

# Corridor Plan

Based upon the existing conditions review, the public input process, the visioning and goal setting process, and the market positioning strategy, the corridor plan is developed. The plan provides recommendations that target available opportunities along the corridor and provide potential ways to capitalize on these opportunities.

In order to define the available opportunities, it is necessary to understand the segments of the corridor and their character. The opportunities available are created by the character and nature of the different segments of the corridor. There are four distinct segments of the corridor, each defined by their use, location, and municipal boundary.

## **KCMO Northwest Segment**

This segment begins at the I-435 and 350 Highway/Blue Parkway interchange in the northwest of the study area, and ends at the Blue Ridge Boulevard bridge. This is approximately the joint city limit line of Kansas City, Missouri and Raytown, Missouri. The following describes the use and character of this segment of the corridor:

Use – Urban Expressway

What characterizes an Urban Expressway?

- High speed travel ( intended to move large volumes of traffic, quickly )
- Open character ( because of wide ROW, grading and clear zones )
- Commuter oriented ( caters to moving vehicles quickly and efficiently )
- Cuts through surrounding land use ( limiting connections and therefore conflicts )
- Access is highly controlled (in order to reduce conflicts and secure higher speeds )
- Minimal standards for lighting ( because majority comes from autos)

## **Existing Character of the Segment**

- Front door to KCMO & Raytown
- Good views to KCMO
- High speed on roadway
- Few road cuts to adjoining properties
- Good full access interchange (grade sep.) at 63<sup>rd</sup> Street
- Highway lighting standards (Int. only)
  - 2 – lane each way east 63<sup>rd</sup> median divided
  - 3 – lane each way west 63<sup>rd</sup> median divided
- Newly upgraded roadway (pavements, barriers, bridges, etc.)



Existing Character – KCMO Northwest Segment

- Shoulders/swale drainage
- Very few billboards little visual clutter along roadway
- Very open and stripped down
- Engineered straight side slopes
- Divorced from surrounding land use
- Feels like typical urban expressway through city
- Little vegetation/landscape
- Not great demand for other trans modes along roadway, crossings more important

### **Overall Opportunities**

- Redevelopment opportunities near Blue Ridge - 63<sup>rd</sup> Street
- Needs upgraded aesthetics/landscape that is maintainable – for improved image
- Control access/signage regulations for future protection of segment
- Gateway opportunity for both Raytown and KCMO

### **Raytown – Central Segment**

This segment begins at Blue Ridge Boulevard bridge, the near the joint city limit line of Kansas City, Missouri and Raytown, Missouri. It ends just east of Westridge Road, adjacent to the joint city limit line of Kansas City, Missouri and Raytown, Missouri. The following describes the use and character of this segment of the corridor:

Use – Urban Parkway/Commercial Corridor

What characterizes a quality Urban Parkway/Commercial Corridor?

- Sidewalks on both sides
- Street trees - formal style
- Planted median
- Ornamental lighting
- Grass areas are mowed as turf
- Curb & gutter, subsurface drainage
- Underground utilities
- Signage control
- Slower design speed
- Enhancements (shrubs, groundcover, etc.) at key intersections
- Can cater to mix of uses with access along roadway (Commercial, Residential, Industrial) and commuters

### **Existing Character of the Segment**

- Mixed commercial/urban artery
- Rolling grades
- Multiple signalized intersections

- Lanes, shoulders and ditch drainage
- Alternating commercial/residential frontages
- Primary commercial corridor – retail , service and auto
- Shares use as commercial corridor with commuters (L.S.)
- Community leadership on corridor (Aquila, school, FBC, car dealers)
- Mish-mash of architectural styles – in various degrees of up keep
- Little aesthetic quality in arch/landscape/site planning
- Too many oversized signs
- Multiple access drives (at least 1 each parcel) – wide access drives
- Little connection to surrounding parcels and neighborhoods
- Highway lighting (intersections) & parcel lighting (commercial)
- Narrow depth commercial typical & odd triangle parcels
- Multiple unsignalized intersections – full access
- Newly overlaid – 1 grade separation (Blue Ridge)
- Overhead utilities – a lot of overhead clutter that is visually obstructive and objectionable



Existing Character of Raytown Segment

### **Overall Opportunities**

- Should actively pursue both development (new) and redevelopment opportunities at the same time.
- Most difficult segment
- Challenge is mix of community vs. commuter
- Needs land use for future that can address hard issues of existing business/future potential
- Most “urban” segment – can be different than rest
- Needs aesthetic improvements & controls
- Integration of residential and commercial uses is important at nodes
- Consolidation of parcels is important for new development and redevelopment

### **KCMO Southeast Segment (Valley Segment - Westridge to Bannister Road)**

This segment just east of Westridge Road, adjacent to the joint city limit line of Kansas City, Missouri and Raytown, Missouri. It ends at Bannister Road. The following describes the use and character of this segment of the corridor:

Use – Rural Highway

What characterizes this as a Rural Highway?

- Medium to High typical speeds ( collector for surrounding area and through traffic )
- Less density along roadway ( uses are on larger parcels and are more spread out )
- Some controlled access ( less dense development along route allows more access)
- Landscape and trees are planted in a natural/scattered manner (planted or existing material)
- Lower maintenance levels ( rural character allows for longer grass, undergrowth, etc. )
- Safety lighting only at critical intersections ( most roadway lighting is from autos )
- Shoulder rather than curb & gutter ( few piped storm utilities, wider clear zones because of speed, cost )
- Roadway follows topography closely ( vertical and horizontal )

### **Existing Character of the Segment**

- Western edge blends right into Raytown - No sense of separation between
- One signalized intersection (Noland Road)
- 2 Lanes, shoulders and ditch drainage - fits character of surroundings
- Western and eastern edges are upland before drop into valley
- Rail bridge at Noland Road restricts flow at Noland Road intersection
- Rail bridge and line limits development



Existing Character of KCMO Southeast Segment - Knobtown

directly west of Noland Road intersection

- Primary use as corridor for commuters (L.S.), arterial to residential in the valley
- Deteriorated areas around Noland Road
- Development is sporadic - concentrated at Noland Road and adjacent to river
- Some uses in Knob town have been described by public as objectionable
- Highway lighting (intersections) & some parcel lighting (industrial/commercial)
- Rural in character
- Landscape character is pleasant and an asset
- Abundance of greenway/parks/trails/active recreation opportunities - but not connected together to surroundings

### **Overall Opportunities**

- Great visual character and setting - capitalize on this segment's uniqueness
- Consolidation of vacant undeveloped property for development use is important

- Redevelopment opportunity at Noland Road/350 Highway / Blue Parkway - viewed as a priority project by public
- Most "rural" segment - can be different than rest
- Roadway realignments could open up larger contiguous developable parcels
- Overall landscape/streetscape and lighting themes should be carried through this section for continuity, but should be reflective of uniqueness of corridor
- Connect recreation/trails/open space assets. Preserve land for planned Metro Green trail.
- Rail Bridge west of Noland Road - Modifications based upon future use (rail, trail, gateway)
- Significant development opportunities along the segment



Existing Visual Character East of Knobtown

### **KCMO/Lee's Summit Southeast Segment ( Upland Segment - Bannister Road to I-470)**

This segment just east of Westridge Road, adjacent to the joint city limit line of Kansas City, Missouri and Raytown, Missouri. It ends at Bannister Road. The following describes the use and character of this segment of the corridor:

Use – Urban Expressway

What characterizes an Urban Expressway?

- High speed travel ( intended to move large volumes of traffic, quickly )
- Open character ( because of wide ROW, grading and clear zones )
- Commuter oriented ( caters to moving vehicles quickly and efficiently )
- Cuts through surrounding land use (limiting connections and therefore conflicts )
- Access is highly controlled (in order to reduce conflicts and secure higher speeds )
- Minimal standards for lighting (because majority comes from autos)



Existing Character of KCMO/Lee's Summit Upland Segment

### **Existing Character of the Segment**

- Front door to Little Blue Valley, Knobtown, Unity Village and Lee's Summit
- High speed on roadway
- Few road cuts to adjoining properties
- Good full access interchange (grade separated.) at Bannister Road
- Highway lighting standards (interchanges and signalized intersections only)
- Shoulders/swale drainage
- Very few billboards little visual clutter along roadway
- Roadway depressed from surrounding land use
- Feels like typical urban expressway through city
- Vegetation / landscape at edges of ROW of highway.

### **Overall Opportunities**

- Development opportunities near Bannister Road
- Typical urban expressway
- Needs upgraded aesthetics/landscape that is maintainable – improved image
- Control access/signage regulations for future protection of segment
- Gateway opportunity for both Raytown and KCMO

There is one overall impression of the corridor. The segments of the corridor are different. They are different because of the different function and mix of uses along the roadway, and of the roadway itself. This difference is one of the greatest assets of the corridor. It creates the myriad opportunities available.

The Corridor Plan is divided into three major categories: Land Use Plan, Transportation Plan, and Aesthetic Plan. Those plans are in the sections following. It should be noted that for the sake of understanding and clarity, the Land Use, Transportation, and Aesthetic Plans are separated as individual components in this report. In implementation and practice, these components are deeply intertwined, each one affecting, to varying degrees, each other.