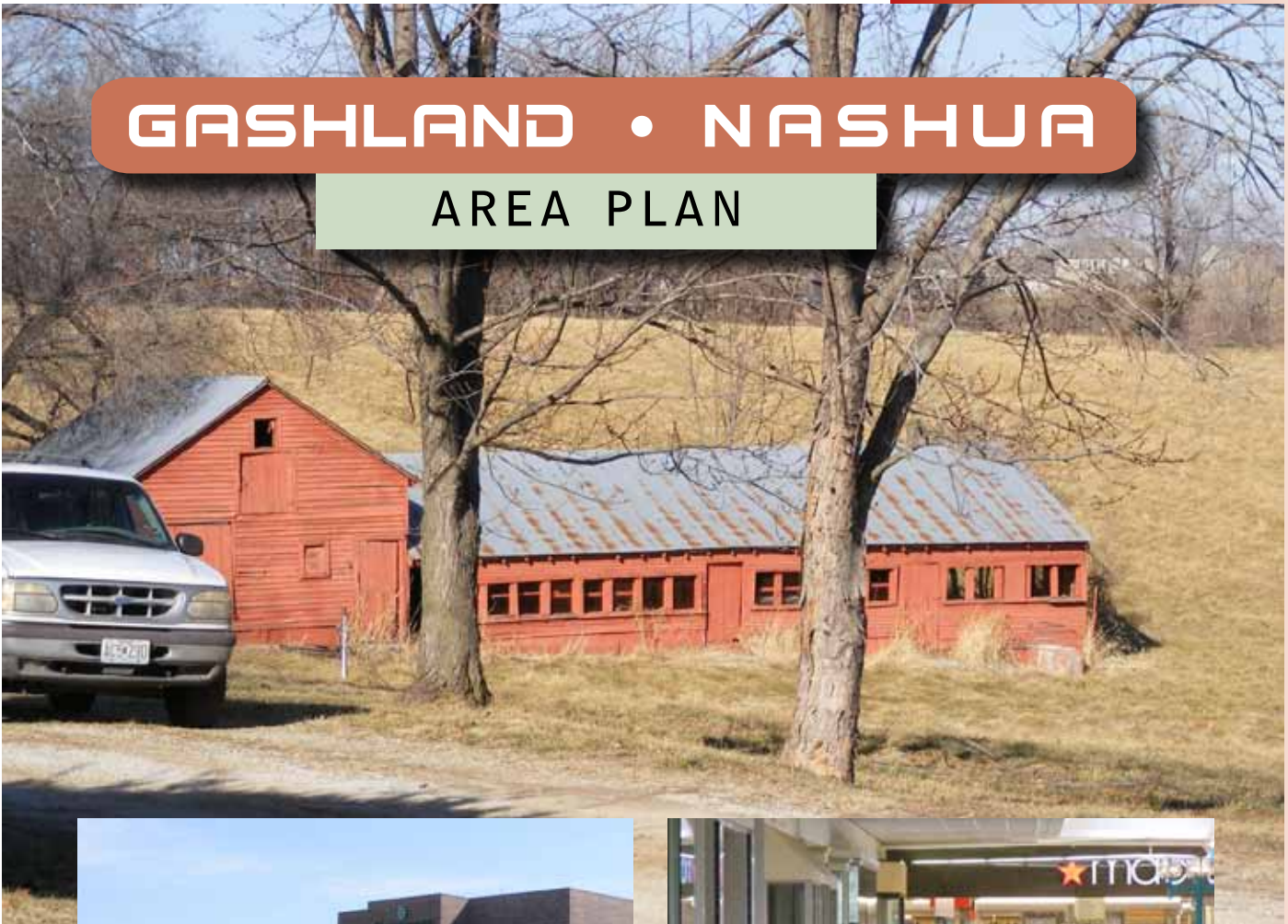


GASHLAND • NASHUA

AREA PLAN



KANSAS CITY
MISSOURI



City Planning and Development Department
Citywide Planning Division
Adopted January 5, 2012

RESOLUTION NO. 110952

Replacing the Gashland Area Plan, and Nashua-Newmark Area Plan with the Gashland-Nashua Area Plan for an area bounded by the city limits of Smithville and portions of the unincorporated areas of Clay County, Missouri on the north, the city limits of Gladstone, Missouri on the south, Woodland Avenue/Maplewoods Parkway and Indiana Avenue on the east and the Clay-Platte County boundary on the west.

WHEREAS, on February 11, 1977, the City Council by Resolution No. 47383 adopted the Gashland Area Plan as a guide for development and redevelopment of that area generally bounded by N. 96th on the north, the city limits of Gladstone on the south, Woodland Avenue/Maplewoods Parkway and Indiana Avenue on the east, and the Clay-Platte County boundary on the west; and

WHEREAS, on September 12, 1977, the City Council by Resolution No. 48202 adopted the Nashua- Newmark Area Plan as a guide for development and redevelopment of that area generally bounded the city limits of Smithville and portions of the unincorporated areas of Clay County, Missouri on the north, N. 96th on the south, Woodland Avenue/Maplewoods Parkway and Indiana Avenue on the east, and the Clay-Platte County boundary on the west; and

WHEREAS, after further review, the City Development Department deems it appropriate to replace the Gashland Area Plan and the Nashua-Newmark Area Plan, with the Gashland-Nashua Area Plan as a guide for the future development and public investment for an area bounded by the city limits of Smithville and portions of the unincorporated areas of Clay County, Missouri on the north, the city limits of Gladstone, Missouri on the south, Woodland Avenue/Maplewoods Parkway and Indiana Avenue on the east and the Clay-Platte County boundary on the west; and

WHEREAS, the City Plan Commission considered such replacement of a portion of the existing plan and approval of the new plan on December 6, 2011; and

WHEREAS, after all interested persons were given an opportunity to present testimony, the City Plan Commission did on December 6, 2011, recommend approval of the proposed replacement of the Gashland Area Plan and the Nashua-Newmark Area Plan, with the Gashland-Nashua Area Plan; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Gashland Area Plan is hereby replaced with the Gashland-Nashua Area Plan, which is hereby adopted.

Section B. That the Nashua-Newmark Area Plan is hereby replaced with the Gashland-Nashua Area Plan, which is hereby adopted.

RESOLUTION NO. 110952


Section C. That the Gashland-Nashua Area Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

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



Authenticated as Passed


Sly James, Mayor


Vickie Thompson-Carr, City Clerk

JAN 05 2011 2012

Date Passed

CREDITS and acknowledgments

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The Honorable Sly James

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table of CONTENTS

Introduction	1
Purpose of the Plan.....	5
The Participation Process	5
Plan Area	6
Background	7
Land Use and Development	9
Key Issues	9
Guiding Principles.....	10
Promote Integrated Land Use	10
Promote Quality Development.....	11
Promote Sustainable Development.....	11
Develop a High Level of Communication Within the Community	11
Land Use Plan	12
Recommendations for Priority Areas.....	15
Revitalization or Redevelopment Actions.....	15
Urban Design Guidelines	17
FOCUS Kansas City Plan Quality Places Guidelines.....	17
Landscape Screening and Transitions	18
Public Space.....	20
Environmental and Stormwater Management	20
Pedestrian and Bicycle Circulation.....	21
Site Planning.....	22
Architectural Character.....	24
Signs.....	26
Urban Design Framework.....	26
Gateways	27
Streetscape	30
Image Streets	31
Housing and Neighborhoods	33
Key Issues	33
Provide Housing Choices.....	33
Housing Demand	33
Maintain and Enhance the Existing Housing Stock	34
Quality Infill Development and New Development	34
Enhancing “Curb Appeal” and a Sense of Pride	34
Parks and Open Space Areas.....	34
Guiding Principles.....	35
Recommendations.....	35
Reinvest, Motivate, and Monitor	35
Define Community Criteria for Success	36
Address Property Maintenance Issues.....	36
Build Upon the Existing Community’s Character.....	36

Transportation..... 37

Key Issues37

Guiding Principles37

Major Street Plan39

Recommendations39

Area-Wide Safety and Efficiency.....39

Sustainable Community and a Unique Sense of Place.....40

Capital Projects.....40

Walkability Framework40

Walkability Framework Recommendations43

Trail and Bicycle Framework.....45

Trail and Bicycle Framework Recommendations.....47

Transit Recommendations47

Infrastructure 49

Key Issues49

Guiding Principles50

Water and Sanitary Sewer Systems51

Water and Sewer Service.....51

Stormwater Management53

Best Management Practices.....53

Stormwater Management Recommendations53

Stream Buffer Network55

Green Infrastructure.....55

Green Solutions.....55

Best Management Practice in Residential Settings56

Implementation 59

Area Plan Oversight Committee(s)59

Summary of Financing Programs60

Implementation Matrix64

INTRODUCTION

Purpose of the Plan

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

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

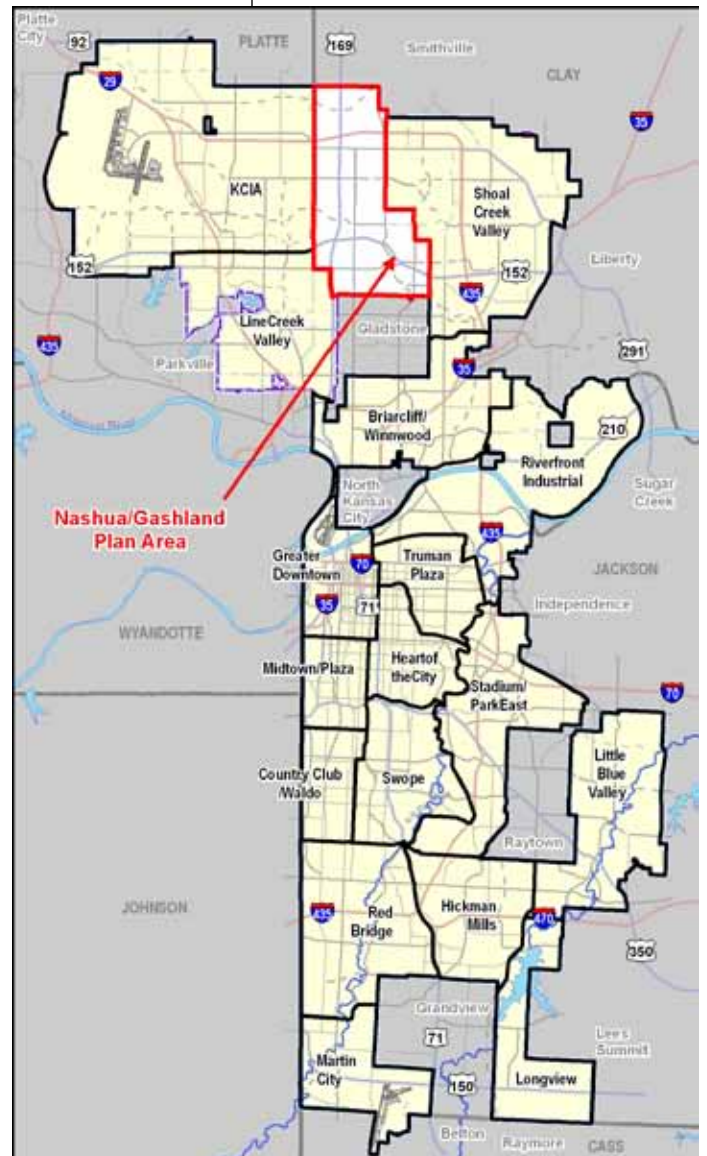
- Serve as the City's adopted "Plan-of-Record" for the area.
- Outline the future vision and strategies for the area.
- Recommend strategies to enhance the area and guide community decisions related to: Land use, development, redevelopment, and zoning.
- Neighborhood and housing revitalization.
- Public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

The Participation Process

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

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

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



STEERING COMMITTEE

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

TECHNICAL ADVISORY COMMITTEE

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

COMMITTEE MEETINGS AND COMMUNITY WORKSHOPS

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

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

SUPPORTING INFORMATION

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

Plan Area

The Gashland/Nashua planning area (see Vicinity Map) covers 19 square miles of land located in Kansas City, Missouri, north of the Missouri River. The general boundaries are:

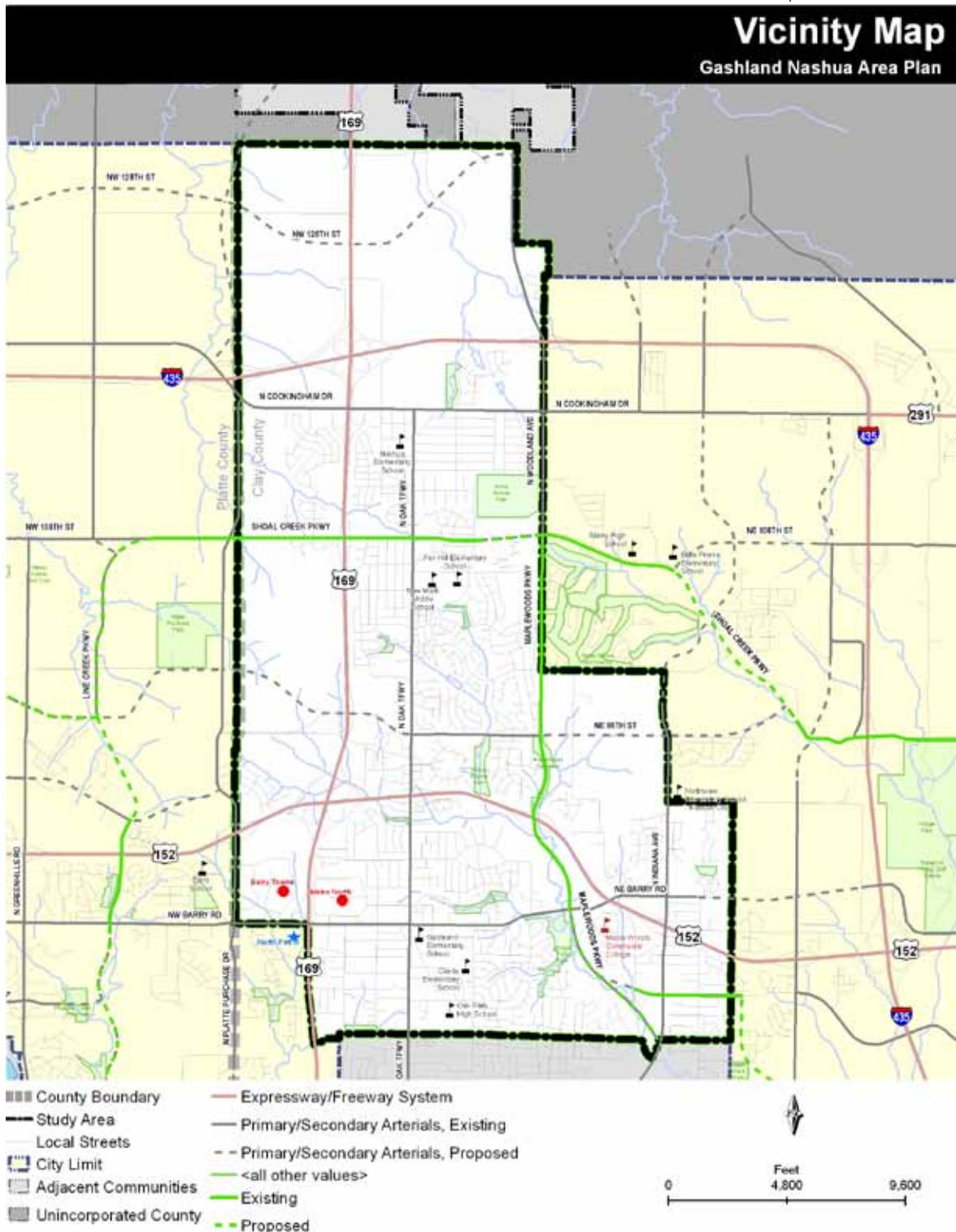
North - city limits of Kansas City, Missouri and Smithville

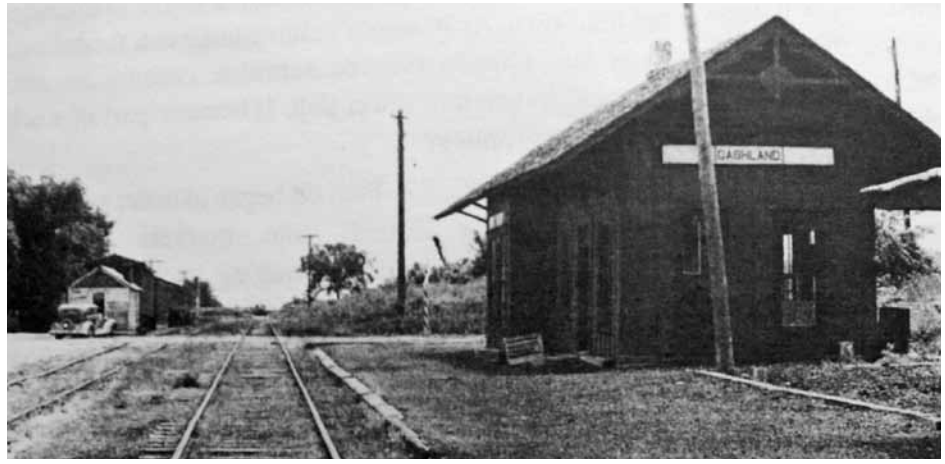
South - city limits of Kansas City, Missouri and Gladstone

East - N. Woodland Ave. and N. Indiana Ave.

West - county boundary of Clay and Platte Counties

INTRODUCTION





Background

The Gashland/Nashua area describes two separate unincorporated communities that were formed due to their proximity to post offices located along the Quincy, Omaha, and Kansas City Railroad (QO&KCRR). Later incorporated as part of Kansas City, Missouri in 1959 and 1962, the *Gashland/Nashua Area Plan* area has a long development history. From around 1897 to 1939 the QO&KC rail line operated through the heart of the area providing service from downtown Kansas City, Mo. to Quincy, IL, Omaha, NE and smaller stops along the route. The US-169 Highway corridor and North Oak Trafficway now serve as the major transportation and commerce routes through the area



The Planning Area is split between the 1st and 2nd Council Districts. The area is entirely within Clay County and is served by three school districts Smithville, Platte County, and North Kansas City. A ridgeline extends east to west through the center of the area, creating two distinct watersheds with multiple drainage basins. On the north of the ridge line, basins drain to the Platte River to the north and basins to the south drain to the Missouri River to the south.

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

LAND USE

and development

Introduction

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

Key Issues

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



WE LIKE IT HERE

Citizens expressed a great deal of pride in their community, citing its convenient access to other parts of the city, its natural beauty and neighborhood character. Citizens expressed concerns on how redevelopment of existing commercial corridors, Barry Road, and the significant amount of undeveloped land area would change the community character; residents realize that development standards will be necessary to maintain the quality and uniqueness of the area.

ECONOMIC DEVELOPMENT

Businesses and employers in the plan area will continue to have significant competitive pressure from other areas within the metropolitan region. In order to remain viable in the future, quality public infrastructure, healthy commercial areas and well maintained and affordable housing is essential.

NATURAL LIMITATIONS TO DEVELOPMENT

The planning area's natural beauty and available open space are both its greatest asset and limitation. Approximately 5,000 acres or slightly over 50% of the planning area is vacant due to natural constraints such as steep slopes, wetlands and floodplain conditions which make it difficult to provide basic city infrastructure.

CONNECTIVITY

Citizens are concerned about both the lack of sidewalks from neighborhood centers to destinations on the local level and the lack of east-west roadway connections on the macro level.



Guiding Principles

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

PROMOTE INTEGRATED LAND USE

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



LAND USE

and development

PROMOTE QUALITY DEVELOPMENT

- Future large scale multi-family and non-residential developments should complement surrounding scale, style, and design.
- Implement design guidelines to enhance the appearance and safety of development/redevelopment projects and their compatibility with adjacent areas.
- When existing commercial properties are redeveloped, place emphasis on multi-modal connectivity both within and outside of the site.
- Encourage compatible infill housing within neighborhoods.

PROMOTE SUSTAINABLE DEVELOPMENT

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

DEVELOP A HIGH LEVEL OF COMMUNICATION WITHIN THE COMMUNITY

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



Residential Low



Residential Medium



Residential Medium-High



Residential High



Mixed Use Neighborhood

Land Use Plan

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

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

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

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

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

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

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

LAND USE

and development

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

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

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

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

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

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

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



Mixed-use Community



Light Industrial



Commercial



Institutional



Parks

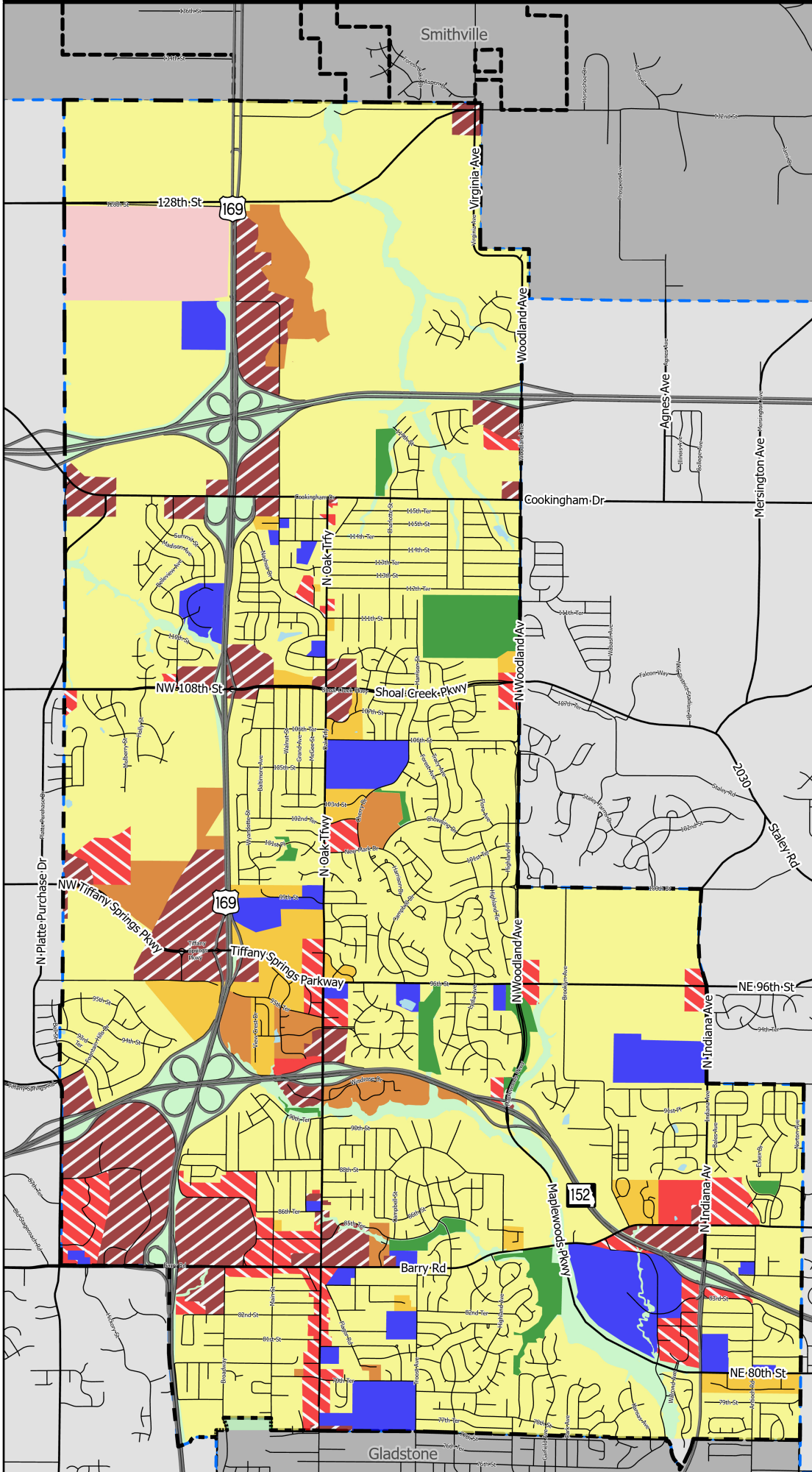


Open Space/Buffer



Conservation District Overlay

Future Land Use



- Residential Low Density
- Residential Medium Density
- Residential Medium-High Density
- Residential High Density
- Office
- Mixed Use Neighborhood
- Mixed Use Community
- Commercial
- Light Industrial
- Institutional
- Park
- Open Space/Buffer
- Adjacent Communities
- City Limit
- Area Plan Boundary

0 0.25 0.5 1 Miles



LAND USE

and development

Recommendations for Priority Areas

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

- Metro North Mall
- Barry Road Corridor, US-169 to N Kenwood
- North Oak Trafficway Corridor, NE 77th Street to NE 87th Street

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

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

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

REVITALIZATION OR REDEVELOPMENT ACTIONS

Revitalization or redevelopment actions for the priority area may include:

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

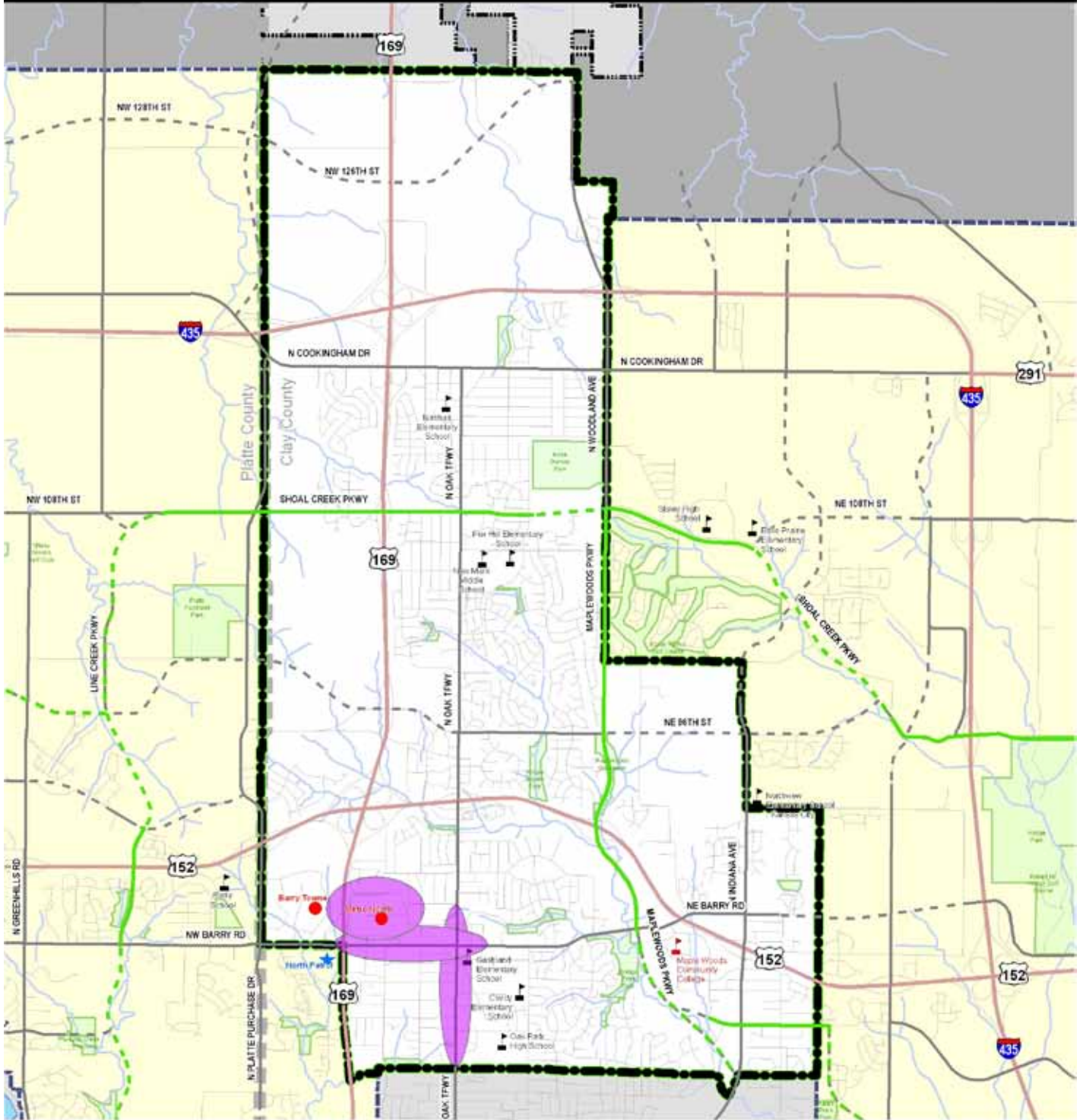


Park Name	Acreage
Anne Garney Park.....	100.00
Essex Park	5.97
Fox Hill Park	15.20
Fairfield Park	10.70
Highland View Park	13.11
Kirby Creek Park	4.90
Maplewood's Greenway	103.50
Romey Hills Park	5.27
Sherrydale Park	8.82
Willow Brooke Park	23.82
Total	291.29

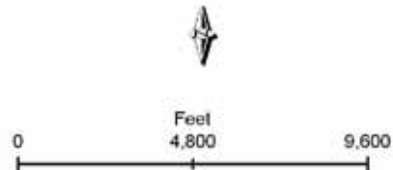
Park land totals should be consistent with the standards outlined in the Traditions & Trends 2007, Kansas City, Missouri Comprehensive Parks, Recreation and Boulevards Master Plan, approved on April 24, 2007 via Resolution 28033.

Priority Revitalization or Redevelopment Areas

Gashland Nashua Area Plan



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



URBAN DESIGN

guidelines

Introduction

The physical appearance of development is a major factor in determining public perceptions of an area. Throughout the plan process, area stakeholders expressed a desire for new development to create a sense of place and enhance the area's existing character. The following Design Guidelines should be used in conjunction with the Land Use Plan recommendations to provide a framework to shape future development in the plan area.

FOCUS Kansas City Plan – Quality Places Guidelines

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

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



LANDSCAPE SCREENING AND TRANSITIONS

INTENT:

To provide a balance between buildings, impervious surfaces, and landscaped areas through the enhancement of streets, parking lots, plazas, open spaces, buildings, gateways, and other structures.

- To provide screening/buffering between structures, parking lots, pedestrian paths and between developments of varying intensity and scale.
- To provide a physical and visual separation between higher and lower intensity uses by softening and mitigating the impacts of large buildings and paved areas.

LANDSCAPE AND SCREENING GUIDELINES:

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

- Screen all trash dumpsters, storage areas, service areas and loading areas with a combination of landscaping, decorative walls/fences or berms at least 4 feet in height and with material consistent with primary buildings.
- Landscape the interior and perimeter of all parking lots. Screen surface parking lots adjacent to streets with a combination of landscaping, decorative walls/fences or berms at least 4 feet in height.
- Areas adjacent to building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
- Walls and fences are generally not a desirable form of transition between uses. However when necessary, buffer walls should be constructed of high quality materials consistent with materials used in the construction of the development and shall abide by the following guidelines:
 - ~ Fences that face street entrances should generally be between 18" to 42."
 - ~ Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, and wrought iron. Discourage the use of chain link fencing.
 - ~ Walls and fences should be complemented with landscaping.
- Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Plant materials shall be suited to the local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
- Raised planters and/or planting beds should be used adjacent to roadways where landscape is vulnerable to water splash from passing vehicles.
- Alternative storm water solutions should be considered in the design/construction phase, examples include: storm water inlet alternatives, rain gardens, drought tolerant plants, and native plants.
- New development should provide street trees of a size, spacing, and type to be approved by the City Forester. In general, one street tree is required for every forty (40) feet of lineal frontage.
- All development should attempt to achieve harmony with the natural environment by preserving existing, healthy, attractive plant materials of significant size.



URBAN DESIGN

guidelines

TRANSITION GUIDELINES:

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

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

Architectural Transitions:

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

Green/Open Space Transitions:

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





PUBLIC SPACE

INTENT:

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

OPEN SPACE GUIDELINES:

- All developable areas in approved development plans not occupied by buildings, structures, streets, driveways and parking lots should be identified as “public spaces.”
- Public spaces must be integrated into the development design, and not placed on undevelopable remnant or unusable perimeter buffers.
- Provide small developed open spaces in new development (i.e. a neighborhood park in residential areas or public plaza in commercial areas).
- All open space areas must be accessible from a public street, sidewalk or trail.
- Set back buildings, parking, and grading from significant natural features to ensure their continued quality and natural functions.
- Public space areas should be visible, safe, attractive and inviting by incorporating pedestrian lighting, public art, landscaping, benches, and other amenities.

ENVIRONMENTAL AND STORMWATER MANAGEMENT

INTENT:

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

ENVIRONMENTAL AND STORMWATER MANAGEMENT GUIDELINES

- Retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors. Hills and natural slopes should be preserved and excessive cuts and fills should be avoided.
- Provide greenway corridors to preserve natural drainage areas, floodplains, slopes over 15 percent and wooded areas.
- Provide a tree survey and preservation plan with the development application. Replace trees over 10-inches in caliper to be removed by construction.
- Views of rivers and natural features should be preserved and integrated into developments. Complete removal of trees to create views is discouraged.
- Provide detention and use non-structural stormwater BMPs to preserve open space within and between developments, and provide storm water treatment. Design stormwater management areas as attractive water feature amenities or focal points.
- Limit stormwater runoff from new developments to predevelopment levels.
- Integrate “green street” and “green infrastructure” design into street improvements and new development projects.
- Green roofs and pervious pavers and other techniques to reduce runoff and increase absorption are encouraged.
- In residential areas, context sensitive alternative local and collector street designs with vegetated swales in lieu of enclosed storm water systems should be considered.



URBAN DESIGN

guidelines

PEDESTRIAN AND BICYCLE CIRCULATION

INTENT:

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

PEDESTRIAN AND BICYCLE GUIDELINES:

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





Building character



Proposed streetscapes



Landscape improvements

SITE PLANNING

INTENT

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

SITE PLANNING GUIDELINES

(all residential, commercial and mixed-use districts)

- Preserve existing wooded areas, using extensive landscaping and minimizing curb cuts.
- Streets should form a network of regular intersections and connect neighborhoods.
- Continue streets through to as many neighborhoods as possible and allow for future connections where topography permits. New development should incorporate a system of collector streets, with a collector street connection approximately every 1/3 to 1/4 mile. New developments should connect to streets in adjacent developments.
- Streets should follow natural contours to minimize the impact on the natural terrain.
- Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, and automobiles.
- Avoid cul-de-sacs. Where street connections are not imminent, design to allow connections with future developments.
- Provide streets parallel to open space or looped streets with neighborhood greens.
- Corners of major intersections should include a “focal point” within a 200-foot radius of the center of the intersection and around “gateway” areas. Commercial and residential focal points should include vertical architectural features, fountains, public art, and/or public plazas.
- Parking areas should not be located within a 200-foot radius of the center point of a major street intersection or gateway, unless located behind a building.
- Shared drives are encouraged for each development to reduce the impact on pedestrian traffic, except for projects that have recommendations related to a professional traffic study.
- All homes and buildings shall front onto boulevards and parkways to help encourage visual character, safer pedestrian spaces, slower driving speeds and create pleasurable walking and driving experiences.

URBAN DESIGN

guidelines

RESIDENTIAL SITE PLANNING GUIDELINES

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

COMMERCIAL AND MIXED-USE SITE PLANNING GUIDELINES

- Access to commercial and industrial uses should only be from major highways, arterials, or commercial/industrial collector streets. There should be no through truck access to residential areas from industrial streets.
- Mixed-Use Districts will have a unique character or sense of place with an identifiable center that includes defined “people places” for residents, shoppers, workers, and visitors to gather, interact and recreate and provide opportunities for housing choice and variety.
- Mixed-use districts will develop as multi-modal hubs and provide connections to transit and trails. Development densities for commercial, office and residential uses will be greater within these areas to encourage pedestrian activity and transit use.
- Provide a tight network of bicycle and pedestrian friendly streets, wide sidewalks, benches, street trees and landscaping, and on-street parking.
- Locate buildings in commercial/mixed-use areas along a build-to-line with parking located predominately behind buildings. Limit the amount of parking and vehicular circulation located between the building and the street.
- Nonresidential freestanding buildings should be clustered to define the street edge and create plazas or public gathering spaces between buildings.
- Frame and enclose parking areas with buildings on at least three sides. A majority of the frontage along adjacent streets should be occupied by buildings, decorative architectural walls or landscaping.
- Increase sidewalk width when adjacent to on-street parking and include a “transition zone” of pedestrian amenities along the street including street trees, landscape planters, pedestrian lighting, and other streetscape amenities.
- Locate parking, service areas and vehicular circulation behind or to the side of buildings and not along primary street frontage(s).
- Front buildings onto a street or major access drive to create a clear street edge and to provide physical definition of roadways.



Frontage to roads



Mixed-use centers



Pedestrian scale streetscape



ARCHITECTURAL CHARACTER

INTENT:

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

ARCHITECTURAL CHARACTER GUIDELINES (ALL DISTRICTS)

- Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include: wood, masonry, limited concrete, stone, cast stone, and tile.
- Materials, such as imitation masonry, metal panels, vinyl siding, concrete panels, or plywood, are discouraged.
- Buildings within a development should have a coherent architectural theme in terms of mass, height, rooflines, and materials.
- Buildings facing major streets should integrate architectural details to enhance the street edge and promote human scale and interest. Suggested materials and details include but are not limited to corner elements, awnings, window inlets, planted window boxes and articulated entries.
- Green (LEED certified) architecture is encouraged.
- Use building placement and design to define roadways as civic spaces.
- Design buildings to relate directly to the street using the following techniques:
 - ~ All building frontages visible from a street or a residential area shall have the equivalent treatment of the primary building façade.
 - ~ Provide a primary entry for building facades facing arterial streets, or a facade treatment of comparable architectural, material, and detailing quality.
 - ~ Minimize long expanses of wall at a single height or in a single plane.
 - ~ Vary floor heights to follow natural grade contours if significant variation is present.
 - ~ Use the highest architectural detailing when located near a major intersection or primary image street.
- Design buildings to provide human scale, interest, and variety using the following techniques:
 - ~ Use the highest level of architectural detail near streets and entries, and around the ground floor.
 - ~ Vary building massing, height, profile, and roof form that provide human scale while maintaining a consistent overall building form to the street edge.
 - ~ Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
 - ~ Expression of architectural or structural modules and detail.
 - ~ Diversity of window size, shape, or patterns that relate to interior functions.
- Provide complementary variations in building form, unless the area is designed in a manner that relies on uniformity to establish an architecturally pleasing pattern.
- Provide windows, doors, plazas, and other features on building facades adjacent to open space to encourage pedestrian activity and provide visual oversight.
- Use decorative building mounted light fixtures, particularly at entrances and for architectural accent illumination. No wall-pack or floodlight fixtures shall be permitted.

URBAN DESIGN

guidelines

RESIDENTIAL ARCHITECTURAL CHARACTER GUIDELINES

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

COMMERCIAL AND MIXED-USE ARCHITECTURAL GUIDELINES

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





SIGNS

INTENT:

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

SIGN GUIDELINES:

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

Urban Design Framework

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

GATEWAYS

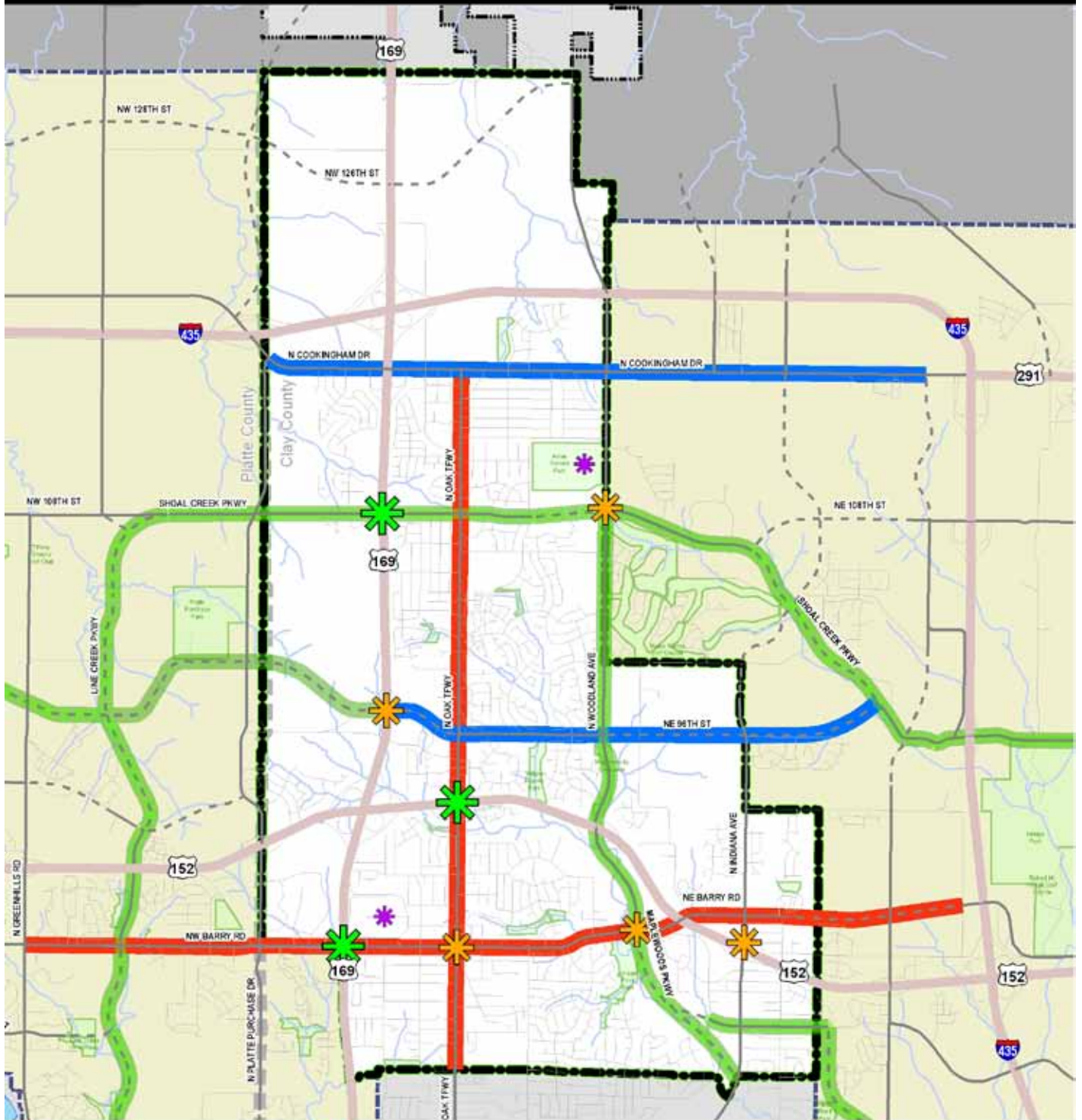
Gateways provide a focal point and a visual “announcement” to an area by serving as an anchor for the unique character and identity of surrounding neighborhoods and districts.

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

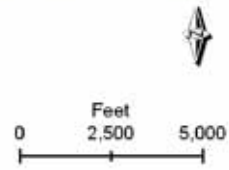


Image Streets and Gateways

Gashland Nashua Area Plan



- Primary Image Street
- Secondary Image Street
- Parkway/Boulevard
- Primary Gateway
- Secondary Gateway
- Community Identifier



Primary Gateways

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

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



Prominent locations should be anchored by buildings with unique architecture



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



Distinguishing features should be incorporated into the public streetscape and infrastructure

Secondary Gateways

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

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



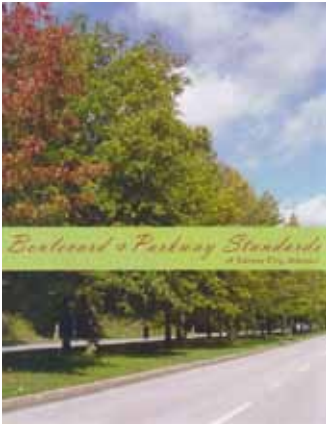
Amenities should enhance the environment for pedestrians, bicyclists, and transit users



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



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



STREETSCAPE

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

Several thoroughfares in the Plan Area have streetscape plans or adopted standards that should be implemented both through public and private investments, including enhancements recommended by the *Major Street Plan*, the *Boulevard and Parkways Standards of Kansas City*; and specifically, the projects identified for future streetscape study in this area:

- Barry Road from Interstate Highway 69 to North Oak Trafficway
- North Oak Trafficway from the City of Gladstone to Highway 152.

IMAGE STREETS

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



URBAN DESIGN

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Primary Image Streets

Major streets, parkways, and boulevards with distinctive enhancements intended to provide a positive first impression and a memorable sense of place, unique to this area of Kansas City. These corridors place the highest-level emphasis upon pedestrian improvements and amenities in both the public right-of-way as well as adjacent private development. Buildings and open space areas along these streets should be designed with direct connections to the pedestrian network along the street and should emphasize the pedestrian environment. Private development around these areas should be held to the highest design and aesthetic standards to create a distinctive image. Aesthetic improvements in the public right-of-way should include:

- wider sidewalks and amenities for pedestrian activities on both sides of the street
- wide designated crossings at all major intersections
- street trees and enhanced streetscape improvements
- distinctive street lighting
- public art
- limited overhead wires and other above ground utility infrastructure



Distinctive bridge structures



Freeway landscaped median treatments



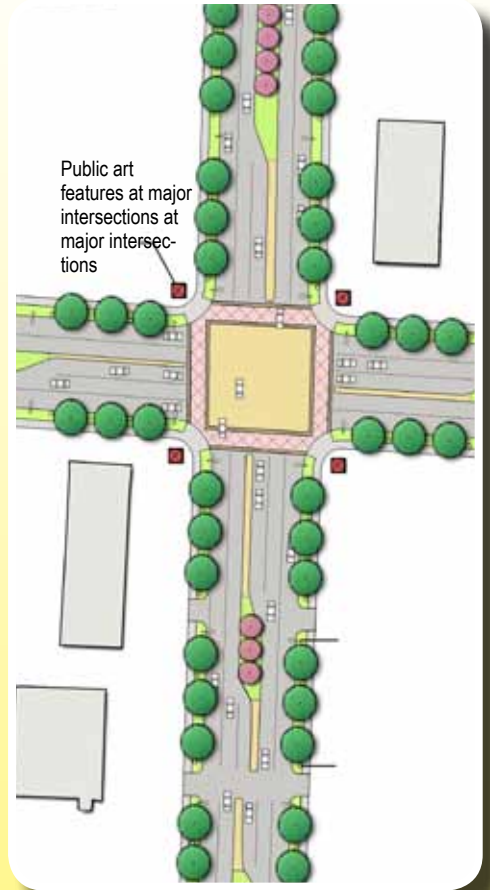
Public art, including water features

Secondary Image Streets

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



Monuments and other freestanding elements at strategic intersections



Street trees and enhanced streetscape improvements



Public art, including water features

HOUSING

and neighborhoods

Introduction

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

Key Issues

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

PROVIDE HOUSING CHOICES

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

HOUSING DEMAND

New and renovated housing will be needed to accommodate anticipated population growth and changing market demands of a more diverse population. A key factor within the Gashland/Nashua plan area is the future extension of sewer services in the First and Second Creek Watersheds. This area, which will affect the northwestern portion of the planning area, will open up significant areas to development.





MAINTAIN AND ENHANCE THE EXISTING HOUSING STOCK

The existing housing stock of single-family dwellings and rental properties must be maintained and enhanced in order to sustain long-term neighborhood health. A major issue facing much of the plan area is the marketability of its older housing stock, and in some areas the condition of homes in older neighborhoods. Housing constructed during the 1970s, typically consists of modest sized homes with fewer bedrooms, smaller kitchens, less storage space, and fewer modern amenities than homes built today. Unless renovated to meet current market demands, such housing will increasingly be at a competitive disadvantage in the marketplace compared to housing built in recent decades.

QUALITY INFILL DEVELOPMENT AND NEW DEVELOPMENT

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

ENHANCING “CURB APPEAL” AND A SENSE OF PRIDE

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

PARKS AND OPEN SPACE AREAS

Maintaining and enhancing parks and open space areas is important to the continued development of the plan area. Participants in the process talked about the use of parkland to serve as a community focal point. In these discussions, citizens spoke for the need to develop outdoor recreational opportunities and working with area schools to provide access to facilities usually found in community centers.



HOUSING

and neighborhoods

Guiding Principles

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

- New residential development should be developed to consistent with the existing area character.
- Maintain and enhance existing housing stock to secure viability and competitiveness in the marketplace.
- Promote a full range of housing choices for all citizens and income levels.
- Promote neighborhood identity and a sense of pride.
- Aggressively target property maintenance and code enforcement issues.
- Enhance basic infrastructure within neighborhoods.
- Promote quality and compatible infill development, new development, and redevelopment.
- Increase levels of home ownership.
- Develop recreational opportunities available for residents of the planning area.

Recommendations

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

REINVEST, MOTIVATE, AND MONITOR

In addition to adding new housing stock, it will be important to strengthen the existing housing stock within the plan area. This reinvestment can be accomplished by things like the creation of a small grants program in targeted areas for repairs to housing; focusing on property maintenance and code enforcement to motivate property owners to maintain their properties; and monitoring the health of neighborhoods. When new housing is developed, strong consideration should be given to introducing housing to underperforming commercial areas as new residential areas.





DEFINE COMMUNITY CRITERIA FOR SUCCESS

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

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

ADDRESS PROPERTY MAINTENANCE ISSUES

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



BUILD UPON THE EXISTING COMMUNITY'S CHARACTER

- Promote new residential and nonresidential development that is designed to blend appropriately with the neighborhood's existing character by being consistent with the plan's urban design guidelines.
- Promote "green" design practices in new development and renovation projects (i.e. energy efficiency, reduced storm water runoff, water conservation, reduced wastewater).
- Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential areas to retail areas, schools, transit stops, parks, religious institutions, and other neighborhood destinations.
- Create a community center or work with area schools/facilities to make these types of uses available to area residents.
- Build capacity of existing neighborhood associations and housing associations and work to create new organizations where none are present.

TRANSPORTATION

Introduction

The plan area is divided by two regional highways, US-169 highway and MO-152 highway, which provide excellent access to major employment, retail and residential centers and serves as a primary link between Downtown and the Kansas City International Airport. The plan area has a good north to south street network but the east to west arterial and collector network is incomplete. Much of the plan area lacks “urban” transportation infrastructure including improved streets, sidewalks, trails, and other bicycle and pedestrian accommodations. Future improvements to the multi-modal transportation network will play a significant role in economic development opportunities, mobility, and the long-term sustainability of the plan area.

Key Issues

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

- **Street Network:** Challenging terrain, existing development and multiple drainage basins create constraints for many road extensions through the plan area. Citizens saw the preservation of existing and of creation of new corridors as vital to the area.
- **Connectivity:** A portion of the existing street network predates annexation and lacks urban enhancements such as sidewalks and curbs. Enhancements needed throughout the plan area include accommodations for pedestrians, bicyclists, and transit stop amenities.
- **Walkability and Bicycle Needs:** Much of the plan area has limited or no accommodations for pedestrians and bicyclists. The area lacks a continuous sidewalk network, on-street bicycle routes, and off-street multi-purpose trails.
- **Multi-Modal Transportation Alternatives:** There is a need for a variety of transportation options, such as rapid transit (i.e. light rail or bus rapid transit), expanded local bus services and facilities, trails, on-street connected sidewalks, and newer “green” transit technologies to serve residents of all ages and incomes. As the area develops, this need will increase.

Guiding Principles

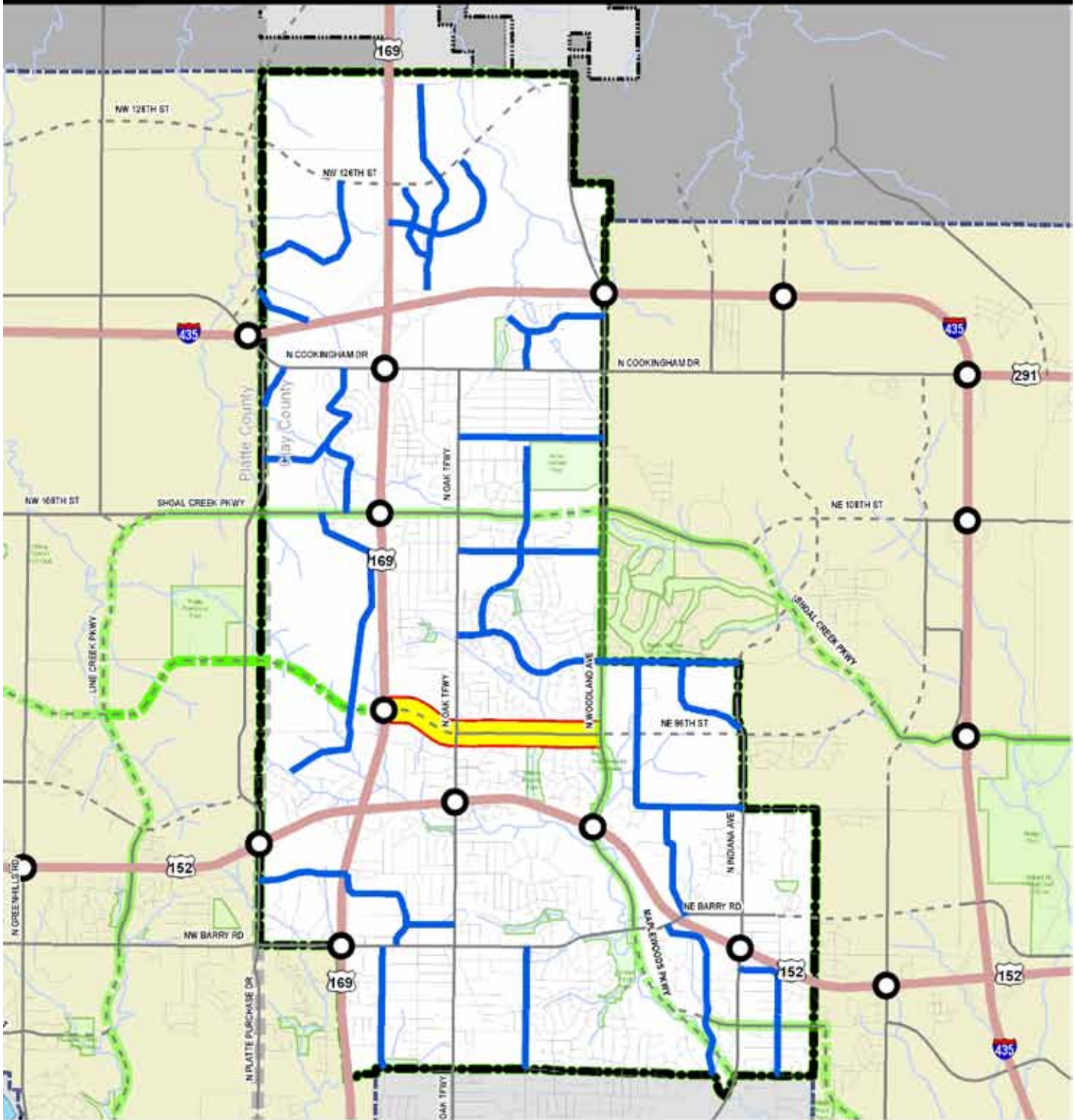
The following guiding principles related to transportation address the key issues identified during the community planning process:

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



Major Street Plan

Gashland Nashua Area Plan



Major Street Plan

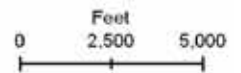
- Expressway/Freeway System
- Primary/Secondary Arterials, Existing
- - Primary/Secondary Arterials, Proposed
- Existing
- Proposed
- Proposed Collector Street System

Interchanges

- Full Interchange
- ◐ Partial Interchange

Proposed Change

- Proposed As Parkway



Major Street Plan - Connectivity

The primary function of the arterial and highway network is to move large volumes of traffic from one place to another at moderate- to high- speeds, and to provide continuous linkages between major traffic generators. Building on the city's *Major Street Plan*, which designates freeways/expressways, arterials, and parkways and boulevards, the Major Street Plan map identifies a network of collector roadways to serve both existing and future development throughout the plan area. Due to the challenging terrain, the existing east-west street network is limited and there are few existing east-west street connections in the plan area. The collector streets identified in the map provide continuous linkages within neighborhoods and connect to local streets that provide access to individual properties. The actual alignment of the roadways must consider issues such as slopes, floodplain, cultural resources, and mature woodland areas through the design and development application review process.



Recommendations

AREA-WIDE SAFETY AND EFFICIENCY

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



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



SUSTAINABLE COMMUNITY AND A UNIQUE SENSE OF PLACE

- **Parkway and Boulevard Plan** - Implement the Parkway and Boulevard Plan throughout the plan area.
- **Context Sensitive Design** - Plan and construct roadway projects that harmonize with natural systems by respecting topography and natural resources. Drainage facilities should be improved using “green infrastructure” and other Best Management Practices while enhancing visual quality of the public streetscape.
- **Landscape Enhancements** - All roadway sections should provide opportunity for landscaping or green space either on the sides or in a median, where feasible. Landscaping should be sustainable and planting techniques should use long-lived, indigenous varieties of plants that are hardy, disease-resistant, and urban tolerant.
- **Streetscape Enhancements** - Street improvements should include streetscaping to provide unique identity and a sense of place, particularly in areas designated as gateways and image corridors.
- **Conduct Studies for Future Roadway Improvements** - Conduct an Alignment Study And Preliminary Engineering Design Study for the remaining phases of Maplewoods Parkway, Shoal Creek Parkway and Tiffany Springs Parkway to determine the most suitable and feasible opportunities to complete these corridors.
- **Limited Access Roadways** - Freeways and expressways are major barriers for both pedestrian and bicycle crossings. Future interchanges should be designed to safely accommodate pedestrian and bicycle traffic. Grade separated crossings should be considered.

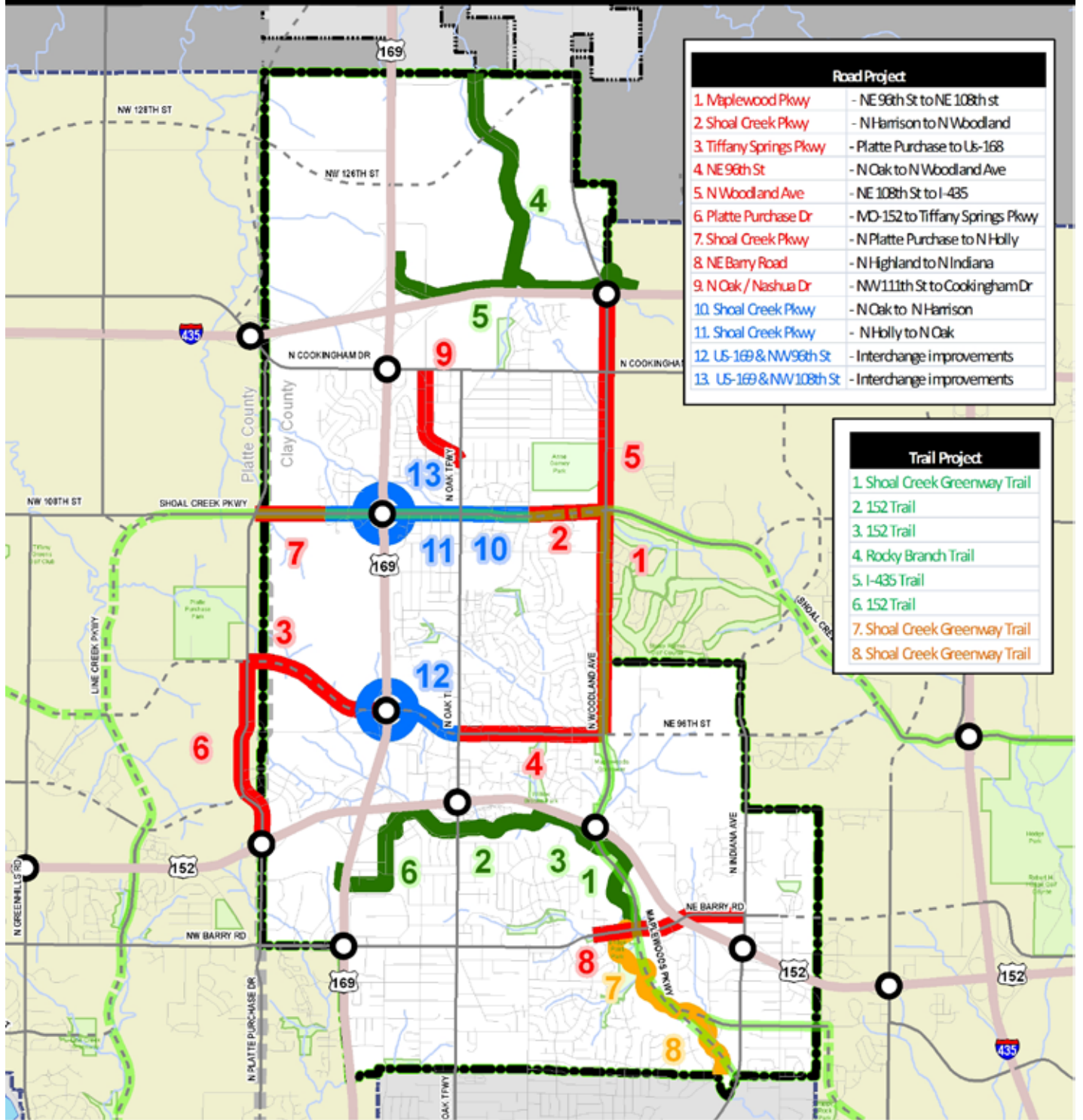
CAPITAL PROJECTS

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



Priority Road and Trail Projects

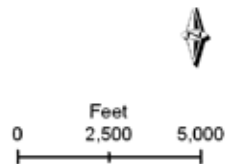
Gashland Nashua Area Plan



Road Project	
1. Maplewood Pkwy	- NE 96th St to NE 108th st
2. Shoal Creek Pkwy	- N Harrison to N Woodland
3. Tiffany Springs Pkwy	- Platte Purchase to Us-168
4. NE 96th St	- N Oak to N Woodland Ave
5. N Woodland Ave	- NE 108th St to I-435
6. Platte Purchase Dr	- MD-152 to Tiffany Springs Pkwy
7. Shoal Creek Pkwy	- N Platte Purchase to N Holly
8. NE Barry Road	- N Highland to N Indiana
9. N Oak / Nashua Dr	- NW111th St to Cookingham Dr
10. Shoal Creek Pkwy	- N Oak to N Harrison
11. Shoal Creek Pkwy	- N Holly to N Oak
12. US-169 & NW96th St	- Interchange improvements
13. US-169 & NW108th St	- Interchange improvements

Trail Project	
1. Shoal Creek Greenway Trail	
2. 152 Trail	
3. 152 Trail	
4. Rocky Branch Trail	
5. I-435 Trail	
6. 152 Trail	
7. Shoal Creek Greenway Trail	
8. Shoal Creek Greenway Trail	

- Priority Road Project
- Priority Road Project (Funded)
- Priority Trail Project
- Priority Trail Project (Funded or Under Construction)



Walkability Framework

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

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

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



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

TRANSPORTATION

WALKABILITY FRAMEWORK RECOMMENDATIONS

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



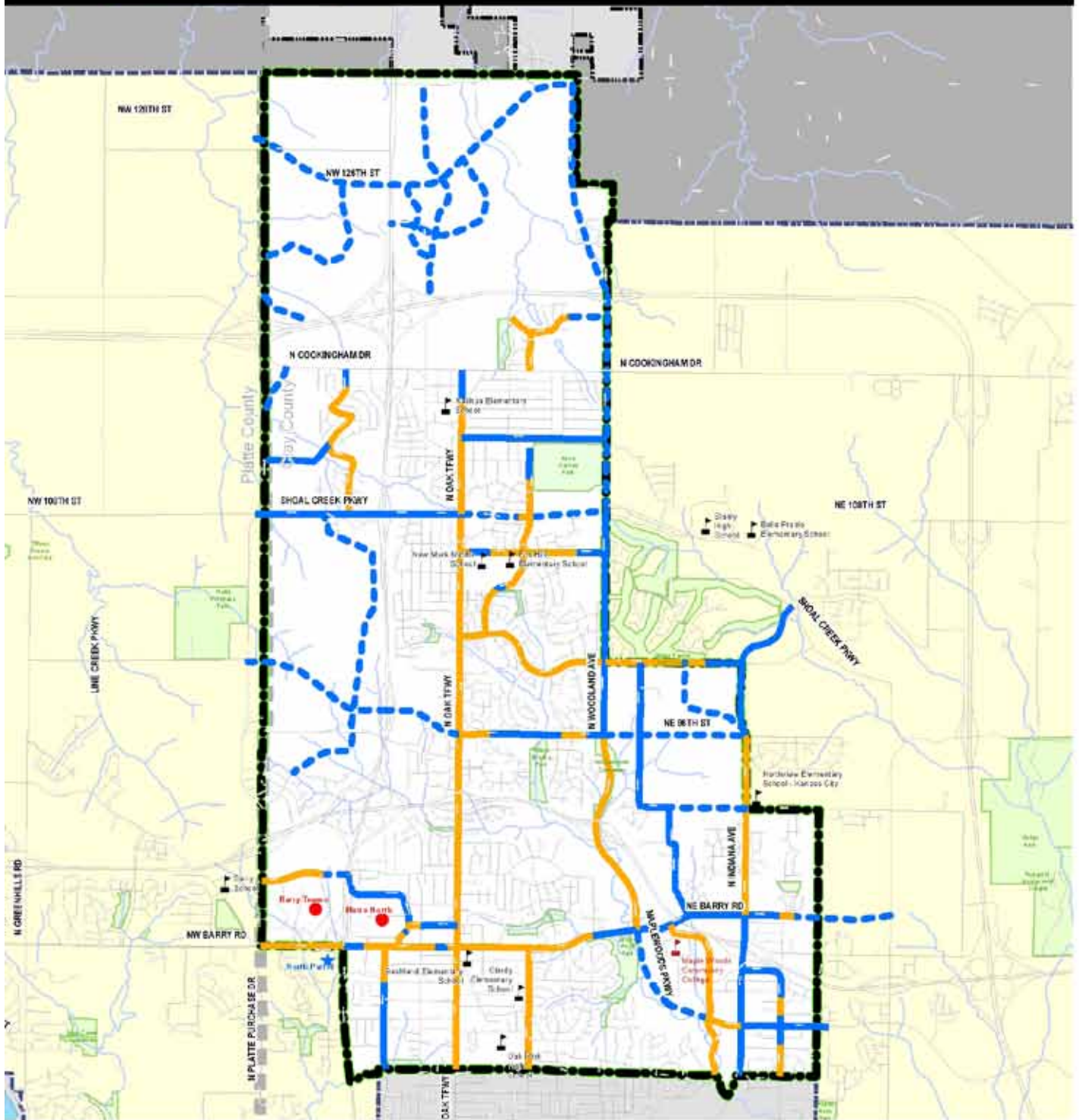
Infrastructure improvements should enhance accessibility for residents of all ages and physical conditions.



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

Proposed Walkability Framework

Gashland Nashua Area Plan



- ▬▬▬ County Boundary
- ▬ Study Area
- Local Streets
- ▬ City Limit
- ▬ Adjacent Communities
- ▬ Unincorporated County
- Existing Sidewalk System
- Proposed Pedestrian Improvement (Existing Street)
- Proposed Pedestrian Improvement (Proposed Street)



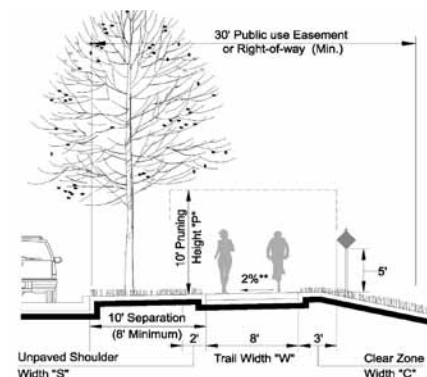
TRANSPORTATION

Trails and Bicycle Framework

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

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

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



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

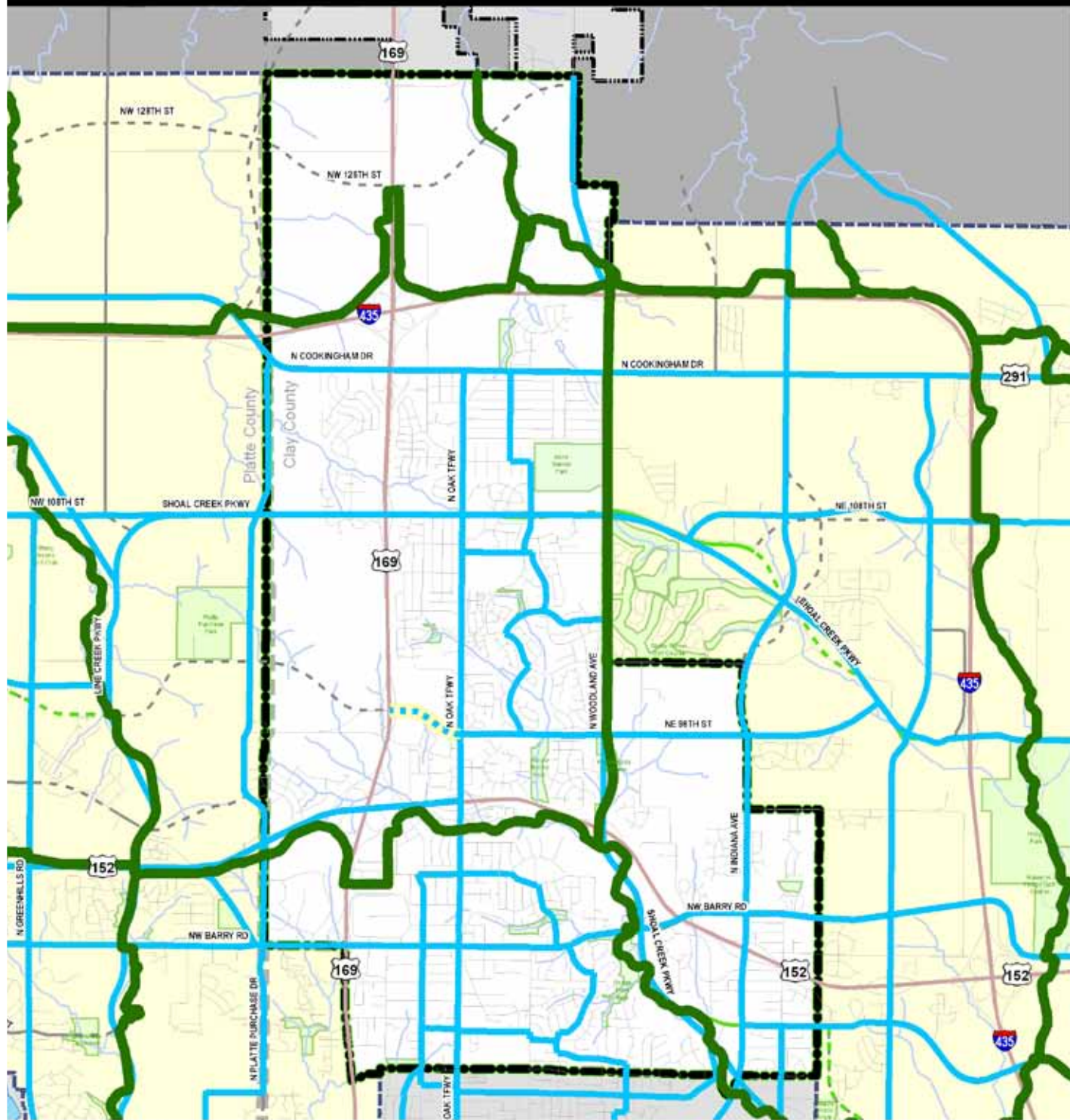


Future improvements to major streets should include a combination of on-street bike lanes and designated bike routes.



Bicycle Routes and Citywide Trails

Gashland Nashua Area Plan



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

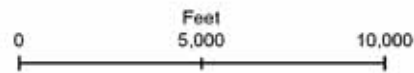
Citywide Trails Plan

- On-Street
- Off-Street

Bicycle Routes

- Bicycle Route per Major Street Plan

— Potential New Bike Segment



TRANSPORTATION

TRAIL AND BICYCLE RECOMMENDATIONS

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

TRANSIT RECOMMENDATIONS

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



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



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



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



INFRASTRUCTURE

Introduction

Developed portions of the planning area generally have adequate water and sanitary sewer service. The exception being certain portions of the area developed prior to annexation in 1959 and 1962, and undeveloped areas without any sewer service. Within the pre-annexation areas, challenges include inadequate storm facilities, limited curbs and gutters, lack of sidewalks and narrow rights-of-way. (see Sanitary Sewer Infrastructure map).

The provision of sanitary sewers has been complicated by topography and the costs of installing sewer services within these areas. Throughout the planning process, participants stressed the importance of improving basic infrastructure within the planning area before any additional land is developed.

Key Issues

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

LACK OF URBAN STREET AND SIDEWALK INFRASTRUCTURE

Portions of the plan area lack streets that are improved to City standards, without appropriate street lighting, curbs, adequate stormwater drainage systems, pedestrian and bicycle accommodations, and well maintained street surfaces. Such streets need to be improved to include street curbs and piped stormwater systems or improved with an alternative “green infrastructure” solutions approach with ribbon curbs and gentle ditches, swales, and channels.

WALKABILITY

Many neighborhoods within the plan area do not have curbs or sidewalks forcing pedestrians to walk along open ditches or in the street. When sidewalks are present, they often end at the edge of individual developments and do not connect to area destination points.

MAINTENANCE OF EXISTING INFRASTRUCTURE

This includes ongoing repair and the prevention of flooding and erosion in problem areas, streets, sidewalks, and other public assets.

SANITARY SEWER

There are significant areas without any sewer service in the north western portions of the planning area and clusters of properties on septic systems in several other locations within the plan area. The former situation may be resolved with the possible installation of a major sewer project in the First and Second Creek Watershed. The later situation is problematic, because the property owner is responsible to pay for the installation of sanitary sewer connections from the house to the public sewer line. Per City Charter, assessments are based on the entire square footage of the property. Therefore, larger properties pay larger assessments than those on smaller lots. Connection lines must be paid for by the property owner in addition to any assessments.



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



STORMWATER MANAGEMENT

Portions of the plan area have open ditches and driveway culverts that need to be repaired, widened or reconstructed. Some older areas that have deteriorating curbs and/or gutters need to be improved or replaced. Other stormwater issues include the need for strategies to manage existing stormwater run-off and tools to regulate new development in terms of its impacts on stormwater, water quality and stream health.

COORDINATION OF IMPROVEMENTS

Improvements for various infrastructure systems often occur independently from each other, rather than concurrently. Thus, it is common with improvement projects for one system to impact another completed in previous years. Planning participants stressed the desire for a coordinated approach to improve all deficient infrastructure components in an area, such as street and sidewalks at the same time as water and sewer lines and other public and private utilities.

Guiding Principles

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

- Enhance and adequately maintain basic infrastructure.
- Work with the Water Services Department to determine the feasibility of the expansion of sewer services into the 1st and 2nd Creek Watersheds.
- Enhance stormwater management systems throughout the plan area, and integrate the use of best management practices, “green infrastructure,” and other natural systems to maintain and enhance environmental quality by having the systems perform such functions as cleaning air and water, and controlling stormwater runoff.
- Incorporate “Green infrastructure” into both public infrastructure and private development design.
- Target priority improvements for water, sanitary sewer, and stormwater systems in areas with existing deficient services.
- Pursue a targeted approach to addressing all necessary infrastructure improvements concurrently in an area when capital improvements are planned.
- Implement long-term solutions for improving sanitary sewer services and eliminating septic systems.
- Identify walkability improvements to support a safe and inviting environment for pedestrians and cyclists.



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



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

INFRASTRUCTURE

Water and Sanitary Sewer Systems

WATER AND SEWER SERVICE

The majority of the sewer and water systems in the plan area was put in place after annexation. While the majority of homes that had been served by septic systems are now connected to public sewers, there are still some homes on septic systems within the plan area (see Sanitary Sewer Infrastructure map). There are no combined sewers in the plan area.

Possible expansion of sewer services is possible within the 1st and 2nd Creek areas of Kansas City. The public shall continue to work with the City's Water Services Department and all other appropriate departments to determine the feasibility of the expansion of sewer and the all associated infrastructure and service needs to the 1st and 2nd Creek Watersheds for future development.

WATER AND SEWER SERVICE RECOMMENDATIONS

- The Water Services Department should conduct a study that both prioritizes the removal of existing septic systems and determines if any such systems should remain in place due to difficulties associated with connecting to City sewer within the planning area;
- If it is determined that an existing septic system should remain in place, the Water Services Department should create a program whose purpose is to inspect these systems, at to be determined interval, to insure they are functioning within acceptable operating parameters.
- In areas where it is determined to remove septic systems, explore and implement alternative financial assessment mechanisms to reduce the financial burden to homeowners connecting to the public sanitary sewer system.
- The Water Services Department shall work with all appropriate City Departments and the public to determine the feasibility of the installation of sewers in the 1st and 2nd Creek Watershed, its impact on the City to provide services and its impact on tax revenues for the City.



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



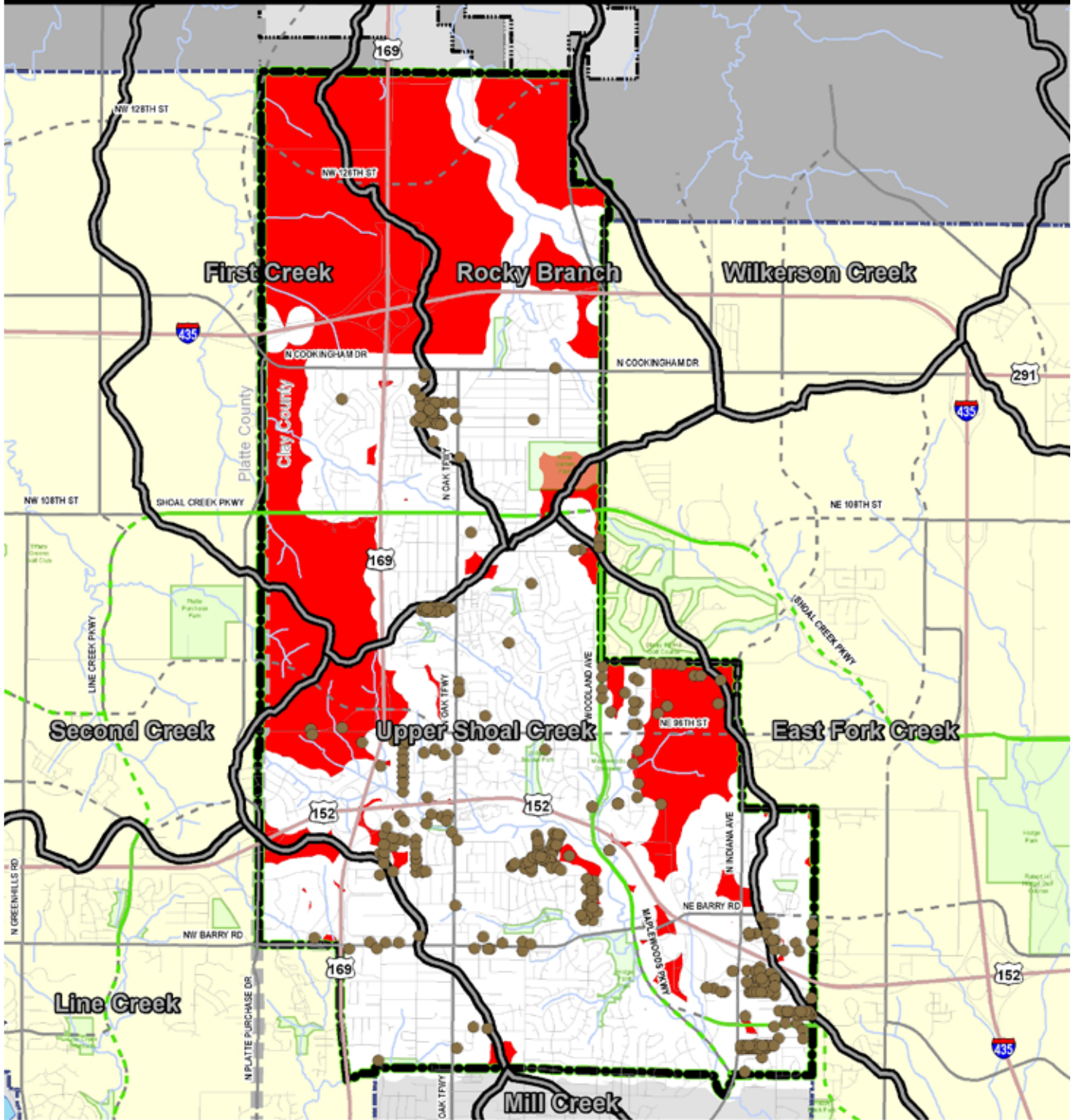
Citizens strongly recommended a coordinated approach to infrastructure improvements with the desire for all public and private utilities to be improved in a neighborhood at the same time.



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

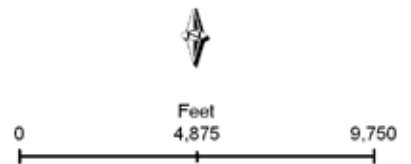
Sanitary Sewer Infrastructure

Gashland Nashua Area Plan



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

- ▭ Watersheds Boundary
- Septic Tanks (386)
- ▭ Areas at least 500 feet from Sanitary Sewer



INFRASTRUCTURE

Stormwater Management

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

BEST MANAGEMENT PRACTICES (BMPs)

BMPs are environmentally sound practices aimed at reducing flow rates and pollutant concentrations in urban runoff. BMPs typically include “non-structural” improvements, such as preserving natural vegetation, particularly next to streams; and, “structural” practices like vegetated swales, stormwater wetlands, rain gardens, and wet detention basins planted with native vegetation. BMPs provide benefits beyond stormwater management and often cost less over time than traditional practices. The conservation of natural resources and the creation of recreation and other amenities by preserving open space are additional benefits that BMPs can provide. The basic concepts and goals of BMPs are as follows, and are further depicted on pages x:

- Improve both stormwater quantity and quality;
- Protect streams, wetlands, slopes, vegetation and trees;
- Reduce flooding, erosion and pollutants; and,
- Increase infiltration of stormwater on-site.

The Stream Buffer Framework and BMP Opportunities Map on page x identifies locations where BMPs would be most appropriate. Improvements in these areas may include the following types of BMPs. Recommendations for these areas include:

- **Roadside Detention and Retention:** Opportunities for stormwater improvements based on future “green” projects planned by the Parks Department, existing and future bike lanes and sidewalks, and roadways identified as collectors.
- **Green Solutions:** These locations were identified by the City’s Watershed Master Plans and include improvements such as stormwater channel improvements, erosion control, planting with native vegetation and constructing detention basins.

STORMWATER MANAGEMENT RECOMMENDATIONS

- Focus stormwater management improvements in areas with flooding, unimproved ditches or erosion problems.
- Clear existing clogged storm drains to improve stormwater management.
- Improve neighborhood streets to urban standards (e.g., stormwater drainage, curbs, sidewalks, and lighting) and integrate “green infrastructure” solutions where practical.

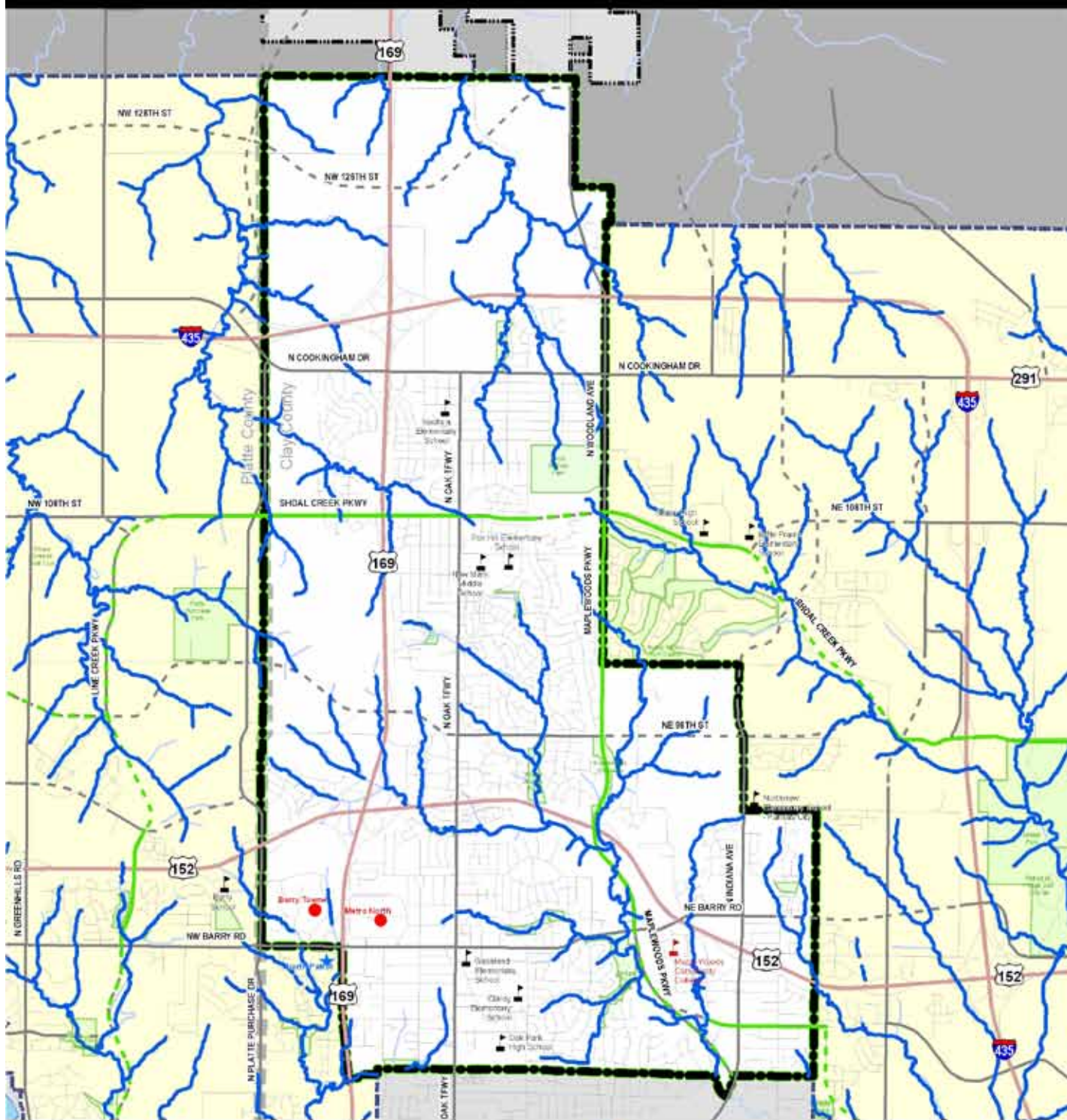


Innovative approaches to storm water management through the use of “green infrastructure” and best management practices are encouraged throughout the Plan Area.

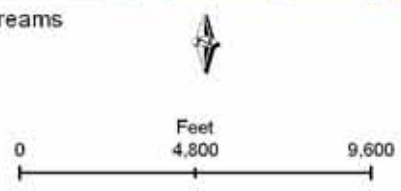


Regulated Stream Network

Gashland Nashua Area Plan



- ▬ County Boundary
- ▬ Study Area
- ▬ Local Streets
- ▬ City Limit
- ▬ Adjacent Communities
- ▬ Unincorporated County
- ▬ Expressway/Freeway System
- ▬ Primary/Secondary Arterials, Existing
- ▬ Primary/Secondary Arterials, Proposed
- <all other values>
- ▬ Existing
- ▬ Proposed
- ▬ Regulated Streams



INFRASTRUCTURE

Stream Buffer Network

The Regulated Stream Network Map identifies recommended stream buffer areas based on the City's stream buffer standards. Vegetated buffers along the waterways are intended to protect stream stability, improve water quality, conserve wildlife habitat, provide flood water conveyance, and help mitigate the adverse environmental impacts that development can have on streams and associated natural resources. While many of the identified buffer corridors are located in existing developed areas, the map should be used as a guide for areas to implement innovative stormwater management techniques. All development or redevelopment projects and public infrastructure improvements within the buffer areas must adhere to the stream buffer standards in the Kansas City Zoning and Development Code.

GREEN INFRASTRUCTURE

Participants in the planning process expressed support for pursuing "green" infrastructure improvements where practical in the plan area. Green infrastructure can reduce reliance on traditional Stormwater structures (such as pipes, channels, and treatment plants) that are expensive to build, operate and maintain. This concept should be integrated as a component of future infrastructure improvements and new development design as a means to reduce Stormwater runoff, reduce water pollution, create recreational amenities, protect natural resources, and implement city initiatives and programs including the City's *Climate Protection Plan* and *KC One*.

GREEN SOLUTIONS

Green solutions are strategies that result in on-the-ground projects specifically designed to reduce stormwater runoff, reduce water pollution, create recreational amenities, and protect natural resources through the use of natural systems. These natural systems may include rain gardens, bio-retention facilities, stream restoration, stream buffers and other scientifically-proven methods. Installing rain gardens, bio-swales, and green roofs can help reduce stormwater runoff by treating the water where it falls. Allowing stormwater to soak into the ground or to run through plant material filters the water and removes



Best Management Practice in Residential Settings

BMP design can be incorporated throughout the Planning Area, especially in residential neighborhoods and along local streets. Rain gardens, permeable paving, and detention basins are common types of BMP that can be found in residential settings.



Rain Garden
Planted depression designed to absorb rain-water runoff from impervious urban areas like roofs, driveways, and walkways.

Detention Basin

Designed to protect against flooding and, in some cases, downstream erosion by storing water for a limited period of time. Basins can be “dry” or “wet”, depending on whether they are designed to permanently retain a volume of water.



Permeable Paving

Paving method for roads, parking lots, driveways, and walkways that allows the movement of water around and through the paving material and into the soil.



Best Management Practice in Residential Settings

BMP design can be incorporated throughout the Planning Area in commercial developments and along major arterials or collectors. Rain gardens, bio-swales, and permeable paving are common types of BMPs that can be found in commercial developments.



Rain Garden
Planted depression designed to absorb rain-water runoff from impervious urban areas like roofs, driveways, and walkways.

Permeable Paving
Paving method for roads, parking lots, driveways, and walkways that allows the movement of water around and through the paving material and into the soil.



Bio-swale
Landscape elements designed to remove silt and pollution from surface runoff water. A common application is around parking lots, where substantial automotive pollution is collected by the paving and then flushed by rain.



IMPLEMENTATION

Introduction

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

- Private development applications
- Local business starts
- Community partnerships

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

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

AREA PLAN OVERSIGHT COMMITTEE(S)

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

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

SPECIFIC RESPONSIBILITIES OF THE OVERSIGHT COMMITTEE:

Prioritize Projects and Initiatives

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

Seek Funding For Plan Implementation

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

Summary of Financing Programs

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

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Eligible Projects/Programs: Housing and Neighborhood Improvements.

This program is directed by the Department of Housing and Urban Development (HUD) and provides funding for a wide variety of community development projects. CDBG provides eligible cities with annual direct grants they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services, principally to benefit low and moderate income persons. Although the rehabilitation of affordable housing has traditionally been the largest single use of CDBG funds, the program is also an increasingly important catalyst for economic development activities. In order for any project to be considered for CDBG funding, it must meet one of the three broad "national objectives" established by Congress. A CDBG project must benefit low and moderate income persons; prevent or eliminate slums and blight; or meet an urgent community development need. Primary emphasis is usually placed on the objective to benefit low and moderate income persons. CDBG funds for low-income households could be available to pay for removal of existing septic tanks and installation of new service from their home to the mainline.

ENTERPRISE ZONE/EMPOWERMENT ZONE

Eligible Projects/Programs: Economic Development and Jobs Creation.

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

IMPLEMENTATION

PUBLIC IMPROVEMENT ADVISORY COMMITTEE (PIAC)

Eligible Projects/Programs: Transportation and Infrastructure.

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

SPECIAL BUSINESS DISTRICTS

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

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

COMMUNITY IMPROVEMENT DISTRICT (CID)

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

Missouri Statutes, "Sections 67.1400 et seq., RSMo," authorize the creation of Community Improvement Districts (CID). The purpose of a CID is to raise money to provide improvements to a specific area. A CID may be established as either a political subdivision or as a not for profit corporation. If the CID is established as a political subdivision, it is governed by a board of directors that, as specified in the petition, is either elected by the qualified voters in the district or appointed by the City. If the CID is a not-for-profit corporation, the directors

are selected in accordance with the provisions of Chapter 355 of the Missouri Statutes. Missouri Statutes provide a CID with a variety of enumerated powers, including the authority to construct, reconstruct, install, repair, maintain, and equip public improvements including parks and streets. The improvements in a CID organized as a political subdivision or a not for profit corporation may be funded by the imposition of special assessments. If the CID is a political subdivision, the improvements may also be funded by a real property tax levied within the district after approval by a majority of the qualified voters within the district.

NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

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

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

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

TRANSPORTATION DEVELOPMENT DISTRICT (TDD)

Eligible Projects/Programs: Transportation and Related Urban Design.

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

IMPLEMENTATION

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

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

Eligible Projects/Programs: Transportation and Related Urban Design.

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

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

PLANNED INDUSTRIAL EXPANSION AUTHORITY (PIEA)

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

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

MISSOURI HISTORIC TAX CREDITS

Eligible Projects/Programs: Economic Development (Historic Rehabilitation)

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

CHAPTER 353 INCENTIVE (URBAN REDEVELOPMENT CORPORATIONS)

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

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

Implementation Matrix

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

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

- **Action Steps** – First steps in implementing Plan recommendations.
- **Implementation Responsibilities** – Lead organizations and partners responsible for initiation, oversight, and monitoring. These may include:
 - ~ **City:** includes various city departments, boards, and commissions.
 - ~ **Agencies:** may include federal, state, and county departments and agencies.
 - ~ **Private Sector:** may include developers and land owners.
 - ~ **Oversight Committee:** should include citizens, neighborhood organizations, business owners, agencies, and other community organizations.

RESPONSIBILITY: ■ PRIMARY □ SECONDARY

- **Time Frame** – A general period of time during which specific actions should occur, expressed in the following terms:
 - ~ Short-term, 1 to 3 years
 - ~ Medium-Term, 3-5 years
 - ~ Long-Term, over 5 years
 - ~ Ongoing

IMPLEMENTATION

Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Organization								
Establish an ongoing Oversight Committee, with subcommittees to take an active lead in Plan implementation.	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	✓			
Improve communication between neighborhoods, businesses, the City, and agencies.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				✓
Identify a Organization (ex. NNI) to organize local neighborhoods/entities.	<input type="checkbox"/>			<input checked="" type="checkbox"/>	✓			
Evaluate and pursue funding sources for Plan Implementation.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓
Land Use								
Use the Plan Urban Design recommendations and Design Guidelines as a guide to City staff, developers, property owners, business owners, residents, public officials and other applicable development review entities as a framework for future development decisions.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				✓
Evaluate pedestrian connectivity both within and outside of development/redevelopment projects.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓
Conduct an assessment of the presence of all necessary City infrastructure when considering the appropriateness of a development proposal.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓
Incorporate alternative modes of transportation (eg. Transit, Walking, Biking) into new development/redevelopment projects.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓
Work with developers to ensure compatibility with surrounding areas, including conformance with the Area Plan Design Guidelines.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>				✓
Work with local school districts, churches and other institutions regarding future site location decisions and issues relating to community outreach.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				✓
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential to retail areas, schools, transit, parks.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				✓

Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Pursue measures to support the revitalization or redevelopment and public financing of "Priority Areas" as identified within this plan.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓			
Design plans for regional storm water facilities.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		✓		
Neighborhoods & Housing								
Identify a Organization (ex. NNI) to organize local neighborhoods/entities.	<input type="checkbox"/>			<input checked="" type="checkbox"/>	✓			
Work with the Neighborhood and Community Services Department to establish a property maintenance improvement strategy.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Work with neighborhood associations to investigate the use of NIDs or CIDs to fund infrastructure improvements or other services.	<input type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Utilize new tax incentive programs such as TIF's to fund improvements to infrastructure and housing in residential areas that are adjacent to commercial areas.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		✓		
Educate the real estate community about the potential of under utilized commercial centers that would benefit neighborhoods.	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	✓			
Create "Safe Routes to School" assessments for area schools and use the results of these studies to prioritize future capital pedestrian projects.	<input type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Transportation								
Amend Bike KC Plan to include NW 96th from North Oak to US-169	<input checked="" type="checkbox"/>			<input type="checkbox"/>	✓			
Update the City's Major Street Plan to reflect collector streets and bicycle route recommendations of this Plan.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		✓		
Prepare Safe Routes to School plans for all elementary and middle schools.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		✓		
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential to retail areas, schools, transit, parks.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				✓
Development supplemental funding sources for roadway improvements such as Community Improvement Districts (CID)	<input type="checkbox"/>			<input checked="" type="checkbox"/>			✓	

IMPLEMENTATION

Action Steps	Implementation Responsibility				Time Frame			
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 years)	Mid Term (3-5 years)	Long Term (5+ Years)	Ongoing
Responsibility: <input checked="" type="checkbox"/> Primary <input type="checkbox"/> Secondary								
Work with City Departments and the Implementation Committee to prioritize PIAC requests and city funding for capital projects identified on the Capital Projects map.	<input type="checkbox"/>			<input checked="" type="checkbox"/>				✓
Work with City Departments and the Implementation Committee to prioritize PIAC requests and city funding for sidewalk, bicycle, and trail improvements identified on the Walkability Framework and Trails Network Maps.	<input type="checkbox"/>			<input checked="" type="checkbox"/>				✓
Work with KCATA to provide enhanced bus service and facilities throughout the plan area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		✓		
Work with KCATA to evaluate the future viability of the current park-n-ride facility north of Metro North mall.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		✓		
Work with the City Parks and Recreation Department to determine the preferred alignment and cross-section of Maplewoods Parkway.				<input checked="" type="checkbox"/>		✓		
Infrastructure								
Work with the Water Services Department and other appropriate departments to implement an alternative assessment mechanism to reduce financial burden to home owners connecting to the public sanitary sewer system.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Work with neighborhood associations to investigate the use of NIDs or CIDs to fund infrastructure improvements or other services.	<input type="checkbox"/>			<input checked="" type="checkbox"/>			✓	
Work with appropriate City Departments and agencies in coordinating infrastructure improvements in order to maximize efficient use of public funds.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				✓
Work with the Water Services Department and other appropriate departments to conduct an analysis to determine which areas served by septic systems should be connected to city sewers and if there are areas that should continue using septic systems.	<input type="checkbox"/>			<input checked="" type="checkbox"/>		✓		
Work with the Water Services Department and other appropriate departments to ensure that septic systems that remain off the City's Sewer system are maintained and inspected.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		✓		