



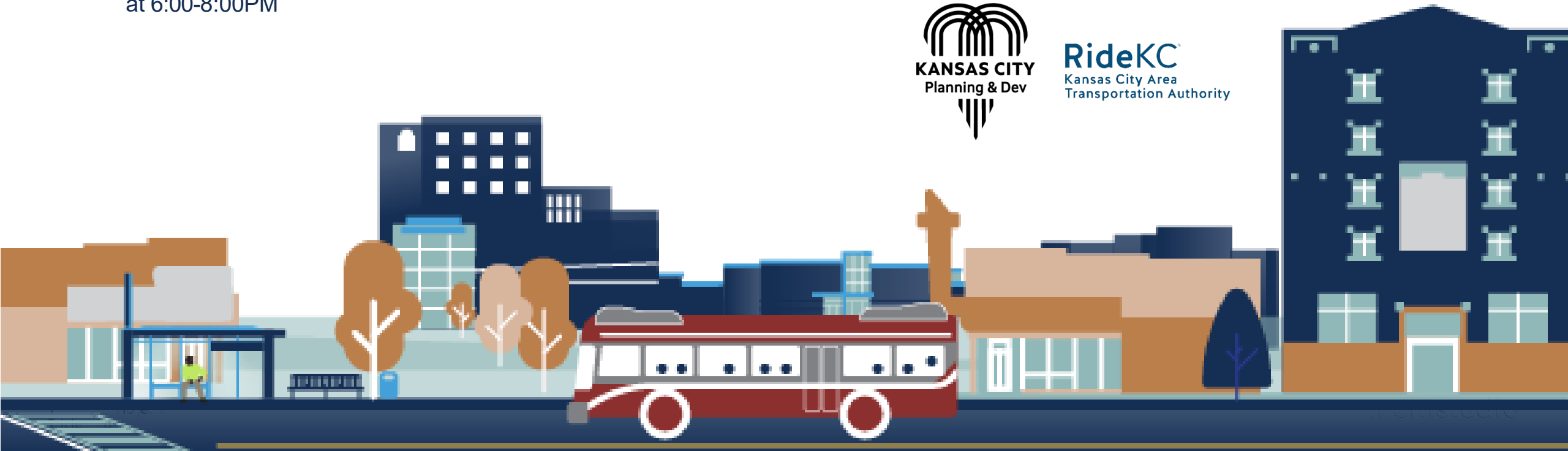
creating equitable neighborhood development strengthened by walkable access to public transit

Transit-Oriented Development – Prospect Overlay Public Engagement meeting

Wednesday, March 20, 2024
at 6:00-8:00PM



RideKC
Kansas City Area
Transportation Authority



AGENDA

1. Project Overview
2. TOD Overlay District
3. Draft Recommendations – Building Design
4. Next Steps
5. Questions



PROSPECTUS OVERVIEW



PROSPECTUS – MISSION STATEMENT

*creating equitable neighborhood development
strengthened by walkable access to public transit*

What we heard from attendees last night

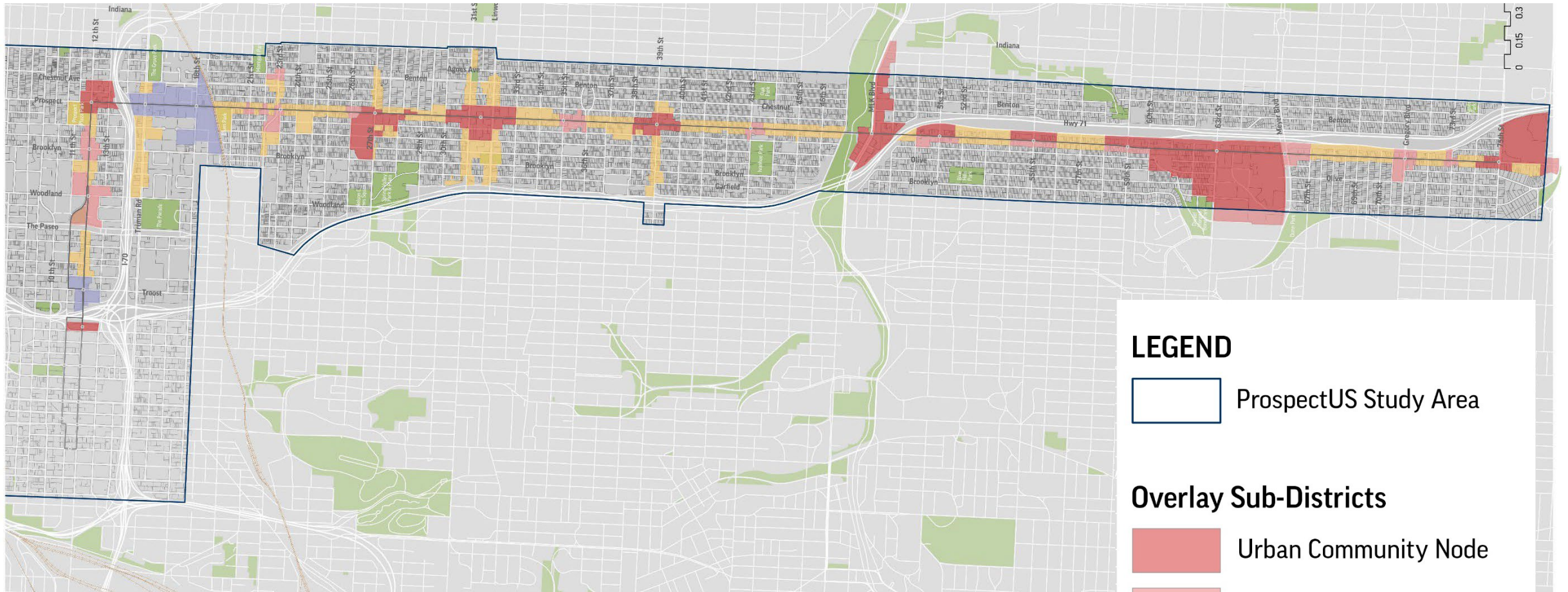
- “I have lived here for 50 years. I have seen what Prospect looks like. I want to clean up the existing uses.”
- Does this plan include strategies to eliminate displacement of existing residents?
- Will this plan raise my taxes?
- If my use is not allowed by zoning, can I continue my business use?
- If I sell my property, will the buyer be able to purchase my property and continue the use?



Displacement Strategy

- Increase housing options at a variety of price points.
- Hiring a Prospect Corridor Manager and establishing a corridor partnership.
- East Side Tax Abatement program is an action to address displacement
- (city has application available to email to those who are interested).
- Establish a unified Community Assistance Program (a “one-stop-shop” of assistance) to provide households better access to services and financial assistance (education, financial counseling, targeted assistance program, utility assistance).





DRAFT OVERLAY

TRANSIT VILLAGE MODEL

- Urban Community Transit Village
 - Intense and dense cores of development
 - Higher level of transparency
 - Max height 6-storied
 - Locations:
 - ❖ Example: 12th St & Charlotte
 - ❖ Example: 12th St & Prospect
 - ❖ Example: 27th St & Prospect
 - ❖ Example: Linwood & Prospect
 - ❖ Example: 31st St. & Prospect
 - ❖ Example: 39th St & Prospect
 - ❖ Example: 51st St, 55th, 59th St & Prospect on east side
 - ❖ Example: 63rd Street & Prospect
 - ❖ Example: Meyer Blvd & Prospect on north side



Urban Community Transit Village

Proposed Permitted Uses

- Household Living (except detached)
- Group Living
- Eating and Drinking Establishments
- Entertainment Venues
- Artist Workspace
- All Daycares
- Sports & Recreation participant
- Retail Sales
- Artisanal Manufacturing
- Lodging
- Offices

Proposed uses requiring a Special Use Permit

- Halfway House
- Tavern or nightclub (greater than 3,000 s.f.)
- Entertainment Venue –
Indoor large venue (500+ capacity)
- Liquor Sales – Accessory Use
- Cremating
- Indoor Vehicle Sales
- Motor Vehicle Repair Limited

Proposed Prohibited Uses

- Adult Business
- Pawn Shop
- Short-term loan establishment
- Recreational vehicle park
- Car wash/cleaning service
- Vehicle storage/towing
- Motor vehicle repair-general
- Heavy equipment sales
- Manufacturing –Intensive
- Recycling Service
- Self-Storage Warehouse
- Waste-Related Use
- Warehousing, Wholesaling, Storage, Freight Movement
- Detention and Correctional Facilities
- Liquor Stores- Primary Use

TRANSIT VILLAGE MODEL

- Urban Neighborhood Transit Village
 - Smaller-scale neighborhood-oriented commercial hubs
 - Complements adjacent neighborhoods
 - Parking in the rear and side
 - Transparency on 1st floor
 - Max height 4-stories
 - Example: Brooklyn Ave & 12 St
 - Example: Woodland & 12th St
 - Example: 23rd , 35th , 43rd , 45th & Prospect
 - Example: 51st , 55th , 59thSt & Prospect
 - Example: Meyer Blvd & Prospect



Urban Neighborhood Transit Village

- Establish smaller-scale, neighborhood-oriented commercial hubs at Prospect MAX transit stops
- Complement adjacent neighborhood settings
- Lower-intensity commercial and institutional uses to meet daily needs for surrounding neighborhoods
- Public realm will be framed by buildings built to the street and connected to wide sidewalks
- First-floor facades will be highly transparent to encourage a connection between public and private space
- Vehicle access will be limited, and on-site parking will be located internally or to the rear of sites and shared within the core
- Supported by investment in public realm amenities (street trees, plazas, benches, lighting, etc.) to encourage vibrant, safe, and comfortable streetscapes

Proposed Permitted Uses

- Household Living (except detached)
- Group Living
- Eating and Drinking Establishments
- Tavern & Nightclub (less than 3,000 s.f.)
- Entertainment Venues
- Artist Workspace
- All Daycares (except 21+ enrollees)
- Sports & Recreation participant
- Retail Sales
- Artisanal Manufacturing
- Lodging
- Offices

Proposed uses requiring a Special Use Permit

- Daycare Center (21+ enrollees)
- Drive-through (city staff reviewing)
- Halfway House
- Tavern or nightclub (greater than 3,000 s.f.)
- Indoor large venue (500+ capacity)
- Liquor Sales – Accessory Use
- Motor vehicle repair limited
- Cremating
- Parking non-accessory*

Proposed Prohibited Uses

- Adult Business
- Pawn Shop
- Short-term loan establishment
- Recreational vehicle park
- Car wash/cleaning service
- Vehicle storage/towing
- Motor vehicle repair-general
- Heavy equipment sales
- Retail Sales & Svc (20,000+ s.f.)
- Manufacturing –Intensive
- Recycling Service
- Self-Storage Warehouse
- Waste-Related Use
- Warehousing, Wholesaling, Storage, Freight Movement
- Detention and Correctional Facilities
- Liquor Stores- Primary Use
- Gasoline & Fuel Sales

TRANSIT VILLAGE MODEL

- Urban Industrial Transit Village
 - Established centralized community destinations like KIPP School, Walker Uniform, Gates business center, Paseo West Business Center at highly-utilized transit centers.
 - Shared parking within the core and on-site parking located internally
 - Height max 10-storied
 - Example: 12th & Troost Ave
 - Example: Truman Rd & Prospect
 - Example: 18th & Prospect



Urban Industrial Transit Village

- Establish centralized community destinations at highly-utilized transit centers, particularly where east-west crossing transit corridors meet the Prospect MAX
- Concentration of industrial, warehousing, distribution services, institutions, and commercial and service uses in a connected, walkable development pattern
- Pedestrian activity within the villages will be encouraged by build-to-streets or shallow setbacks, wide sidewalks, highly transparent first-floor facades
- Shared parking within the core, and on-site parking located internally or to the rear of sites
- District-wide parking strategies allow this district to serve as a community destination yet maintain pedestrian focus and transit accessibility
- Public realm amenities (street trees, plazas, benches, lighting, etc.) to encourage vibrant, safe, and comfortable streetscapes.

Proposed Permitted Uses

- Group Living
- Public/Civic
- Eating and Drinking Establishments
- Entertainment Venues – small venue (less than 150)
- Entertainment Venues – outdoor
- Variety of Retail Sales
- Manufacturing, Production and Industrial Service – Artisan & limited
- Indoor Warehousing

Proposed uses requiring a Special Use Permit

- Residential uses
- Halfway House
- Drive-Through Facility
- Tavern or nightclub (greater than 3,000 s.f.)
- Entertainment Venue –
Indoor venue (150+ capacity)
- Gasoline & Fuel Sales
- Cremating
- Hotel/Motel
- Non-Accessory Parking
- Liquor Sales – Accessory Use
- Vehicle Sales and Service*
- Self-Storage Warehouse
- General Manufacturing
- Outdoor Warehousing

Proposed Prohibited Uses

- Household Living*
- Daycare
- Adult Business
- Pawn Shop
- Short-term loan establishment
- Recreational vehicle park
- Manufacturing – Intensive
- Recycling Service
- Waste-Related Use
- Detention and Correctional Facilities
- Liquor Stores- Primary Use

TRANSIT VILLAGE MODEL

- Transit Corridor Transit Village
 - Transit corridors are the cross corridors such as Truman Ave., 27th Street, Linwood Blvd., 31st St., 39th St., Dr. MLK Jr. Blvd, 63rd St., 75th St.
 - Primarily contain residential uses, some neighborhood-serving Mixed Use, Commercial, Institutional, and Civic Uses.
 - Max height: 2-storied
 - Example: sections in between the nodes



- Connections between the Urban Community Transit Villages, Urban Neighborhood Transit Villages, and Urban Industrial Transit Villages
- Connect the Transit Villages to the Neighborhoods via the major east-west crossing transit corridors that intersect Prospect and the major north-south crossing transit corridors that intersect 12th Street
- Public realm will be framed by shallow setbacks, wide sidewalks, and parking located to the rear or sides of sites
- Primarily contain residential uses of moderate scale and intensity, with some neighborhood-serving Mixed-Use, Commercial, Institutional, and Civic uses
- Opportunity for "missing middle" housing types such as townhomes, colonnades, walk-ups, and small apartments

Proposed Permitted Uses

- Household Living
- Group Living
- Daycare (up to 20 enrollees)
- Eating and Drinking Establishments
- Entertainment Venues — (up to 149)
- Outdoor (all sizes)
- Financial Services
- Retail Sales*
- Manufacturing, Production and Industrial Service – Artisan
- Lodging
- Personal Improvement Services
- Sports & Recreation participant

Proposed uses requiring a Special Use Permit

- Detached house*
- Halfway House
- Drive-Through Facility*
- Tavern or nightclub (greater than 3,000 s.f.)
- Entertainment Venue –
Indoor large venue (150+ capacity)

Proposed Prohibited Uses

- Adult Business
- Pawn Shop
- Short-term loan establishment
- Recreational vehicle park
- Car wash/cleaning service
- Vehicle storage/towing
- All Motor vehicle repair & sales
- Heavy equipment sales
- Retail Sales (2,500+ s.f.)
- Gasoline Fuel Sales
- Manufacturing –Intensive
- Recycling Service
- Self-Storage Warehouse
- Waste-Related Use
- Warehousing, Wholesaling, Storage, Freight Movement
- Detention and Correctional Facilities
- Liquor Stores- Primary Use
- Liquor Sales – Accessory use

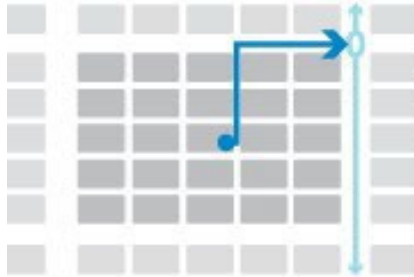
TRANSIT-ORIENTED DEVELOPMENT OVERLAY DISTRICT



WHAT IS TRANSIT-ORIENTED DESIGN?

Transit-Oriented Development Is:

Connected



Dense



Diverse

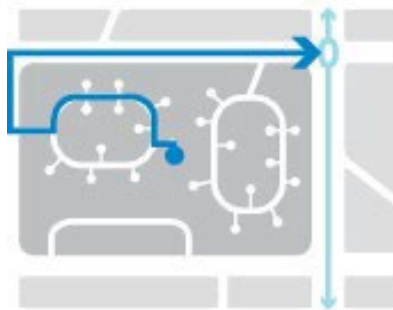


Designed



Transit-Oriented Development Is Not:

Isolated



Sparse



Homogeneous



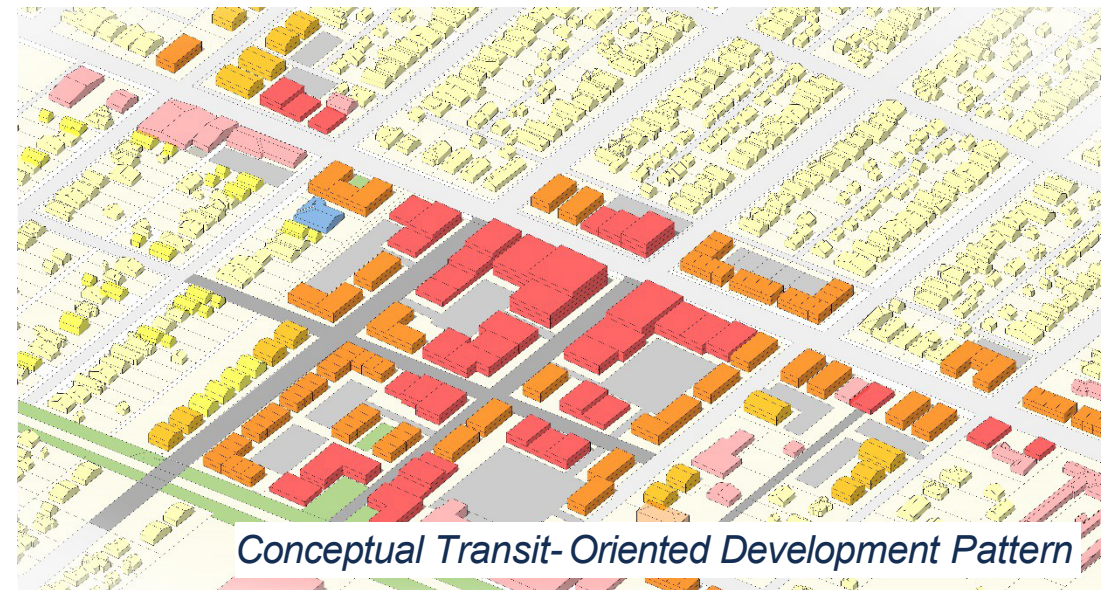
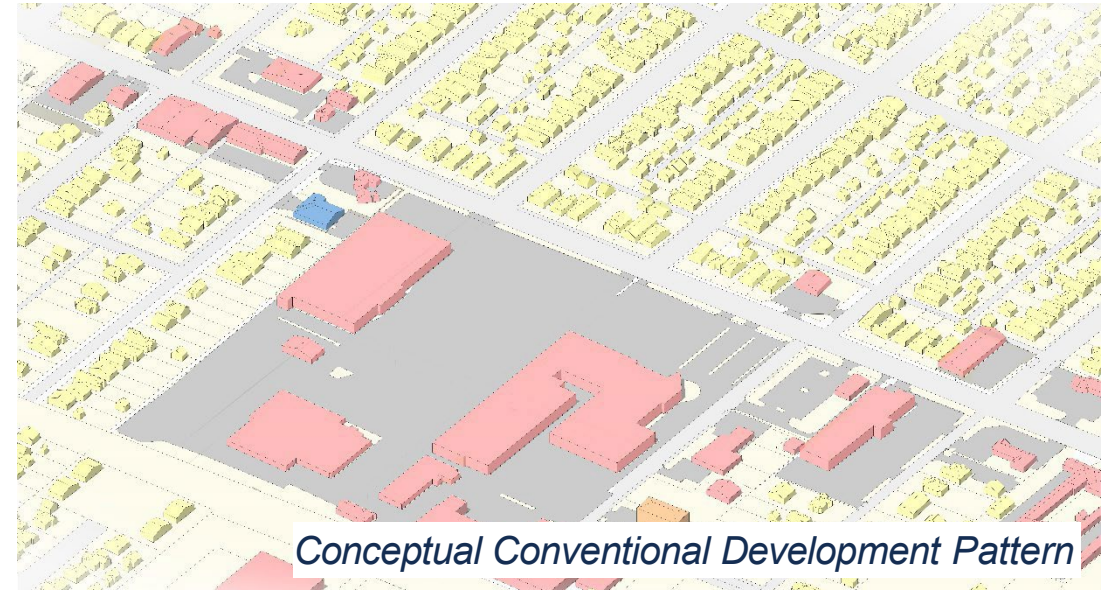
Uncoordinated



KCMO Transit Oriented-Development Policy (2017)

CURRENT ZONING

- Regulates height, density, use, and has standard site standards
- Allows for car-oriented site design (i.e. buildings setback far from sidewalk paths, etc.)
- Doesn't articulate based on contexts – nodes, corridors, neighborhoods
- Lacks standards that enhance pedestrian experience (streetfront buildings, entry features, transparency, etc.)
- Limited standards to improve design (materials, signage, etc.)



OVERLAY DISTRICT 101

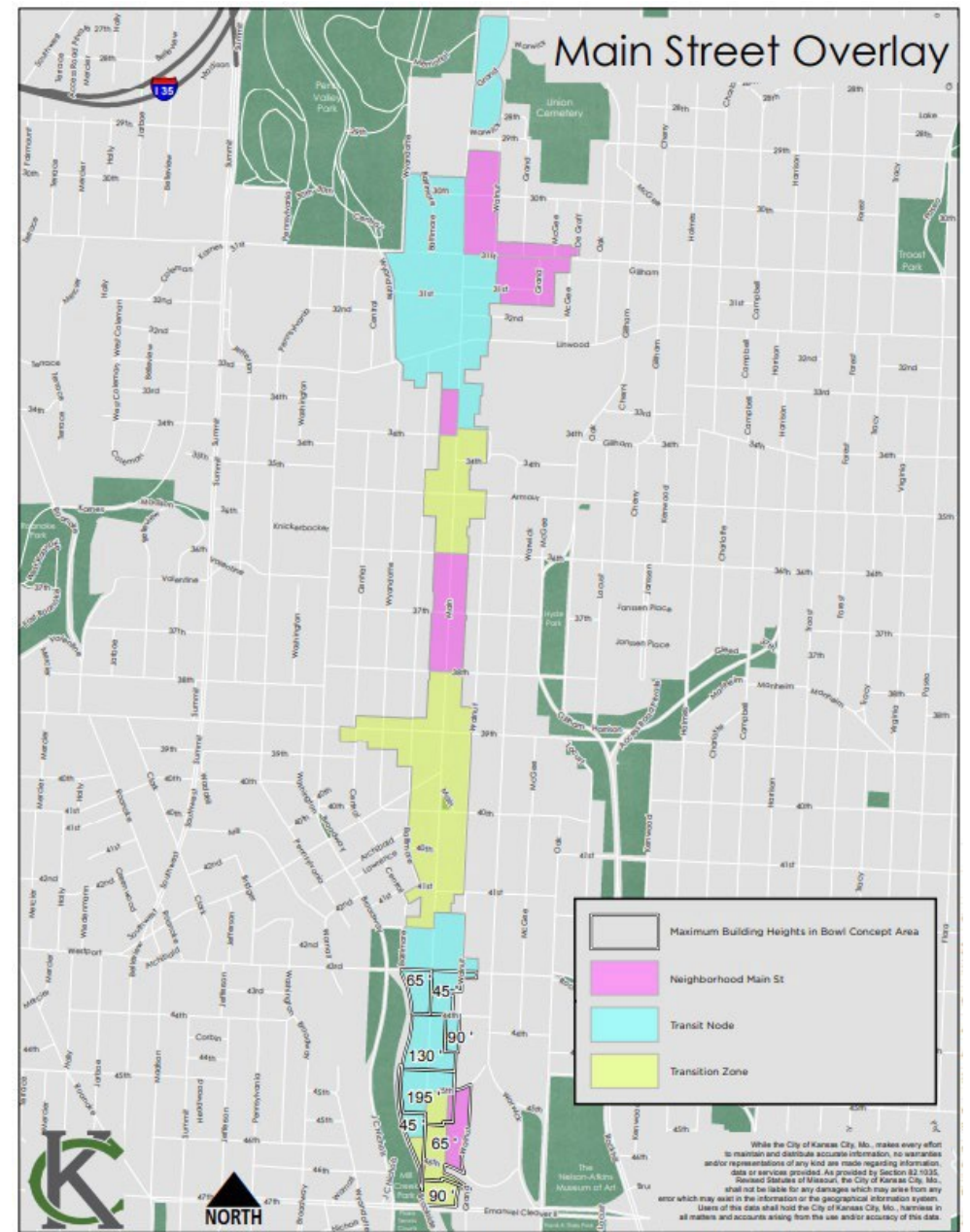
Establishes special land use regulations, standards, or procedures

- May be more prohibitive

Intended for areas with unique qualities and/or for areas where special approaches may be warranted

Protect and preserve established character of existing areas

- Land use & building design, height, form



Overlay Is Not

Overlay Is

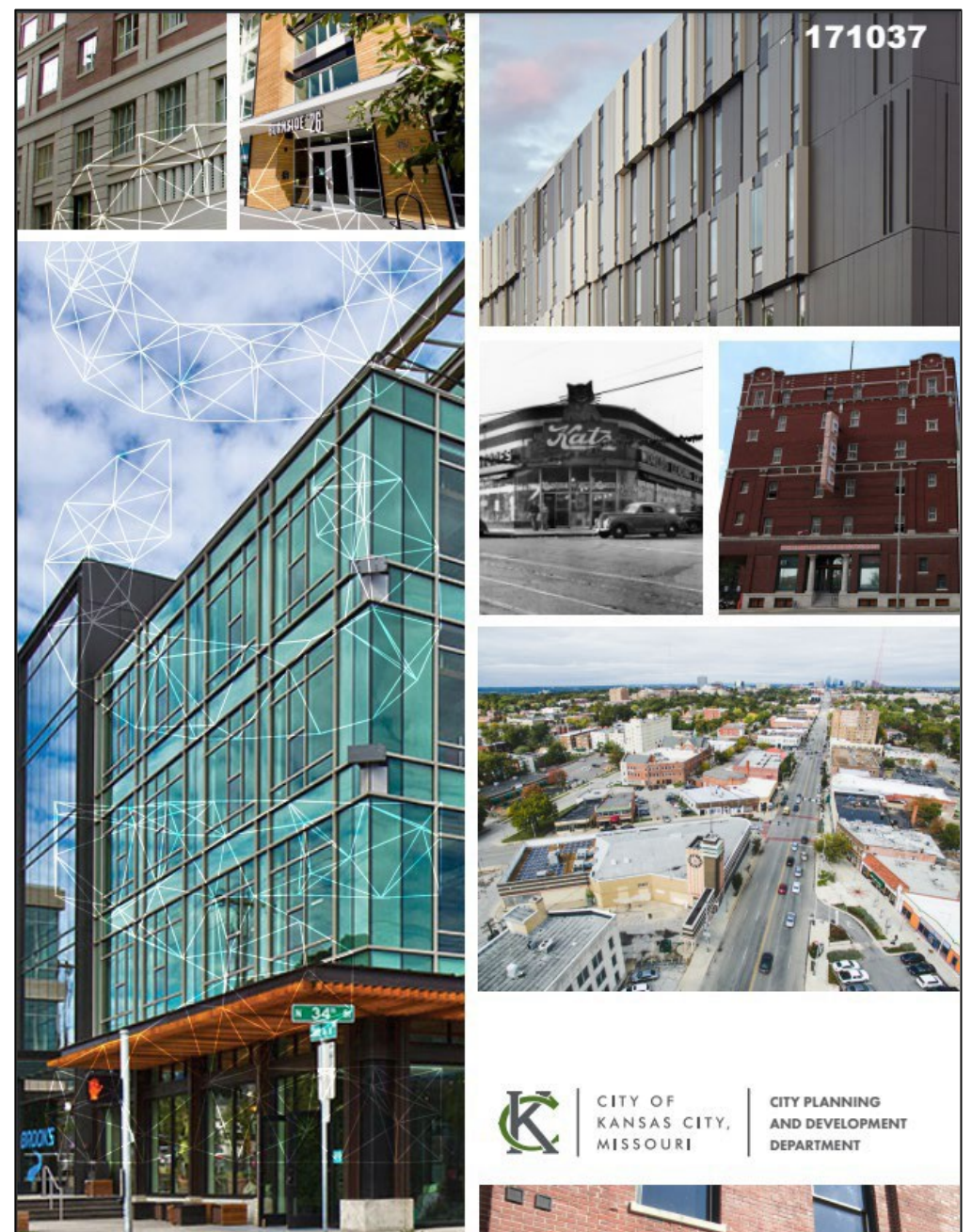
A funding mechanism or tool like a tax incentive, UR District or CID

A zoning mechanism to control land uses and design guidelines only

OVERLAY DISTRICT 101

Existing Overlay Districts in KCMO

- Independence Avenue
- Troost Avenue
- Main Street
- Westport District
- Country Club Plaza Area



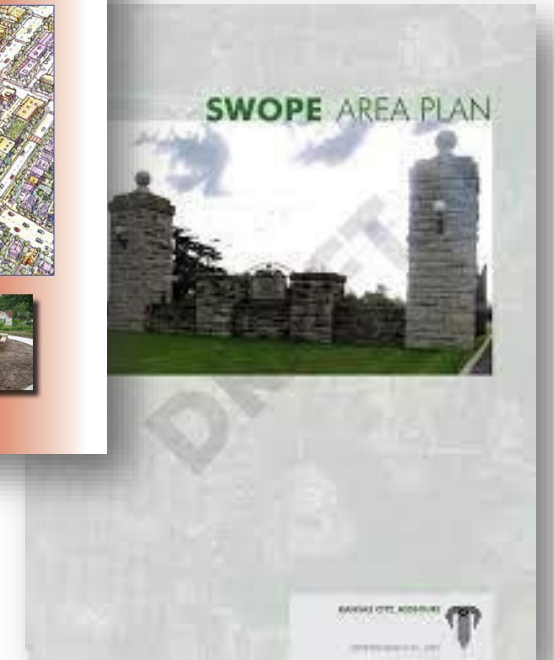
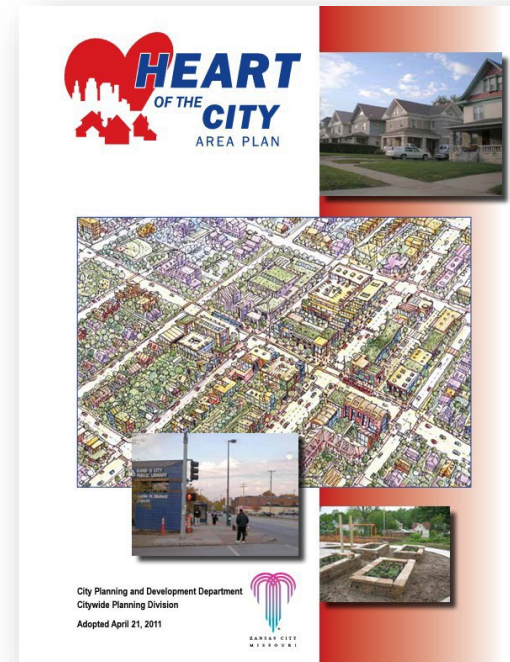
BUILDING DESIGN: WHAT WE HEARD DURING THE PROCESS FROM YOU

Heart of the City Area Plan (2011):

- Design for pedestrians at major centers like Linwood/ 31st
- Emphasize pedestrian access to buildings, with parking lots behind
- Reduce parking requirements
- Focus higher density housing at transit stops

Swope Area Plan (2014):

- Maintain a connected street grid
- Promote transit-oriented design



HOW CAN AN OVERLAY DISTRICT MANAGE BUILDING DESIGN?



The approach to design may be different for each “sub-district” within an overlay district.

OVERLAY IMPACT ON INDEPENDENCE AVENUE



2016

Independence & Park



IMAGE: PENDLETONARTBLOCK.COM

2022

OVERLAY IMPACT ON TROOST AVENUE



2017

Troost & 55th



IMAGE: APARTMENTS.COM

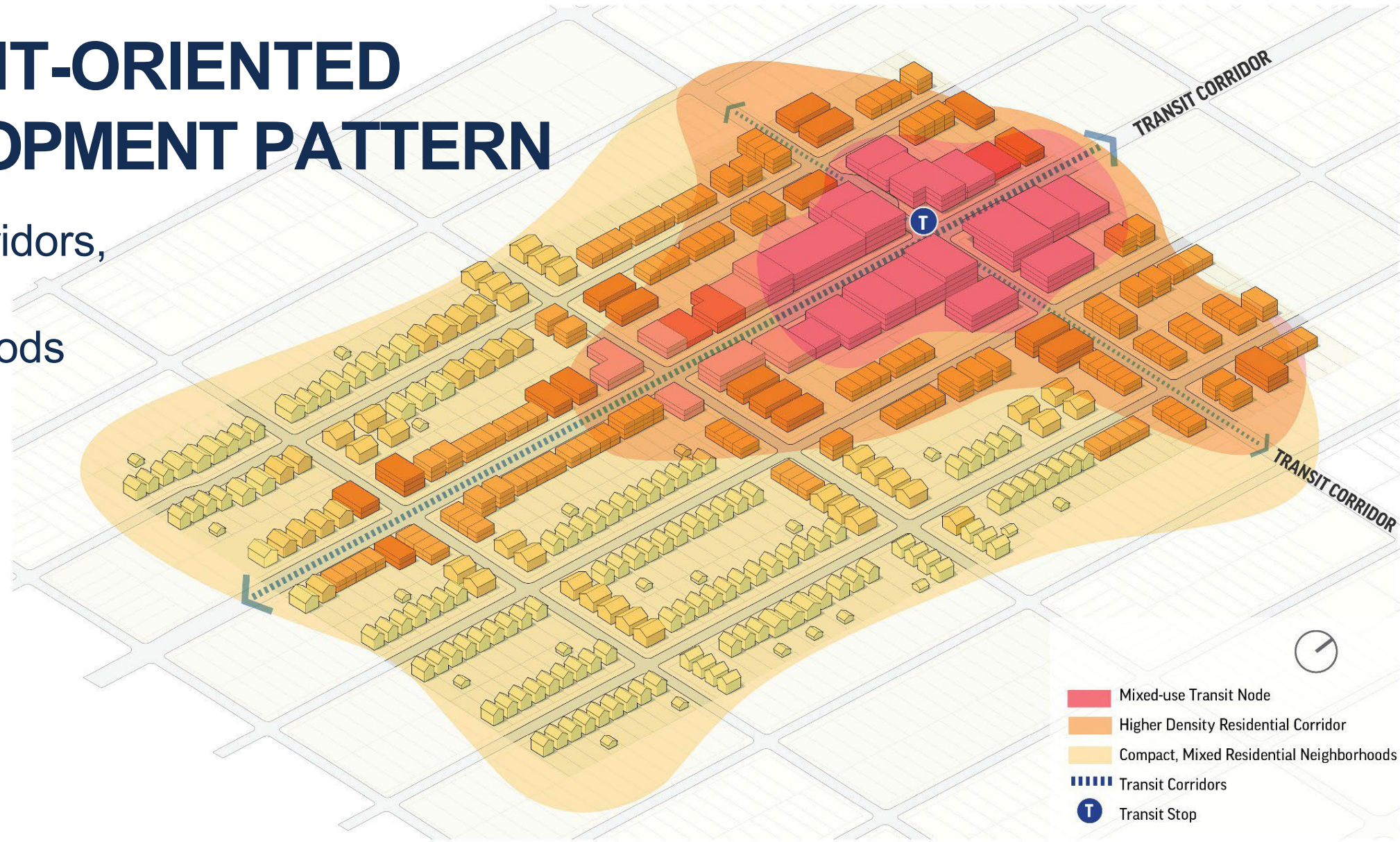
2022

DRAFT RECOMMENDATIONS



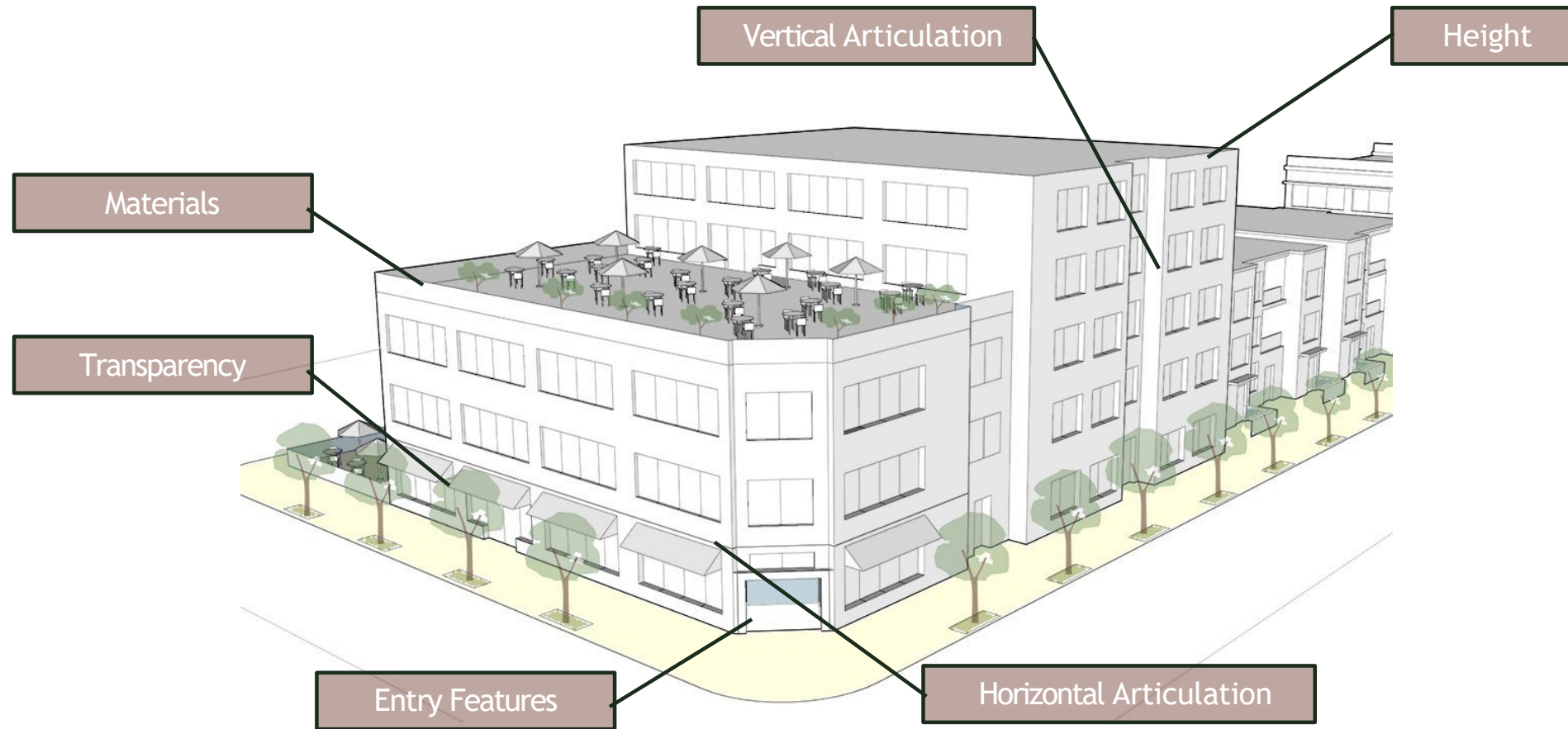
TRANSIT-ORIENTED DEVELOPMENT PATTERN

Nodes, Corridors,
Districts,
Neighborhoods



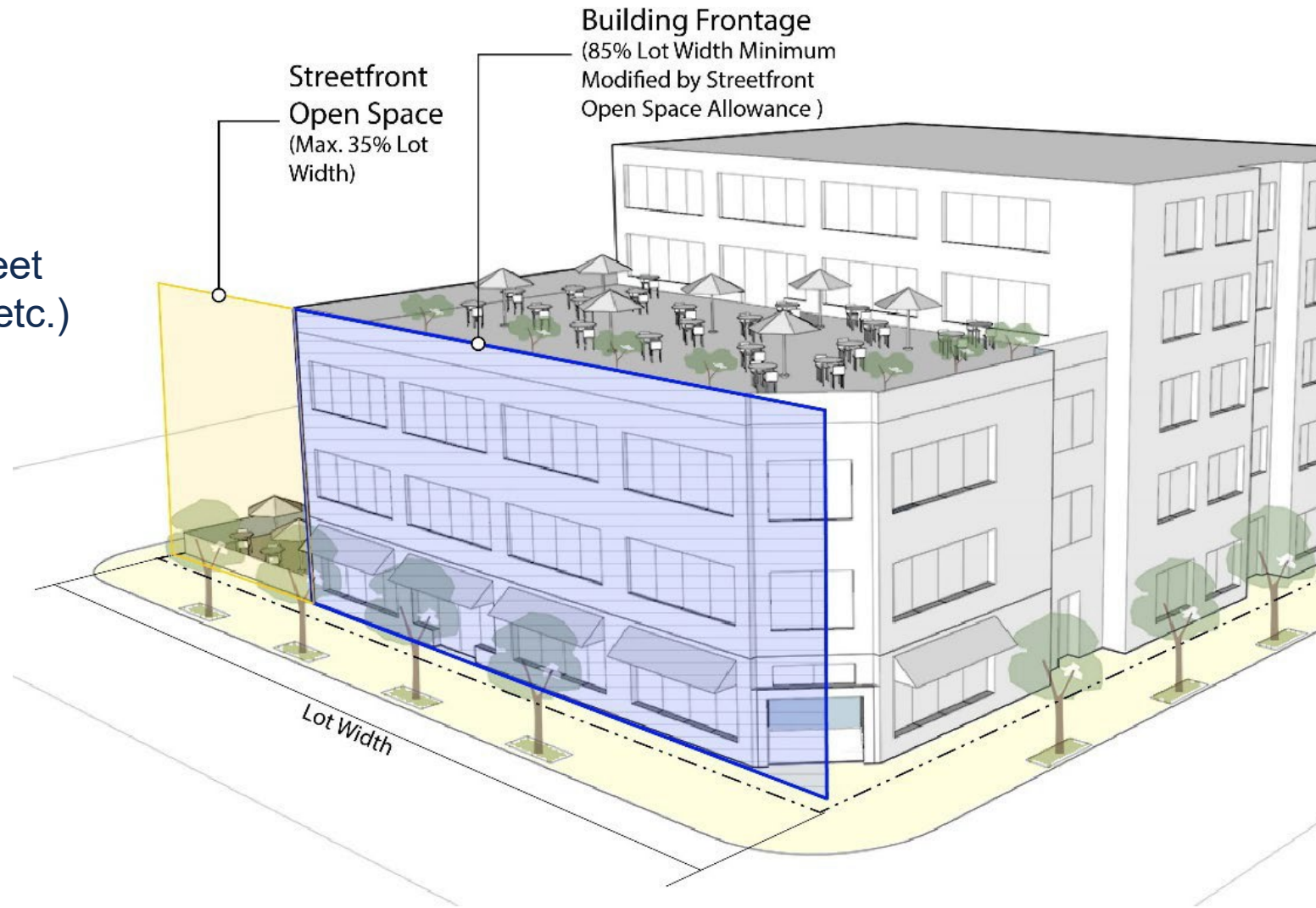
CONCEPTUAL ILLUSTRATION OF TOD DEVELOPMENT PATTERN

BUILDING DESIGN RECOMMENDATIONS



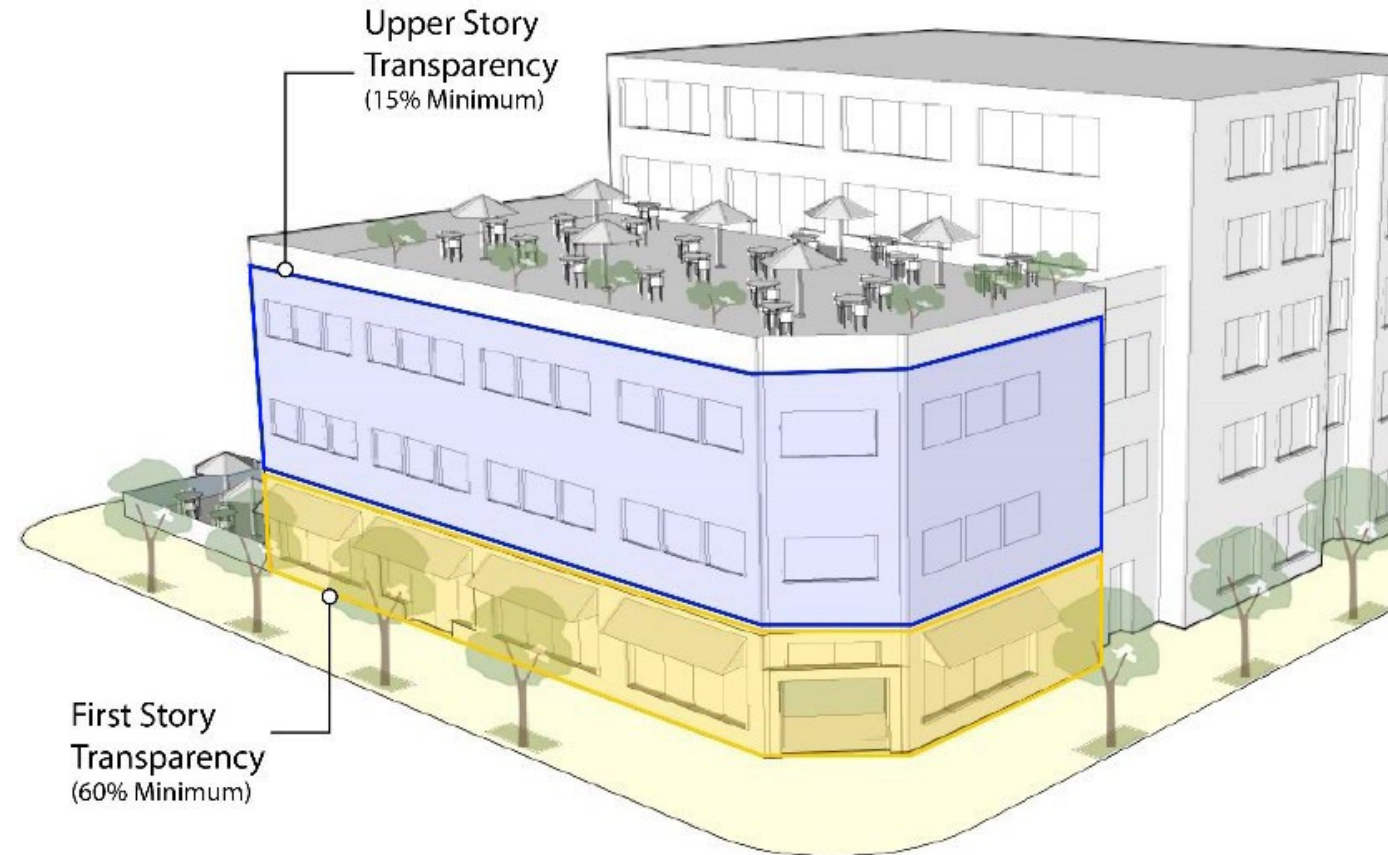
DEVELOPMENT STANDARDS

- Built to the street, generally
- Exception: Corridors would allow 20 foot setback
- Promotes usable open space along street (patios, courtyards, recreational areas, etc.)



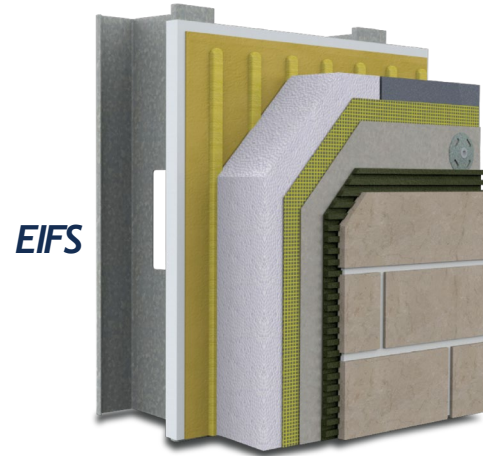
ARCHITECTURAL ARTICULATION

- First Story & Upper Story Transparency: highest in Community & Neighborhood Nodes; lower in Transit Corridor & Industrial Nodes
- Entry Spacing: most frequent in Neighborhood Nodes; does not apply to Industrial Nodes



BUILDING MATERIALS

- Primary Materials: Brick, stone, cast stone, terra cotta, tile, façade glass, pre-cast concrete, stucco, fiber cement panels
- Secondary Materials (street facing; upper floors or accent only): cast-in-place textured concrete, metal, wood, fiber cement clapboard siding, fiberglass replication
- Secondary Materials (side/rear; upper floors or accent only): concretes, stucco, wood, fiber cement products, split faced block, glass block, EIFS
- Prohibited Materials: Electronic/digital façade elements



SIGNAGE

- Regulations for roof signs and historical signs allow more flexibility than the current KCMO Code allows.

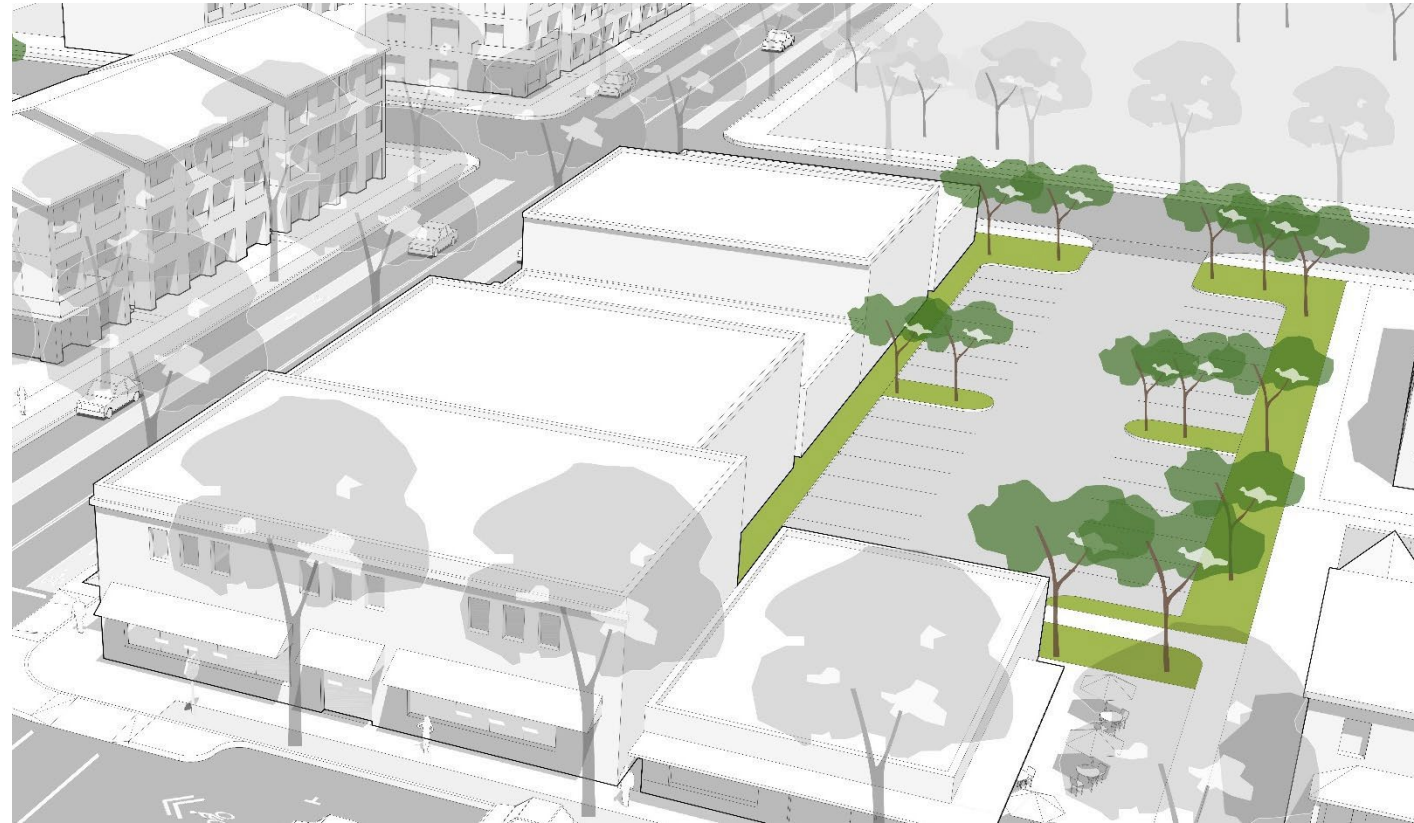


SIGNAGE



PARKING

- **Parking Location.** Parking areas limited to areas beside (set back 15 feet) the building, behind the building, or in a screened parking garage
- **Access.** Access to parking limited directly on Prospect, and generally required on alternative streets
- **Maximums.** No use shall provide more than 20% of the required minimum parking counts



PARKING LOCATION EXAMPLES



Parking Location: Side



Parking Location: Rear

FENCING & Walls

- Fencing Height. Max height 6 feet
- Fencing Transparency. Meet or exceed 80%
- Fencing Materials. Barbed-wire, razor wire, metal sheeting and similar materials are prohibited
- Wall Height. Not exceed 36 inches.
- Wall Materials. Brick, pre-cast concrete, cast-in-place concrete-textured, stone or cast stone



RETAINING WALL EXAMPLES



NEXT STEPS



UPCOMING MEETINGS

City Planning Commission

- Tuesday, April 2, 2024, at 9 a.m. | City Hall – 10th Floor



STAFF CONTACTS

Angela Eley Angela.Eley@kcmo.org

(816) 513-2805

Andrew Clarke Andrew.Clarke@kcmo.org

(816) 513-8821

Jonathan Feverston

Jonathan.Feverston@kcmo.org

(816) 513-2869

PROJECT WEBSITE

www.prospectUSKC.com

