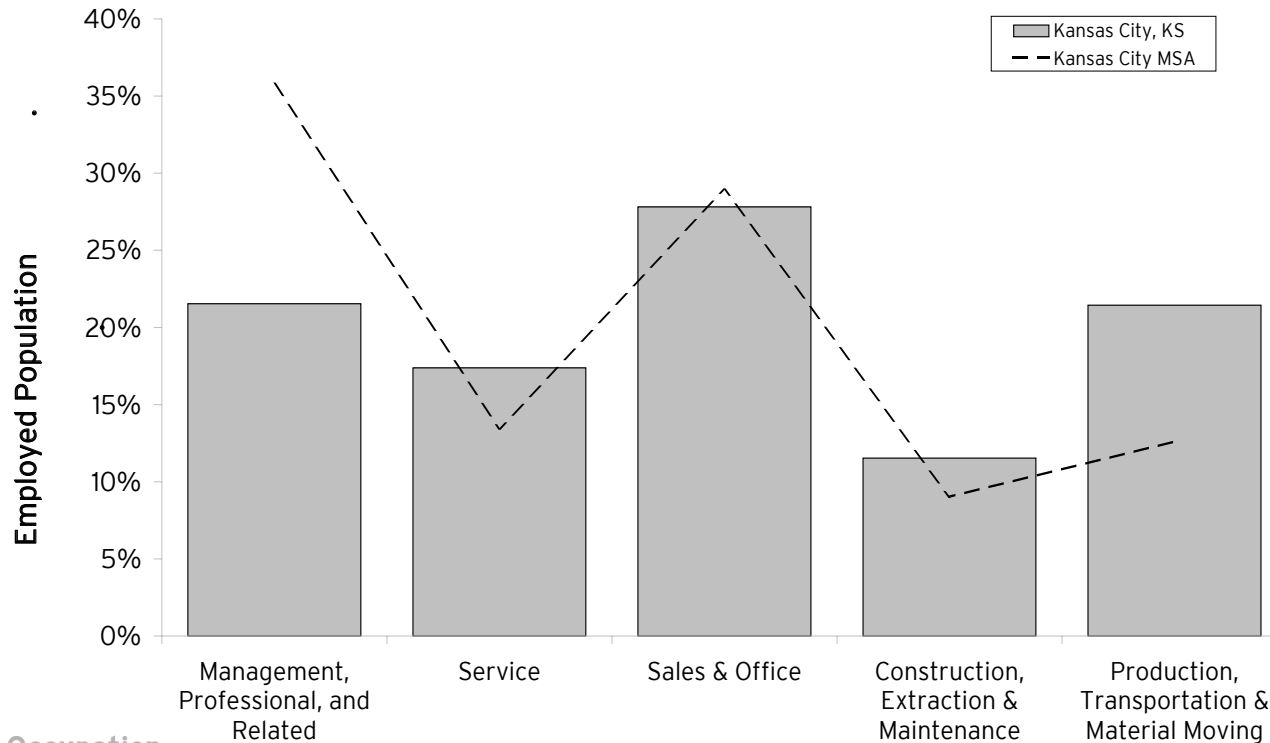
Source: Census Transportation Planning Package

OCCUPATION

While the employment rates in the City in 2000 were similar to that of the Metro Area, the occupational composition of the workforce was markedly different. Higher-paying jobs were more prevalent for the Metro Area, while lower-paying jobs more prevalent for the City.

- Sales and Office was the largest occupational category for the City with nearly 28% of the City's workforce.
- Management and professional occupations were held by over 21.5% of the City's Workforce, as compared to nearly 36% in the Metro Area.
- The City's rate of employment in the production, transportation and material moving was higher in 2000 (21.7%) than the Metro Area (12.8%).

- Sales and office personnel comprised nearly 28% of the City's workforce in 2000.



Occupation

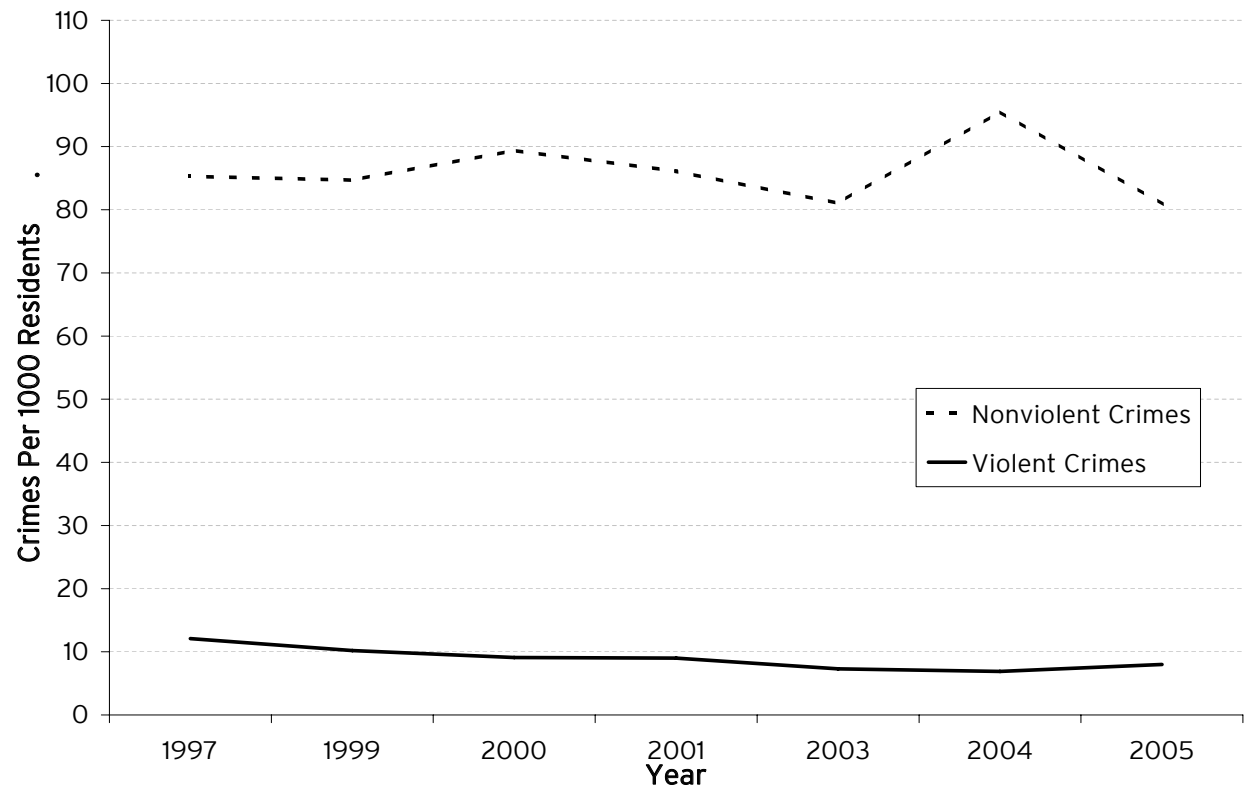
Source: U.S. Census Bureau, 2000

CRIME

- In 2005, the crime rate in Kansas City, Kansas was 80.9 per 1000 residents.

The crime data shows that Kansas City, Kansas has historically experienced fewer violent crimes per resident than the nonviolent crimes. Generally, from 1997 to 2005, violent crime rates have continuously declined, while the nonviolent crimes increased until reaching a peak in 2004, and significantly declined after that. Some notable changes in crime rates were as follows:

- Homicides decreased from 63 in 1997 to 37 in 2005.
- Robbery cases increased by over 163% from 1997 (158) to 2005 (416).
- Aggravated assaults increased from 545 in 1997 to 613 in 2005; an increase of 12.5%.
- Instances of Burglary increased by 6.5% from 1997 (1,729) to 2005 (1,842).



Crime Rate Trends

Source: Kansas Bureau of Investigation

HOUSING

To maintain the quality of life, it is critical that various sections in the community have equal access to the housing of their choice and requirement. It is essential that the Unified Government adopts policies that provide adequate and a diverse housing stock.

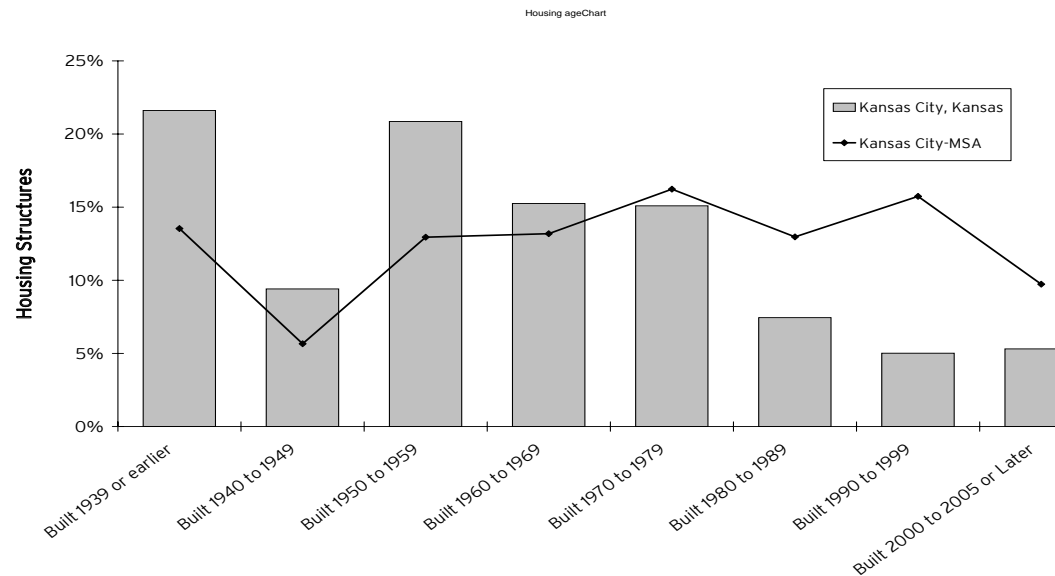
A majority of the Unified Government's housing stock was built in the post World War II era between 1940 and 1980. The greatest residential construction occurred during 1950's, 60's and 70's. Aging housing stock is one of the major issues facing the City.

HOUSING AGE

The age of housing units closely parallels annexation and development patterns within Kansas City, Kansas and Wyandotte County. Kansas City also has a large share of the older housing units in the Kansas City metropolitan area (32%). While some of this housing stock is in a good condition, a large number of these areas are in need of restoration or renovation and infrastructure improvements.

- Only 5.3% of the housing units were built between 2000 and 2005.
- Kansas City, Kansas has a large proportion of aging housing units, with almost 52% of the total housing units built 1950 or earlier.
- The housing construction between 1950 and 1979 accounts for almost 58% of the total housing stock.

- Housing structures built between 2000 and 2005 comprised of a little more than 5% of the total housing units in the City.



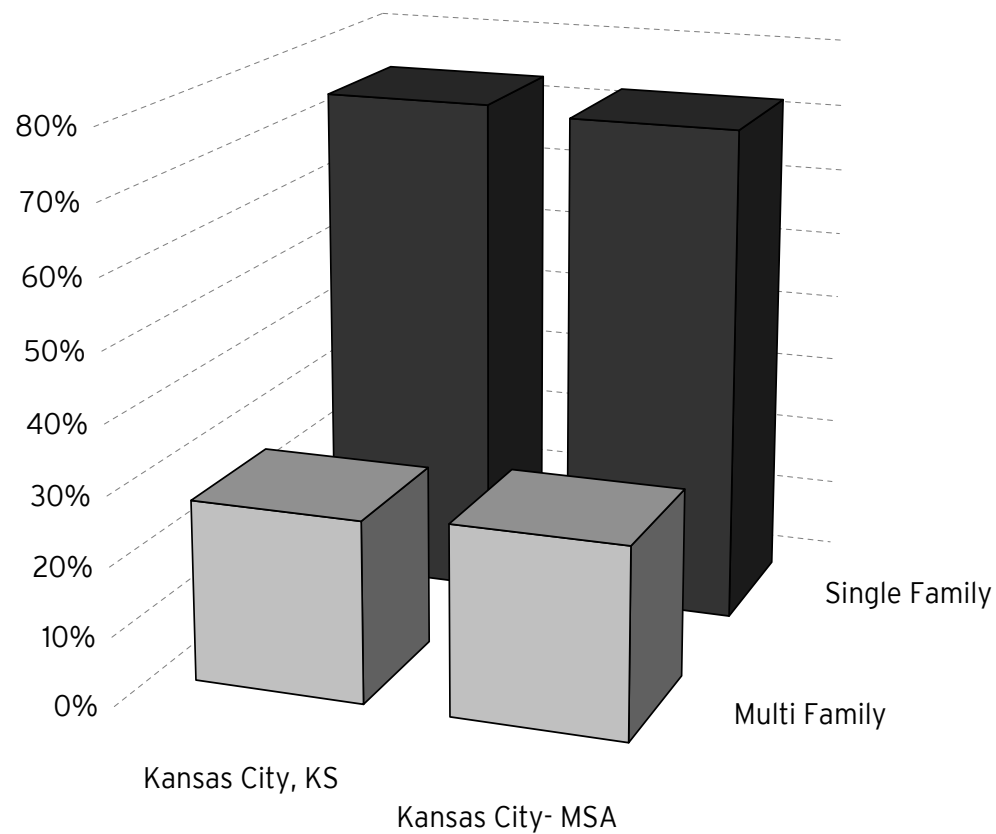
Housing Stock Age Composition

Source: U.S. Census Bureau, 2005 American Community Survey

HOUSING UNIT TYPE

According to 2005 census, there were 61,824 housing units in Kansas City, Kansas. There were over three times as many single-family housing units as there were multi-family housing units in the City. This is similar to the trends in Kansas City Metropolitan Area. Single-family, detached housing continues to be the preferred housing choice for most of the people.

- In 2005, there were over three times as many single-family units as there were multi-family units in Kansas City, Kansas.
- The Kansas City, Kansas housing stock was comprised of roughly 74% single-family housing and 26% multifamily housing in 2005.



Housing Unit Type

Source: U.S. Census Bureau, 2005 American Community Survey

HOUSING OCCUPANCY

In 2005, most of the Kansas City, Kansas housing has vacancy rates of over 13%. However, there are several areas with vacancy rates between 10% and 30%. There are also some areas on the eastern side of the City, with vacancy rates higher than 30%.

- The areas south of I-70 have concentrations of high vacancy rates between 30% and 100%.

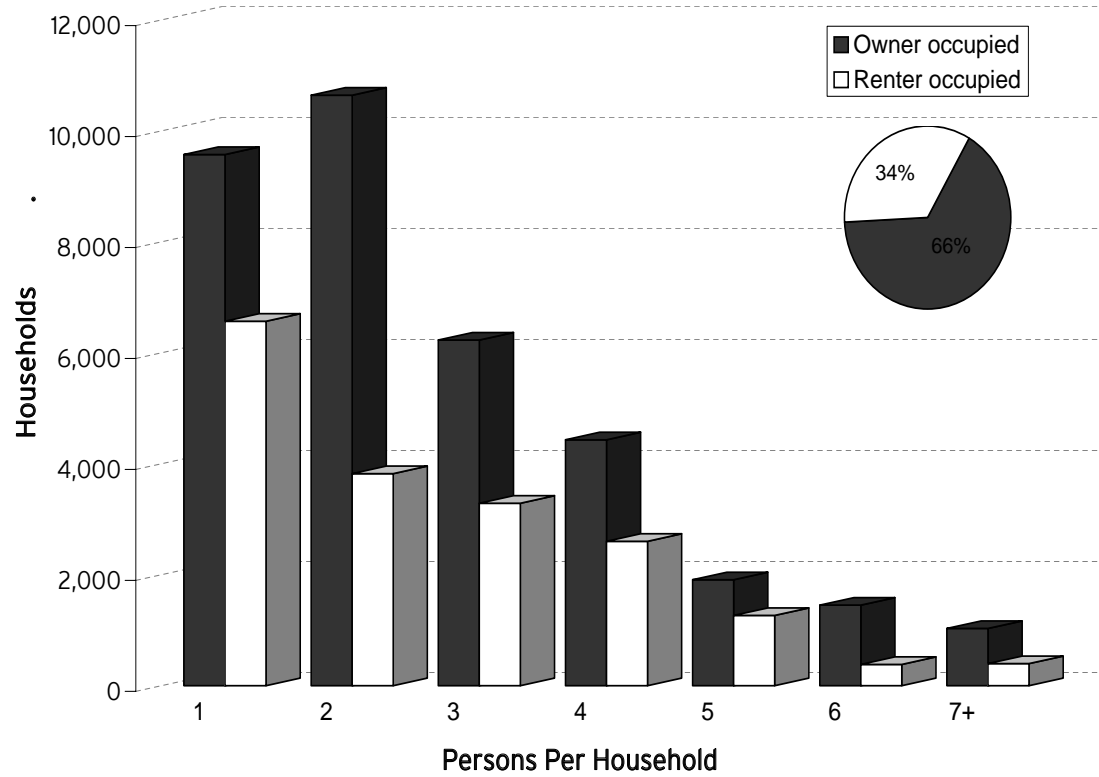
TENURE

Majority of the City's blocks had home-ownership rates above 80%. However, many areas had home-ownership rates between 50% and 80%, and several pockets of home-ownership rates even below 50%.

HOUSEHOLD SIZE BY TENURE

When comparing the household size in Kansas City, Kansas with tenure, it is seen that each of the categories has more owners than renters. Number of owners and renters is generally the same for one-person household and households of larger sizes.

- 66% of the households in Kansas City, Kansas owned homes in 2005, while 34% of the households were renters.



Owner Occupation Rates Versus Renters

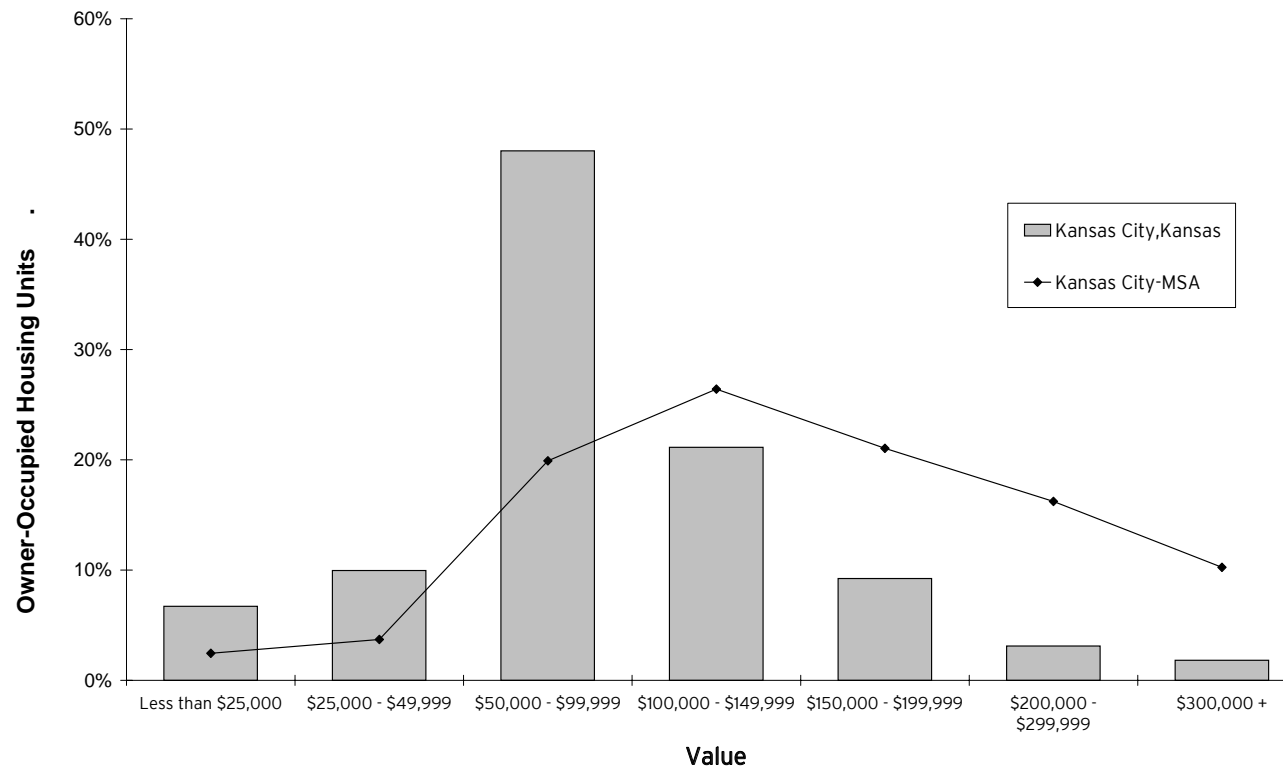
Source: U.S. Census Bureau, 2005 American Community Survey

- In 2005, nearly half the housing stock in Kansas City, Kansas was valued between \$50,000 - \$99,000.

HOUSING VALUE

Kansas City, Kansas has a large percentage of older housing stock. This has resulted in relatively lower values of houses in Kansas City, Kansas than the Metro Area.

- In 2000, almost half (48%) of the housing stock in Kansas City, Kansas was valued between \$50,000 - \$99,000, compared with 20% for the Metro Area.
- Over 35% of the City's housing stock was valued over \$100,000 in 2005, which is considerably less than the Metro Area (74%).
- In 2000, almost half (48%) of the City's housing stock was valued less than \$50,000, compared to 14% for the Metro Area.



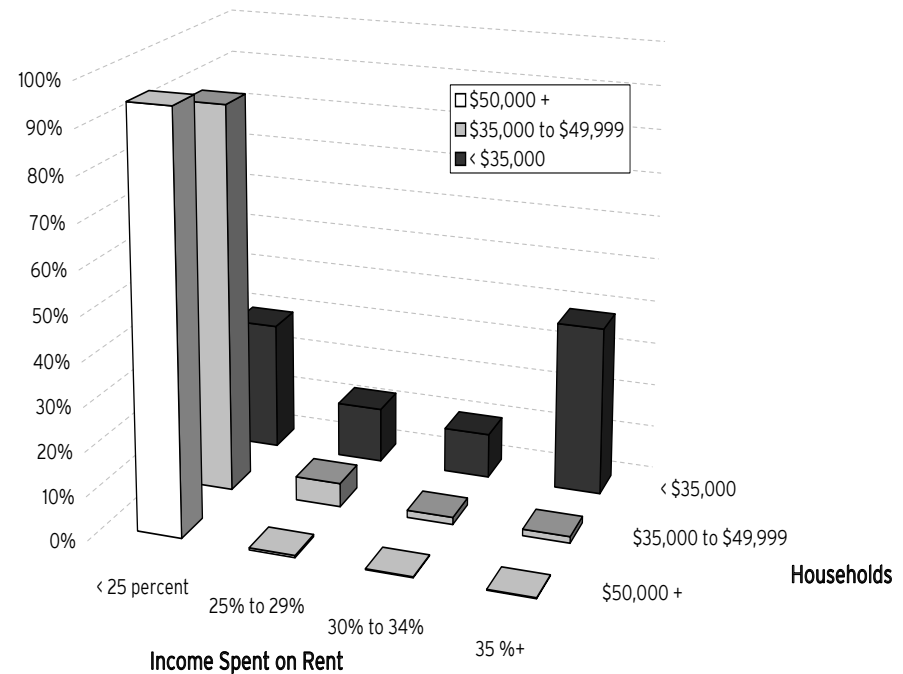
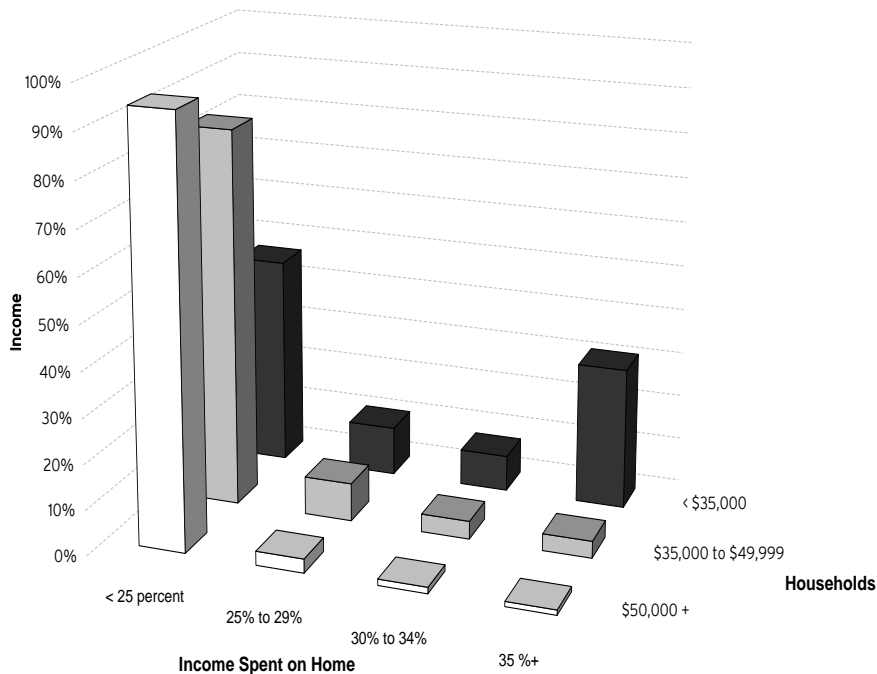
Housing Values

Source: U.S. Census Bureau, 2005 American Community Survey

HOUSING EXPENSES AND INCOME - OWNER OCCUPIED

For the owner occupied households in the City, the percentage of income spent on housing related expenses decreases as income increases. On an average, renters in the City spent a higher percentage of their income on housing as those who owned homes.

- In 2000, over 90% of the owner-occupied households with yearly incomes over \$35,000, spent under 25% of their income on households.
- Over 57% of the owner-occupied households with yearly incomes less than \$35,000 spent less than 30% of their income on housing expenses.
- Nearly 39% of the renter occupied households earning less then \$35,000 per year spent over 35% of their income on rent.



Owner-Occupied Housing Expenses

Source: U.S. Census Bureau, 2005 American Community Survey

Renter-Occupied Housing Expenses

Source: U.S. Census Bureau, 2005 American Community Survey

KEY ENVIRONMENTAL CONSTRAINTS

Our natural environment is the habitat we share with people and all the earth's plant and animal species. The clustering of industry and people in dense urban environments can create pressures on our natural system. Industries are not the only producers of hazardous materials. Each household produces an average of 20 pounds of waste containing some toxic material each year.

The environmental conditions play an important role in directing the physical growth and configuration of development within the city. Natural conditions such as the rivers and floodplain have provided a major constraint to growth and have had a notable affect upon the land use and development patterns.

DRAINAGE BASINS

Drainage basins, commonly referred to as watersheds, are the surface areas that drain to a common waterway, such as a stream, river, wetland or lake. Watersheds create natural boundaries bringing together individuals with a shared interest in the amount, rate, and quality of water passing through or heading their way.

FLOODPLAIN

In recognition of the risks and problems in floodplain areas, development should be carefully controlled and restricted. There are four aspects of floodplain areas to be considered when planning and administering floodplain area development controls and restrictions.

- **FLOODWAY:** the area the drainage basin which must remain open to carry the runoff from the floodplain without causing the flood elevation to increase by 1-foot or more at any point along the basin. Development within floodways is extremely hazardous and should be restricted. City and County regulations within the metropolitan planning area must meet federal guidelines and prohibit floodway development which would cause any increase in flood elevations within these areas.
- **100-YEAR FLOODPLAIN:** the part of the drainage basin which is within the one-percent annual chance floodplain but which is not within a floodway. This area is also referred to as a Special Flood Hazard Area (SFHA). Development in the 100 year floodplain may be appropriate if adequate measures are taken to protect the development from the flood hazards, including but not limited to raising the proposed structure at least 1-foot above the base flood elevation.
- **500-YEAR FLOODPLAIN:** the part of the drainage basin which is within the 0.2 percent annual chance floodplain. Development in the 500 year floodplain may be appropriate if adequate measures are taken to protect the development from the flood hazards.

STREAMWAY CORRIDORS

Streamway corridors make ideal parks, open spaces and parks trails since these areas are subject to flooding. They also serve as important components of the stormwater management and water quality system. Cities across the country have developed or are planning greenbelts along their stream valleys for both parks and stormwater.

Stream corridors serve a number of important roles including but not limited to the following:

- Preserving water quality by filtering sediment from runoff before it enters rivers and streams;
- Protecting stream banks from erosion;
- Providing a storage area for flood waters;
- Providing food and habitat for fish and wildlife; and
- Preserving open space and aesthetic surroundings.

AIR QUALITY

The Department of Air Quality, Unified Government of Wyandotte County - Kansas City, Kansas Health Department (DAQ) generates major environmental and economic benefits for the local community. DAQ has played a key role in attracting new industrial development and in helping facilities expand and modify operations. These benefits are provided to the county at a very small expense to the local community. The bulk of funding for DAQ is received from federal and state sources, thus allowing Wyandotte County to profit from a cleaner environment at very little cost. Also, due in part to the enforcement of local, state, and federal environmental regulations, Wyandotte County facilities have so far spent in excess of \$200 million to control air pollution, contributing to a better, healthier environment.

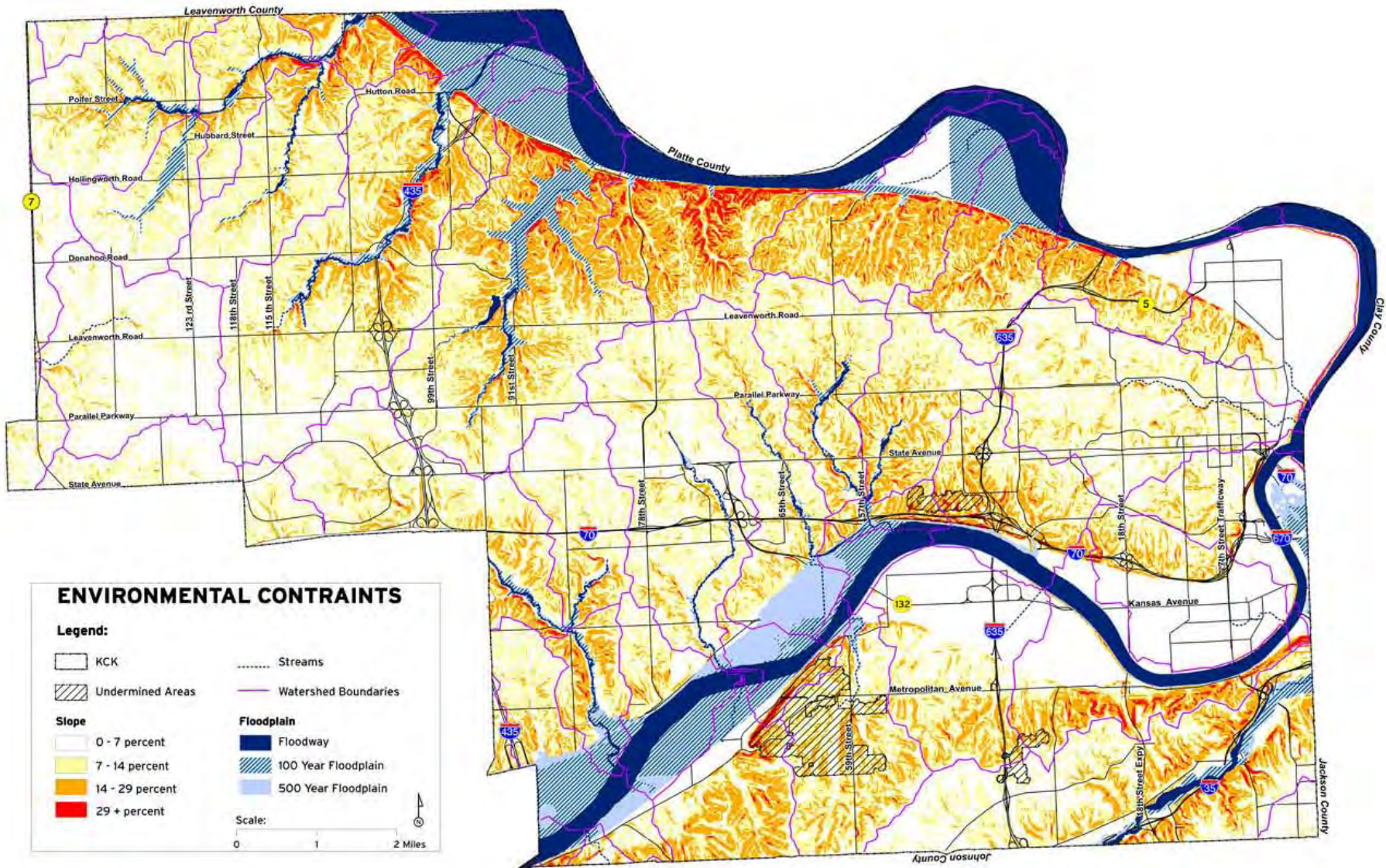
WATER QUALITY

Water quality involves ensuring that waterways support aquatic life and human uses. The Clean Water Act's main goal is to make waterways "fishable and swimmable." Pollution of waterways is defined as point source and non-point source pollution. Point source pollution is from factories and sewage treatment plants that put waste directly into streams and rivers. Non-point source pollution involves the runoff from parking lots, roads, farms, rooftops, wildlife areas, failing septic systems, and also habitat degradation. The most common non-point source pollutants are sediments and nutrients washed into water bodies from farms, animal feeding operations, construction sites, and other areas where land has been disturbed. Other pollutants include pesticides, pathogens (bacteria and viruses), salts, oil, grease, toxic chemicals, and heavy metals.

TOPOGRAPHY

Topography defines most development patterns throughout Wyandotte County. The main topographic features within the county are the Kansas and Missouri River valleys and their tributaries. The uplands adjacent to these valleys are comprised of deeply dissected hills. Steep slopes and breaks formed by differential erosion of limestone, shale and sandstone are along the Kansas River and its tributaries. The lowest level in Wyandotte County is about 740 feet above sea level at the junction of the Kansas and Missouri Rivers. The highest point is about 1,060 feet on the uplands in the western part of the county. Beginning with the original town sites located near the confluence of these rivers, development has proceeded north and west following the natural ridge lines and valleys. This pattern continues today as sewer trunk lines and treatment facilities constructed in outlying developing areas generally follow natural drainage courses.

Exhibit 6: Environmental Constraints



Implementation

Introduction

Successful implementation of the Master Plan will be the responsibility of many individuals over many years. This section builds on the Master Plan guiding principles and the framework elements in the previous sections and outlines specific actions, timing and responsibilities for major Plan recommendations. This section is intended to serve as a general guide and framework for Plan implementation. It is assumed that most actions will require direction, discussion and approval by the Planning Commission and the Board of Commissioners.

Potential Financing Strategies and Incentive 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 Master Plan is a first step towards securing some of the financing needed. The Unified Government has a range of actions identified and these actions will require several areas of financing. The following section provides a brief 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.

Financing Programs for Infrastructure Public Improvements

Impact Fees: Impact fees can be defined as new growth's fair share of the cost to provide necessary capital facilities. Impact fees have been used to address the costs of many different types of facilities, including water supply, wastewater treatment, roads, schools, open space and parks, government facilities, public safety and stormwater management. While developers have traditionally provided project specific infrastructure improvements, impact fees address the costs of needed system improvements.

Excise Tax: Similar to impact fees, excise taxes are often used to fund new infrastructure and services necessitated by new growth. This revenue mechanism has greater flexibility than impact fees because it is a tax, rather than a development exaction that must withstand a rational nexus and direct benefit test.

Special Assessment District (or Benefit District): A special assessment district is an area in which property owners voluntarily tax themselves to provide public improvement projects designed to help upgrade the area and establish a district identity.

Developer Exactions: Exactions are developer funded in-kind contributions of land, facilities, or services that are demanded as a condition of development approval. Negotiated agreements between the developer and the local jurisdiction traditionally include off-site infrastructure, such as roads, water and sewer lines and site contributions (e.g. land parks).

City-Wide Master Plan

Incentive Programs for Reinvestment and Revitalization

Community Development Block Grant (CDBG): 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.

This program allows the state to distribute federal funds to Kansas cities and counties looking to improve their community. One of three national objectives must be met in order to receive funds: 1) benefit to low- and moderate-income individuals, 2) removal or prevention of slum or blight condition, or 3) elimination of an urgent need created by a severe natural or other disaster when local funds are not available.

Each jurisdiction's plan and strategies for using its CDBG allocation are described in its Consolidated Plan, a master plan submitted to the Department of Housing and Urban Development (HUD) for approval every five (5) years. In addition to its Five-Year Plan, jurisdictions must also develop and submit a One-Year Action Plan in order to receive its annual allocation of CDBG dollars.

Citizen participation is a critical component in the development of the Consolidated Plan (Five-Year Plan) and Action Plan (One-Year Plan). Each jurisdiction must actively solicit and consider public input when designing its plan for community development, Emergency Shelter Grant (ESG), and HOME programs. In Kansas City, Kansas, the plan-development process begins in early spring as part of the Unified Government's annual budget process, culminating in early August with adoption of the budget.

STAR Bonds: STAR bonds provide Kansas municipalities the opportunity to issue bonds to finance the development of major commercial entertainment and tourism areas and use sales tax revenue generated by the development to pay off the bonds.

Tax Increment Financing (TIF) District: Allows the Unified Government to use its power of eminent domain (i.e. condemnation) to acquire property needed for a development project and to use the funds generated by the tax increment (new property taxes generated by the project) in the projects. TIF Districts may exist for up to twenty (20) years per project. In accordance with Kansas Laws, these funds may only be used for TIF-eligible expenses, which include but are not limited to the following:

1. Land Acquisition and Relocation (of families)
2. Public Improvements (curbs, sidewalks, streets)
3. Site Preparation (demolition)

Transportation Development District (TDD): This district is established by voluntary petition for a specific area by resolution and public hearing to fund, promote, plan, design, construct, improve, maintain, and operate one or more transportation projects. A TDD was used for Hutton Road funded through Target and J.C. Penney's sales tax.

Neighborhood Revitalization Tax Rebate Incentive Program: The Unified Government Commission is offering tax rebates to citizens, developers and retail/commercial/industrial property owners who make significant improvements to their property. The Neighborhood Revitalization Tax Rebate Program provides owners within the designated area the opportunity to receive a rebate of any additional property taxes assessed as a result of the significant property improvements. Initial eligibility criteria includes the following:

1. You must be the legal owner of record of the property.
2. The property must be in the designated area, East of I-635, within USD 500 boundaries and not within a TIF Area.
3. The real estate taxes on the property must be current.
4. The improvement must comply with the NRA Plan and all codes.

Implementation Matrix

The implementation matrix on the following pages summarizes these key actions. Key elements of this matrix include:

- A summary of Key Master Plan recommendations or actions.
- Active partners responsible for initiation, oversight and monitoring.
- Anticipated time frames:
 - Short Term (1-5 Years)
 - Mid Term (5-10 Years)
 - Long Term (Greater than 10 Years)
 - Ongoing

Public Participation and Outreach		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	The City should form a permanent Public Works Citizen Committee to work with City staff and elected officials to provide input and direction to the Capital Maintenance Improvement Program (CMIP).	Ongoing	■	■	■	■
b.	The City should form a permanent Crime and Safety Citizen Committee to work with the Police Department on implementation of the Community Policing Program, neighborhood watch and other strategies and programs.	Ongoing	■	■	■	■
c.	The City should form a permanent Education and Training Citizen Committee to implement the Best Practices, Strategies and Partnerships concept developed during the Master Plan process.	Ongoing	■	■	■	■
d.	The City should form a permanent Education and Training Citizen Committee to implement the Best Practices, Strategies and Partnerships concept developed during the Master Plan process.	Ongoing	■	■	■	■
e.	The City should empower citizens by developing additional opportunities for persons representing a wide-range of interests to participate in local government issues.	Ongoing	■	■	■	■
f.	Work with public and private schools to initiate a local governance curriculum whereby students learn and understand local processes including but not limited to the Planning Commission, etc.	Ongoing	■	■	■	■
g.	Use all available technology and tools to inform the public about key City issues and initiatives.	Ongoing	■	■	■	■

Land Use Plan Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Revise the Zoning Ordinance and Map as necessary to ensure consistency with the Master Plan.	Short Term	■	■	■	■
b.	Use the Land Use Plan and Recommendations to guide City staff, developers, property owners, business owners, residents, public officials and other applicable development review entities as a framework for future development decisions throughout the City.	Short Term	■	■		■
c.	Ensure that the intent of the Land Use Recommendations and Design Guidelines identified in the Master Plan are conveyed to business owners and developers and will be supported by residents.	Mid Term	■		■	■
d.	Work with developers to ensure compatibility with surrounding developments and residences in conformance with the Master Plan Design Guidelines.	Ongoing	■	■		■
e.	Consider use of City financial and other incentives for developments that meet Master Plan principles.	Ongoing	■	■	■	■

Policy Plan Element (Rural Development Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Update the Subdivision Regulations to require a shadow plat within these areas to delineate future lots, road right-of-ways and utility easements.	Short Term	■	■	■	■
b.	Encourage new development within areas planned for future infrastructure expansion. Within areas without adequate infrastructure, examine ways in which new development can pay its fair share of the costs of facilities and services that are necessary to serve that development.	Ongoing	■	■	■	■
c.	Draft and adopt an adequate public facilities ordinance.	Short Term	■	■	■	■
d.	Designate appropriate zoning in rural areas to help maintain rural character.	Short Term	■	■	■	■
e.	Evaluate and update the Zoning and Subdivision Regulations minimum infrastructure requirements, as needed, so that the requirements are consistent with development needs and impacts.	Short Term	■	■	■	■

Policy Plan Element (Rural Conservation Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Update the Subdivision Regulations to permit clustered/conservation subdivisions.	Short Term	■	■	■	■
b.	Update the Subdivision Regulations to require a shadow plat or concept plan as part of the preliminary plat process to delineate future lots, road and utility connections to guide future development of land at full suburban densities for which partial development is sought in the short-term.	Short Term	■	■	■	■
c.	Develop additional strategies to protect, maintain, or possibly acquire stream corridors, greenways, and open space areas.	Mid Term	■	■	■	■
d.	Commission a comprehensive corridor study of State Avenue from I-635 to the east to I-435 to the west.	Short Term	■	■	■	■
e.	As streamway inventory data becomes available, consider adopting streamway buffer regulations as a tool to protect streamway integrity and water quality.	Short Term	■	■	■	
f.	Construct bicycle and pedestrian trail connections along the Missouri River to complete the portion of the MARC MetroGreen® trail system along the Missouri River through these areas.	Short Term	■	■		
g.	Protect the areas surrounding Wyandotte County Lake Park from encroaching development.	Ongoing	■	■		

Policy Plan Element (Community Development Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Ensure that new development is self-supporting and “pays its own way” for new infrastructure improvements.	Ongoing	■	■	■	■
b.	Encourage pedestrian connections between neighborhoods, parks, activity centers retail and employment areas.	Ongoing	■	■	■	■
c.	Provide ample park, open space, recreation opportunities and amenities for new residential developments.	Ongoing	■	■		■
d.	Work with MARC, EPA, AIA, APA, KCHBA, etc. to provide training and education to building professionals, home buyers, home owners, realtors, lenders and the general public about best practices for green and energy efficient construction.	Ongoing	■	■		■
e.	Where feasible, provide transit connections and/or improve service from the neighborhoods to employment areas, retail centers and major activity centers.	Ongoing	■	■	■	■
f.	Determine whether the City’s current residential building code conforms to the requirements of the 2006 IECC.	Short Term	■			

Policy Plan Element (Neighborhood Conservation Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Address basic infrastructure concerns such as, storm and sanitary sewer service, deteriorating curbs, gutters and sidewalks, and transit service to under-served areas.	Mid Term	■	■	■	■
b.	Expand curb-side recycling program to neighborhood conservation areas.	Mid Term	■	■		■
c.	Work with MARC and City staff to design a workshop to demonstrate the application of the First Suburbs Coalition Idea Book: A Guide for Updating Post World War II Homes to prospective lending institutions, builders, developers and home buyers.	Short Term	■	■		■
d.	Improve neighborhood identity through enhancement of local parks and open space.	Ongoing	■		■	■
e.	Control access to manage traffic flow and congestion along major Class A and B thoroughfares including: Leavenworth Road; Parallel Parkway; and 78th Street.	Short Term	■	■	■	■
f.	Connect existing neighborhoods to institutional uses and parks through improved sidewalk/trail connections.	Ongoing	■	■	■	■
g.	Initiate a highly visible revitalization project where builders compete to build green homes on land bank properties.	Short Term	■	■		■
h.	Work with neighborhood and homes associations to proactively identify opportunities for down-zoning within established single-family residential areas.	Ongoing	■	■		■

Policy Plan Element (Urban Revitalization Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Address basic infrastructure concerns such as, storm and sanitary sewer service, deteriorating curbs, gutters and sidewalks, and transit service.	Short Term	■	■	■	■
b.	Provide a pilot curb-side recycling program for the urban core.	Short Term	■	■		■
c.	Enhance transit service and connections throughout the urban core.	Mid Term	■	■	■	■
d.	Provide funding and/or incentives for city market with a multi-cultural theme.	Ongoing	■		■	■
e.	Provide adequate funding for juvenile diversion programs.	Ongoing	■			■
f.	Enhance the Quindaro-Western University Historic District; use the improved site for local and regional education programs and to attract tourists.	Short Term	■	■		■
g.	Revitalize/restore key corridors: Minnesota Avenue; Quindaro Boulevard; Central Avenue; 10th Street; 7th Street Trafficway; and 18th Street Expressway.	Mid Term	■	■	■	■
h.	Implement the original George Kessler Boulevard system.	Long Term	■	■	■	■
i.	Enhance Jersey Creek as a key amenity.	Mid Term	■	■	■	

Policy Plan Element (Mixed-Use Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Modify existing Zoning and Subdivision regulations to allow a mix of uses by right within these areas.	Short Term	■	■	■	■
b.	Increase bus service along State Avenue in terms of frequency, hours of operation and connections into adjacent neighborhoods.	Mid Term	■	■	■	■
c.	Commission a comprehensive corridor study of State Avenue from I-635 to the east to I-435 to the west.	Short Term	■	■	■	■
d.	Plan for a rapid transit corridor along State Avenue connecting the urban revitalization area to the regional entertainment area.	Mid Term	■	■	■	■
e.	Redevelop the former Indian Springs Mall site to serve as an anchor for the east-side of the State Avenue corridor.	Short Term	■	■	■	
f.	Proactively acquire, clean-up and redevelop vacant and/or under-utilized big boxes and strip commercial centers along State Avenue.	Mid Term	■	■	■	

Policy Plan Element (Regional Entertainment Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Ensure that new development is self-supporting and “pays its own way” for new infrastructure improvements.	Ongoing	■	■		
b.	Work with KDOT to implement the K-7 Corridor Management Plan.	Short Term	■	■	■	■
c.	Improve Dohahoo Road between Hutton and 97th Street to a Boulevard/Parkway standard.	Short Term	■	■		■
d.	Construct the I-435/Donahoo interchange and associated improvements.	Mid Term	■	■		

Policy Plan Element (Employment Revitalization Areas)		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Work with the State to upgrade local incentive packages and tools for attracting and retaining businesses and industries. At a minimum, these incentive packages should be designed to make Kansas City, Kansas more competitive with other cities within the metropolitan area as well as across the United States. Incentive packages should be targeted to businesses and industries that create local jobs.	Ongoing	■	■	■	
b.	Upgrade aging and deteriorating infrastructure to attract new industries and businesses.	Mid Term	■	■	■	
c.	Attract “green” industries that employ a large percentage of local residents and provide job training programs.	Ongoing	■	■		■
d.	Work with MARC, EPA, AIA, APA, etc. to provide training and education to building professionals about best practices for green and energy efficient construction.	Short Term	■	■	■	
e.	Proactively acquire, clean-up and reuse brownfield sites.	Ongoing	■	■	■	■
f.	Construct bicycle and pedestrian trail connections to complete the portion of the MARC MetroGreen® trail system along the Kansas and Missouri Rivers through these areas.	Mid Term	■	■	■	■

Urban Design Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	As funding becomes available, area plans should be completed for all districts. These plans will build on the Master Plan as a framework but will include more detailed recommendations tailored to each district.	Short Term	■	■	■	■
b.	Work with individual neighborhood and homes associations as well as local businesses within each district to tailor future urban design enhancements to reinforce and enhance each district's unique character and sense of place.	Ongoing	■	■	■	■
c.	As funding becomes available, commission corridor plans to identify specific urban design and streetscape themes for each street. Area plans will note design variations through individual districts.	Mid Term	■	■	■	■
d.	Proactively work with property owners, businesses and residents to plan for future rapid transit improvements including provisions for future transit stops, dedicated lanes, signal preemption and to mitigate potential impacts to local traffic and parking.	Short Term	■	■	■	■
e.	Encourage Transit Oriented Development (TOD) by supporting higher densities and a mix of uses that include retail businesses, services, offices and residences clustered adjacent to or near planned transit stops.	Ongoing	■	■	■	■
f.	Preserve greenways along major streams and creeks.	Short Term	■	■		
g.	Enhance the Missouri and Kansas River corridors.	Mid Term	■	■	■	■
h.	Work with the Kansas Department of Transportation (KDOT) to plan for landscape and decorative hardscape enhancements along interstates and highways.	Short Term	■	■	■	■
i.	Work with Business West to study the removal of key medians along State Avenue between College Parkway and 82nd Street.	Short Term	■	■	■	■
j.	Work with the Leavenworth Road Association to develop a standard that maintains a rural character along the corridor. Particular attention should be shown to the narrowness of the right-of-way in the Christ the King Church area.	Short Term	■	■	■	■

Parks, Open Space and Trails Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Implement the MetroGreen® vision within Wyandotte County by planning an interconnected system of public and private open spaces, greenways and trails.	Long-Term	■	■	■	■
a1.	Adopt an ordinance to establish stream-side buffer setbacks.	Short-Term	■	■		■
a2.	Maintain floodplains as open, undeveloped landscapes.	Ongoing	■	■		■
a3.	Develop watershed-based strategies for controlling flooding.	Ongoing	■	■		■
a4.	Utilize greenways as a mitigating landscape feature.	Ongoing	■	■		■
a5.	Develop a City-wide strategy for protecting undeveloped natural stream corridors.	Short-Term	■	■		■
a6.	Develop a mitigation program to restore and reclaim stream corridors that have been adversely effected by poor land use practices.	Mid-Term	■	■	■	■
a7.	Increase public awareness of water quality issues and concerns.	Ongoing	■	■	■	■
a8.	Develop and effectively implement proactive efforts to improve water quality involving private citizens through existing and expanded programs.	Ongoing	■	■	■	■
a9.	Increase public access to and public ownership of stream corridors.	Ongoing	■	■	■	■
a10.	Encourage the establishment of outdoor classrooms to promote environmental education opportunities within greenways.	Short-Term	■	■	■	■
a11.	Expand education curriculums of primary and secondary schools to include urban geography, social studies, and sciences related to environmental management.	Short-Term	■		■	■

City-Wide Master Plan

Parks, Open Space and Trails Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a12.	Establish an “adopt-a-greenway” program to include participation among local business, industry, residential and civic organizations.	Short-Term	■	■	■	■
a13.	Establish a greenways publication to keep residents informed of progress. Develop a web site to include updated information on the greenway program.	Short-Term	■	■	■	■
a14.	Celebrate the City’s special cultural and historic resources through the development of the greenway system.	Long-Term	■	■	■	■
a15.	Protect, restore and create wetlands in riparian corridors to promote aquatic and wildlife breeding grounds, store floodwaters and provide aesthetic value.	Ongoing	■	■		■
a16.	Assign responsibilities for facility and land management to appropriate public and private sector organizations and agencies.	Short-Term	■	■	■	■
a17.	Promote a City management philosophy that encourages natural resource stewardship.	Short-Term	■	■	■	■
a18.	Identify partnership opportunities with the private sector (businesses, civic organizations, neighborhood and homes associations and interested residents).	Ongoing	■	■	■	■
a19.	Provide information to developers and real estate investors, including homeowners, about the value added from proximity to open space and trails.	Ongoing	■	■		■
a20.	Ensure that greenways and trails are accessible to all persons, regardless of their ability. The City should use the most current national guidelines on outdoor accessibility to define the variety of trail environments and experiences that are available to residents and visitors.	Ongoing	■	■		■
a21.	Provide environmental education, and nature-based recreation that encourages residents and visitors to explore, protect, understand, and become stewards of natural areas.	Ongoing	■	■		■

Parks, Open Space and Trails Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a22.	Integrate corporate health care programs into physical development strategies of the greenway system.	Short-Term	■		■	
a23.	Make greenways a destination for health and fitness activities.	Ongoing	■	■	■	■
a24.	Enforce leash laws and use of designated trails to protect sensitive ecosystems and wildlife.	Short-Term	■	■		■
a25.	Acquire greenway connections as development occurs. Ensure that neighborhood-level connections are included as part of the platting process.	Ongoing	■	■		■
b.	Continue to plan for the City's future park and recreation needs while maintaining and/or upgrading existing facilities.	Ongoing	■	■	■	■
b1.	Develop additional facilities to maintain National Recreation and Parks Association (NRPA) standards, particularly in the developing areas of western Wyandotte County.	Ongoing	■	■	■	■
b2.	Within the park system, protect natural resources recognized as significant city, regional, or national resources due to historical, ecological, or aesthetic value.	Ongoing	■	■		■
b3.	Enhance natural features in neighborhood and community parks to increase awareness and enjoyment of the natural environment.	Ongoing	■	■		■
b4.	Educate park visitors of the importance of preserving and properly managing natural resources for health, water, and air quality, and general environmental benefits.	Ongoing	■			■

Parks, Open Space and Trails Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
b5.	Provide opportunities to interpret the City's history and historic features through venues that are engaging and fun.	Ongoing	■	■	■	■
b6.	Encourage the use of parks for public art and cultural and history events, giving priority to those that support local artists or foster an understanding of local cultures and history.	Ongoing	■	■	■	■
b7.	Develop connections between the neighborhood and community/ regional park system.	Ongoing	■	■		■
b8.	Clean-up vacant city-owned parcels within the urban core. Partner with local residents, faith groups as well as neighborhood and homes associations to adopt and help maintain these areas as open space and potential pocket parks.	Ongoing	■	■	■	■
b9.	Provide access and encouragement for children and youth to participate in fundamental-level athletics.	Ongoing	■			■
b10.	Provide team sports for all age groups. Partner with the private sector and consider opportunities to develop shared regional facilities such as a soccer complex with mixed use development including hotels, retail, etc.	Ongoing	■		■	■
b11.	Form or encourage groups and clubs that help motivate individuals to reach their health and fitness goals.	Ongoing	■		■	■
b11.	Explore ways to integrate non-traditional recreation opportunities for all ages into the park system including "extreme parks."	Ongoing	■			■
b12.	Provide recreation opportunities that support active lifestyles for workers before, after, and/or during their workday.	Ongoing	■		■	■
b13.	Offer a culturally rich selection of programs, expanding cross-cultural programming and interpretive opportunities.	Ongoing	■			■
b14.	Tailor programs and services to the needs of each neighborhood.	Ongoing	■	■		■
b15.	Promote volunteer opportunities in each park.	Ongoing	■	■	■	■

Transportation Element		Time Frame	Responsible Entities			
			CITY	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Expansion or improvement of transportation facilities will be coordinated with the Master Plan future land use goals and recommendations.	Ongoing	■	■	■	■
b.	Mitigate cut-through traffic along neighborhood streets, especially near schools, churches and parks.	Short Term	■	■		■
c.	Develop a functional mass transit system that provides reliable service between major land uses.	Ongoing	■	■	■	■
d.	Reintroduce boulevards/parkways as a central connecting element.	Mid Term	■	■	■	■
e.	As funding becomes available, prepare corridor specific plans for Class "A" and "B" arterials.	Ongoing	■	■	■	■

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Glossary of Terms

The following is a glossary of selected terms referenced in the Master Plan document.

Activity Centers: Areas with a concentration of attractions and activities, which may include any combination of offices, manufacturing facilities, retail stores, residences, institutions, entertainment and recreation.

Bioretention: A water quality practice that utilizes landscaping and soils to treat storm water runoff by collecting it in shallow depressions and then filtering it through a planting soil.

Board of Commissioners: This is a ten member board that is the legislative branch of the Unified Government. The Board of Commissioners has policy-making authority for the Unified Government, and is committed to fulfill its mission to provide policy guidance and direction in providing quality services to citizens. Through strategic planning, the Board sets goals and objectives that address issues within the organization and throughout the community. The Mayor/CEO presides over the Board of Commissioners, has veto power, and serves as the eleventh member of the Commission, casting a vote only in the case of a tie or as otherwise required.

Boulevards/Parkways: Within more developed or “urban” areas, this roadway type typically has a wide right-of-way to accommodate a median and/or extensive landscape which separates the roadway from an enhanced pedestrian and bicycle connection. Outside of urban areas, this roadway type will have a more rural character with a narrower right-of-way and may include an engineered ditch or swale with natural landscape and plantings.

Bus Rapid Transit (BRT): This transit system uses buses or specialized vehicles on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations, while offering the flexibility to meet transit demand.

City Planning Commission: An eleven member commission appointed by the Board of Commissioners to oversee the planning and development of the city. The Commission’s role and function is to make recommendations to the Board of Commissioners concerning planning and zoning matters. On rezoning cases, subdivisions, area or neighborhood plans, and most planning activities, the Commission must hold public hearings and submit a recommendation to the Board of Commissioners on development cases.

Cistern: A receptacle for catching and holding rain water.

Class A Thoroughfare: These are the major streets providing the north-south and east-west connections within the City. The proposed right-of-way of a Class A thoroughfare is one hundred twenty (120) feet. These are thoroughfares having up to six (6) lanes with a traffic handling capacity of up to forty thousand (40,000) vehicles per day. These streets may selectively be developed as parkways.



Class B Thoroughfare: This is the next category in the Major Street Plan. Proposed right-of-way of a Class B thoroughfare is one hundred (100) feet. These are thoroughfares having up to four (4) lanes. Medians may be required and such streets may include on-street parking in the older commercial areas of the city.

Class C Thoroughfare: The proposed right-of-way of a Class C thoroughfare is eighty (80) feet. These are thoroughfares having up to four (4) lanes.

Cluster Development: Is a concept where a landowner/developer has the option to build at higher densities within a defined area in exchange for preservation of open space and/or environmentally constrained areas such as riparian corridors, view sheds, etc.

Community Policing: Program linking police with neighborhoods and social service agencies in an effort to increase positive and preventive citizen-police contact and interaction, reduce crime and increase visibility and service.

Crime Prevention Through Environmental Design (CPTED): A multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts.

Design Guidelines: A set of policy statements used to direct or guide the external features of a development, as well as the relationships within the development site and between the development and adjacent uses, in order to promote quality places.

Development Pattern: Configuration or organization of the built environment.

Energy Star: An international standard for energy efficient consumer products. Energy Star buildings use at least 15% less energy than standard homes. They usually include properly installed insulation, high performance windows, tight construction and ducts, energy efficient cooling and heating systems, as well as Energy Star appliances, lighting, and water heaters.

Floodplain: Areas that are flooded periodically by the lateral overflow of rivers, streams and creeks.

Gateway: Major point of entry into the Plan Area, or particular part of the Plan Area, such as a business district or neighborhood.

Incentive: Inducement provided by government to encourage development of a certain type or in a certain area. Examples include tax abatement, tax reduction, power to condemn and acquire property, density bonuses, etc.

Infill Development: Development of vacant or under utilized properties within predominantly built up areas.



Infrastructure: The basic facilities and equipment necessary for the effective functioning of a city, such as the means of providing water service, sewage disposal, telephone service, electric and gas connections, and the street network.

International Energy Conservation Code (IECC): A building code created by the International Code Council in 2006. It is a model code adopted by many state and municipal governments in the United States for the establishment of minimum design and construction requirements for energy efficiency.

Land Use: A description and classification of how land is occupied or utilized, e.g., residential, office, parks, industrial, commercial, etc.

Land Use Regulations: Ordinances and laws which govern and direct development of land in a city. Examples include Zoning and Subdivision Regulations.

Leadership in Energy and Environmental Design (LEED): Green Building Rating System, developed by the U.S. Green Building Council (USGBC), provides a suite of standards for environmentally sustainable construction. LEED has a scoring system based upon a set of required prerequisites and a variety of credits. The four levels of classification (lowest to highest) are certified, silver, gold and platinum.

LEED for Homes: A rating system that promotes the design and construction of high-performance green homes. A green home uses less energy, water and natural resources; creates less waste; and is healthier and more comfortable for the occupants. Benefits of a LEED home include lower energy and water bills; reduced greenhouse gas emissions; and less exposure to mold, mildew and other indoor toxins.

Light Rail Transit (LRT): A high capacity public transit solution that can significantly improve urban mobility. This transit system uses rail cars on a fixed guide way to quickly and efficiently transport passengers to their destinations.

MetroGreen®: A proposed 1,144-mile interconnected system of public and private open spaces, greenways and trails designed to link seven counties in the Kansas City metropolitan area. The plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri. MetroGreen® continues a tradition of valuing green space in the Kansas City area by extending the “parkways and boulevards” concept of the 1894 Kessler Plan for Kansas City, Mo. MetroGreen® extends and enhances this commitment by identifying more than 75 separate corridors to form a regional network of greenways that connects many of the areas most valuable natural assets.

National Association of Home Builders (NAHB): A national trade association with a mission to enhance the climate for housing and the building industry.



National Green Building Standard: Developed by the NAHB research center, this standard provides criteria for rating the environmental impact of construction practices to achieve conformance with specified performance levels for green residential buildings. This Standard establishes practices for the design and construction of green residential buildings. This Standard is intended to provide flexibility to permit the use of innovative approaches and techniques. This Standard is not intended to abridge safety, health or environmental requirements contained in other applicable laws, codes, or ordinances.

Major Street Plan: Official public document outlining the network of existing and proposed roads required to support the current and future development.

Metropolitan Statistical Area (MSA): The eleven-county metropolitan statistical area defined by the US Census Bureau to describe a broader metropolitan area for analysis and reporting. The Kansas City MSA counties included are: Wyandotte, Leavenworth, Johnson and Miami in Kansas and Jackson, Clay, Platte, Cass, Ray, Clinton and Lafayette in Missouri.

Mid-America Regional Council (MARC): MARC serves as the association of city and county governments and the metropolitan planning organization for the bi-state Kansas City region. MARC seeks to build a stronger regional community through cooperation, leadership and planning. Through MARC's leadership, area jurisdictions and diverse community interests sit down together to address the region's problems and identify the opportunities for cooperative solutions. These efforts, in turn, enhance the effectiveness of local government.

Mixed-Use: A land use type which recognizes that many uses and activities are compatible and can be co-mingled to promote physical development at a human scale. Mixed-use allows the integration of commercial, retail, office, and housing.

Multi-Modal Transportation: A transportation system using a variety of travel modes to transport people and goods. Components of this system include vehicular roadways, transit (bus, rail), bike-ways, pedestrian paths (sidewalks, trails), freight railways and airplanes.

Native Plant: A plant that naturally occurs in an area.

Pedestrian-Oriented Development: Development which provides facilities for walking and encourages pedestrian use, designed to make movement on foot attractive and comfortable and to reduce the dependence on motorized vehicles for short trips.

Rain Garden: A small depression planted with native wetland and prairie vegetation.

Revitalization: An approach of improving an existing, declining neighborhood or district through public and private reinvestment.



Rezoning: Process by which the authorized use of a property is changed or modified. The Board of Commissioners, upon recommendation by the City Planning Commission, is authorized to change the zoning of any property within the city as long as the action is justified by public necessity, convenience or general welfare.

Sense of Place: The sum of attributes of a locality, neighborhood or property that give it a unique and distinctive character.

Septic System: An on-site system designed to treat and dispose of domestic sewage. A typical septic system consists of a tank (septic tank) and a system of tile lines or a pit for disposal of the liquid effluent (sludge) that remains after decomposition of the solids by bacteria in the tank. A septic system must be pumped out periodically.

Shadow Plat: A conceptual development plan, submitted during the preliminary plat process and approved by the Planning Commission, that guides the future development of land at full suburban densities for which partial development is sought in the short-term. Shadow plats show the lots, blocks, streets, and utility corridors/easements necessary to attain future suburban residential development at suburban densities while allowing the placement of buildings and access in the interim.

Signage: Display boards or surfaces used for directions, identification, instructions, or advertising; usually consists of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

Streetscape: The environment along a street in an urbanized area, typically within the public right-of-way. Streetscape elements include the roadway, medians and associated landscaping, fountains, sculptures, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signage, benches, trash containers, newspaper and other vending machines, bus shelters and other features within the area of the right-of-way.

Storm Water Best Management Practices or BMPs: Innovative strategies and techniques for achieving a desired storm water benefit, such as infiltration or improved water quality.

Subdivision: Land, vacant or improved, which is divided or proposed to be divided into two or more lots, parcels, sites, units, plots for the purpose of sale, lease or development.

Sustainability: An approach to design, development and management of community, which does not compromise the environment or the ability of future generations to meet their own needs.



Traditional Neighborhood Design (TND): A planning concept based on traditional small towns and city neighborhoods. The variety of uses permits educational facilities, civic buildings and commercial establishments to be located within walking distance of private homes. A TND is served by a network of paths, streets and lanes designed for pedestrians as well as vehicles. Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners.

Transit: Term used in reference to public transportation, including buses, light rail, commuter rail and others.

Transit-Oriented Development (TOD): Development and land uses which support and encourage public transportation. Buildings may provide minimum areas for parking; ancillary support uses for transit, such as a waiting area or ticket purchase station; pedestrian friendly streetscape and street furniture; and multiple uses within a building.

U.S. Green Building Council (USGBC): A non-profit trade organization that promotes sustainability in how buildings are designed, built and operated. The USGBC is best known for the development of the LEED rating system and Greenbuild, a green building conference that promotes the green building industry, including environmentally responsible materials, sustainable architecture techniques and public policy.

Wyandotte County Economic Development Corporation (WCEDC): A private, not-for-profit corporation serving as Wyandotte County's primary economic development organization. This umbrella organization, with several affiliate organizations, works to promote economic development, facilitate redevelopment and provide business retention services for Kansas City.

Zoning: Mechanism through which cities regulate the location, size and use of properties and buildings. These regulations are designed to promote the health, safety, morals or general welfare of the community; to lessen congestion in streets; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewer, schools, parks and other public requirements.

