

# Land Use Plan

## INTRODUCTION

The Land Use Plan explores land use, development and redevelopment along the corridor. Land Use Plan is long term in nature, trying to effect an overall change to the very fabric of the corridor. These changes, in type, pattern, and style of use, are depicted in the proposed land use plan. Additionally, development and redevelopment opportunities are depicted as well.

The Land Use Plan tries to encourage development and redevelopment of existing and undeveloped properties to a new standard of use, design and quality. When put into practice, the new standards and guidelines should be adopted parts of City Code, requiring developers and land owners to live up to those new standards. But, because of the ability of municipally mandated land use changes to occur only on properties owned by the municipality, or properties sold, developed, or redeveloped, it is critical to have a plan that enables the municipality to not only capitalize on those private development changes as they occur, but encourage them as well.

Thus the Land Use Plan recommendations are used to help guide elected officials, city staff members, and decision makers through their evaluation processes when new development proposals are presented.

## LAND USE

The existing land use for the study area is shown on the combined Existing Land Use Plan (**Refer to map, pages 53 -54**). This plan defines current land use of the different municipalities. This is the baseline for future land use changes shown in this report.

One of the key components of the Corridor Plan was to develop a new, corridor wide, land use plan. The existing land use plans by the governing jurisdictions are concerned with land use only within their own boundaries. They do not address common issues together. Additionally they are parcel specific, so they do not necessarily look at the bigger picture of corridor wide land use issues.

Because of this, a simplified, high level look at a cross-jurisdictional plan for future land use development throughout the corridor was needed. The benefits of this are:

- When adopted by the jurisdictions, the plan would be an agreement on basic land use direction along the corridor
- Cohesive and inter-jurisdictional
- Creation of a unified, cohesive plan that functions as a high level framework that the jurisdictions may then supplement with more detailed area plans
- Allow for 'big idea' concepts

# Highway 350/Blue Parkway Corridor



## LEGEND

### KANSAS CITY LAND USE

- Agricultural
- Cemetery
- Church
- Commercial Non-Office
- Condominium
- Condominium Common Ground
- Driving
- Duplex
- Garage
- Golf Course
- Horticultural
- Hotel/Motel
- Institutional
- Light Industry
- Multi-family 5+ Units
- Office
- Other Recreation
- Park
- Paved Parking
- Permanent Open Space
- Public Safety/Emergency
- School
- Single Family
- Single Family Common Ground
- Spectator Sports
- Townhouse
- Utilities
- Vacant Non-Residential
- Vacant Residential

### RAYTOWN LAND USE

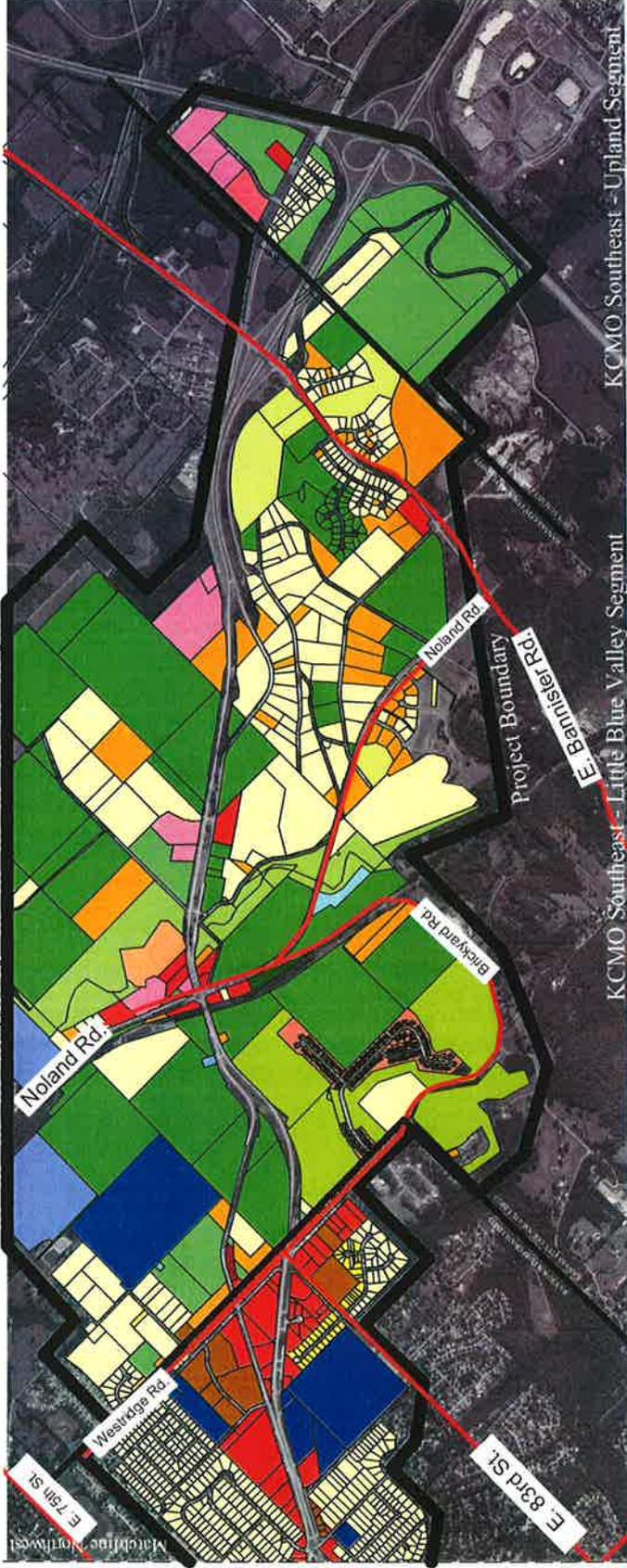
- Commercial
- Public/Semi-Public
- Single Family Residential
- Two Family Residential
- Multi-Family Residential
- Vacant



Existing Land Use Map - Northwest 1 of 2  
January 12, 2007



Highway 350/Blue Parkway Corridor



**LEGEND**

RAYTOWN LAND USE

- Commercial
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- Single Family Residential
- Two Family Residential
- Multi-Family Residential
- Vacant

KANSAS CITY LAND USE

- Agricultural
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- Golf Course

LEE'S SUMMIT LAND USE

- Commercial
- Industrial
- Office
- Single Family Residential
- Vacant

KANSAS CITY LAND USE

- Horticultural
- Hotel/Motel
- Institutional
- Light Industry
- Multi-family 5+ Units
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- Other Recreation
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- Permanent Open Space

LEE'S SUMMIT LAND USE

- Public Safety/Emergency
- School
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- Single Family Common Ground
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- Townhouse
- Utilities
- Vacant Non-Residential
- Vacant Residential



Existing Land Use Map - Southeast 2 of 2  
January 12, 2007



Through design charettes with the Client Team and Steering Committee, and based upon the opportunities identified in the market positioning strategy, the Land Use Plan was developed.

Smart Growth principles were used as a foundation for general planning efforts. These principles coincide with the information gathered from the public input meetings, and the market positioning strategies. Some of these principles applied in this plan are:

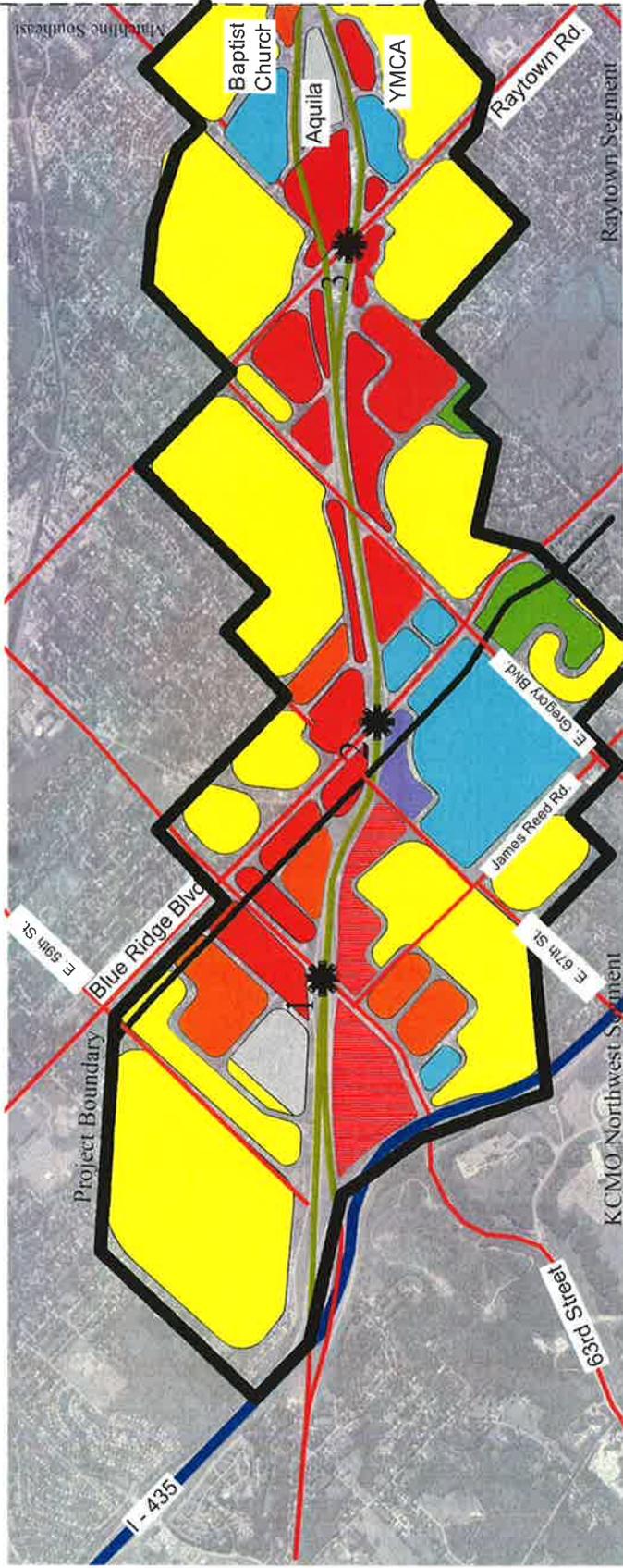
- provide a range of housing opportunities and choices
- create walkable neighborhoods
- have community/stakeholder collaboration
- create distinctive/attractive communities with strong sense of place
- make development decisions predictable, fair, cost effective
- create a mix of land uses
- preserve open space/farmland/natural beauty/critical environmental areas
- provide a variety of transportation choices
- direct development towards existing communities
- promote compact building design

The Proposed Land Use Plan (**Refer to map, pages 56-57**) identifies the proposed future land use development for the study area.

The following recommendations were developed for the proposed Land Use Plan:

- Create a simplified, study area-wide land use plan, that is cross-jurisdictional.
- Create and/or reinforce mixed use activity nodes at major intersections.
- Surround activity nodes with residential uses for local support, provide capture areas for local and commuter traffic.
- Create walkability within each node.
- Form multi-modal connections between and through uses in study area.
- Redevelop existing, outmoded commercial properties along corridor.
- Provide infrastructure to Little Blue Valley to stimulate residential move up and higher end residential uses.
- Integrate varied residential housing types into corridor as complementary and buffer uses to mixed use nodes and general commercial business along corridor.
- Redevelop existing housing to compete in an open market.
- Target existing businesses that are assets along corridor. Provide opportunities for site/building upgrades.
- Consolidate vacant to underdeveloped properties and bring to highest, best use standard.
- Develop updated zoning ordinances for the corridor.

# Highway 350/Blue Parkway Corridor



## Proposed Land Use Plan

- Redevelop existing, outmoded commercial properties along corridor.
- Develop mixed use nodes at major intersections.
- Provide infrastructure in Little Blue Valley to kick off residential move up and higher end housing.
- Redevelop existing housing to allow it to compete in an open market.
- Target existing businesses that are assets along corridor. Provide opportunities for site/building upgrades.
- Consolidate vacant to underdeveloped properties and bring to highest, best use standard.
- Increase tax base of municipalities.
- Provide pedestrian connectors.

### Node # 1 - 63rd St.

Capitalize on full access interchange. Redevelop struggling existing retail center to be a mixed use hub. Redevelop existing drive in/swap meet to a higher, better use, despite being undermined.

### Node # 2 - Blue Ridge Blvd.

Add value to development by taking advantage of viewshed to downtown, proximity of I-435, and surrounding office uses. Buffer or redevelop existing warehousing to reduce visual impact to node.

### Node # 3 - Raytown Rd.

Try to connect downtown to south of MO 350 and provide high access to MO 350 (more arterial character). Improve marginal commercial and create confluence and define area as a node.



### LEGEND:

- Estate/Large Lot Residential
- Single Family Residential
- Multi-Family Residential
- Mixed-Use Residential/Commercial
- Mixed-Use Office/Commercial
- Commercial
- Office
- Industrial/Warehousing
- Public/Institutional
- Open Space
- Corporate Limit Line
- Development Node



## Proposed Land Use Map - Northwest 1 of 2

January 12, 2007



# Highway 350/Blue Parkway Corridor



## Proposed Land Use Plan

- Redevelop existing, outmoded commercial properties along corridor.
- Develop mixed use nodes at major intersections.
- Provide infrastructure to valley to kick off residential move up move up and higher end housing.
- Redevelop existing housing to allow it to compete in an open market.
- Target existing businesses that are assets along corridor. Provide opportunities for site/building upgrades.
- Consolidate vacant to underdeveloped properties and bring to highest, best use standard.
- Increase tax base of municipalities.
- Provide for pedestrian connectors.

## Node # 4 - Westridge

Given transportation goals to align 350 E & W together to the south, node definition becomes north of MO 350. This is a compact node. East of Westridge, transition from arterial to freeway/expressway. Create commercial activity to support higher density residential.

## Node # 5 - Knobtown

Take advantage of recreation amenities with higher density residential. Take advantage or eliminate confluence (RR) by converting to a trail or greenway. Provide support high-density residential with commercial redevelopment at Noland Rd/MO 350.

## Node # 6 - 470/ Colbern/Bannister

Transportation improvements. Regional commercial node.

**LEGEND:**

- Estate/Large Lot Residential
- Single-Family Residential
- Multi-Family Residential
- Mixed-Use Residential/Commercial
- Mixed-Use Office/Commercial
- Commercial
- Office
- Industrial/Warehousing
- Public/Institutional
- Open Space
- Corporate Limit Line

**1** Development Node

# Proposed Land Use Map - Southeast 2 of 2

January 12, 2007



## Land Use Categories

The Proposed Land Use Plan defines ten (10) land use categories:

**Estate/Large Lot Residential** – those uses focused on single family dwelling at 2 units to the acre or less (gross). Including estates, farms, and other large lot single family living units.

**Single Family Residential** – those uses focused on attached and detached single family dwellings of above 2 units to the acre in density. Allowable density should be determined by several factors: proximity to other uses, availability of transportation infrastructure, accessibility, access to utility infrastructure, surrounding zoning, intent of the land use plan.

**Multifamily Residential** - those uses focused on multifamily dwelling units. Allowable density should be determined by several factors: character, layout and massing of buildings and units, impact on surrounding uses, proximity to other uses, availability of transportation infrastructure, accessibility, access to utility infrastructure, surrounding zoning, intent of the land use plan. Multifamily uses are intended to be used as a transition between more intense uses (commercial, industrial, mixed use) and single family uses. The fit, buffering and relationship to existing residential uses should be studied before approval of any multifamily uses.



High Quality Multi-Family Residential Development

**Mixed-Use – Residential** – those uses focused on the mix of commercial and residential uses together with minor office uses allowed as an integrated development.

**Mixed-Use – Office** – those uses focused on the mix of commercial and office uses together with minor residential uses allowed as an integrated development.

**Commercial** - those uses related to commerce, including retail, service oriented commercial, hotel and motel, shopping, auto and repair.

**Office** – those uses focused on office as a primary use without a commercial component, including office and professional office, doctors and medical office, funeral homes, etc.

**Industrial / Warehousing** – those uses focused on manufacturing, warehousing and shipping of goods and services. Includes warehousing, storage units, industrial manufacturing, and machining.

**Public / Institutional** – those uses focused on the public good, municipal facilities, institution, and public education. Includes city offices, utility facilities, hospitals, churches, public schools, etc.

**Open Space** – those uses dedicated to parks, recreation and trails. Includes city parks, ball fields, preserved open space, trails, golf courses, etc.

### **Node Development**

One of the key components of the land use plan is the development of mixed use nodes at significant crossroads or intersections. These nodes are indicated on the Proposed Land Use Plan, (Refer to map, pages 56 -57) and are located at:

- Node # 1 - 63rd St.
- Node # 2 - Blue Ridge
- Node # 3 - Raytown Rd.
- Node # 4 - Westridge
- Node # 5 – Knobtown  
(Noland Road)
- Node # 6 - 470/  
Colbern/Bannister



**Example: Town Center Mixed Use Node**

The mixed use nodes are placed at key transportation intersections, where commercial uses dominate, but also where second tier office and second and third story office and residential uses could extend the activity level of the area. Additionally, these mixed use nodes function as gathering spots for civic uses, public uses, and public transportation systems developed now and in the future.



**Example: Node Development at major transportation intersection**

## **DEVELOPMENT AND REDEVELOPMENT**

There are current areas of opportunity along the corridor ripe for development or redevelopment, or areas ready for development and redevelopment currently, and once other land use, transportation or aesthetic strategies are developed. A series of key strategies was developed to encourage capitalizing opportunities in the corridor:

- Develop Mixed-Use Nodes to extend the activity level and increase the walkability and connectivity of land uses surrounding neighborhoods, and the transportation system.
- Redevelop large, outdated, and under developed existing properties.

- Consolidate smaller vacant properties into larger, contiguous properties.
- Rehabilitate and redevelop individual business sites on narrow or restricted properties.
- Redevelop neighborhoods that have inadequate utilities, sidewalks, streetscape, and outdated housing.
- Develop corridor guidelines to allow for the redevelopment of multiple ownership properties.
- Develop key infrastructure and utilities for properties undeveloped because of lack of infrastructure.
- Provide for the utilization of incentive and creative financing solutions to assist in the redevelopment of properties, upgrading of existing properties, and redevelopment of neighborhoods.
- Create a Corridor Plan Organization to guide redevelopment efforts, assist in developing funding sources, and implement the plan.

### **Land Development and Redevelopment Areas**

The Land Development and Redevelopment Areas on the Development and Redevelopment Opportunities Plan (**Refer to map, pages 61-62**) indicate potential project locations for development or redevelopment. The plan indicates an approximate area, whether assemblage of properties is necessary and type of property, and a list of suggested uses in the proposed project area. Site analysis will be required to determine compatibility of use, density and other development issues specific to the development or redevelopment area.

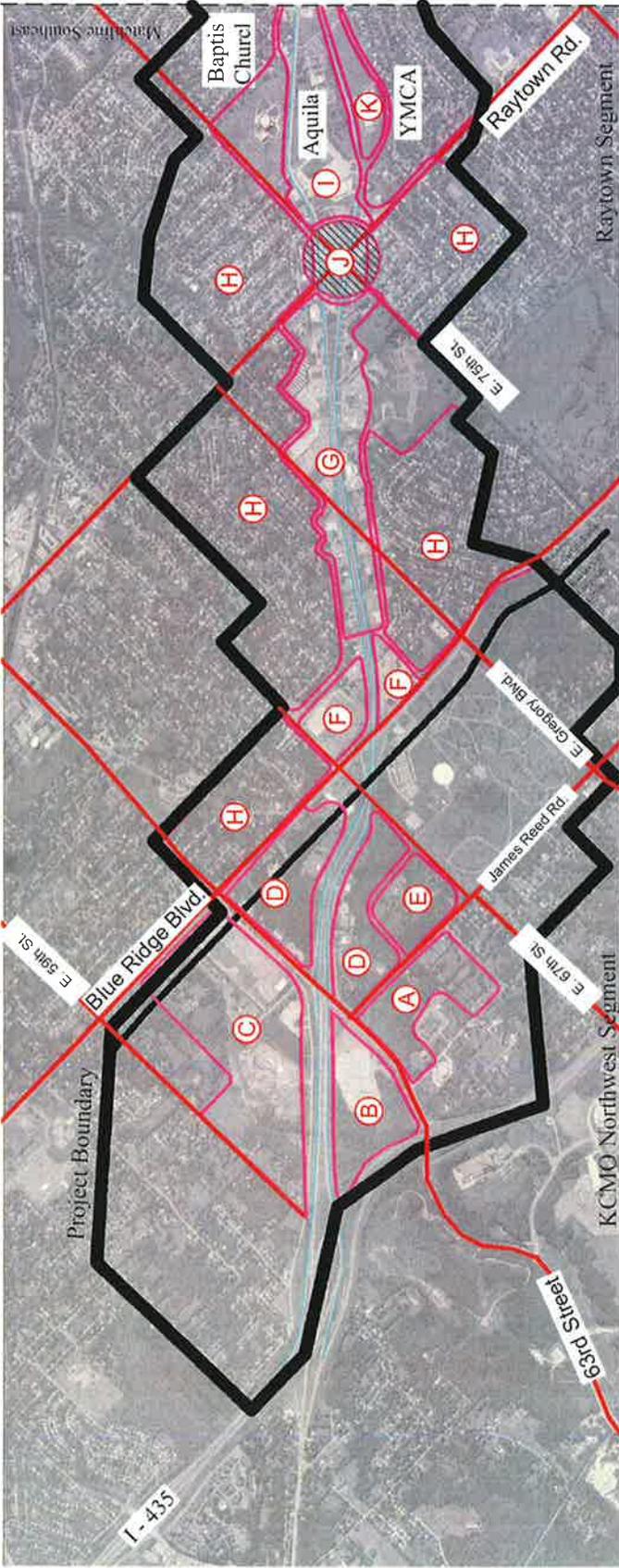
### **Housing & Residential Development Recommendations**

Addressing the housing issues in the study area is critical to the success of the plan. Housing is integral to the success of commercial, retail and open space development. The large tax generators (commercial and retail) require housing in close proximity to be successful. New commercial developments require not only rooftops, but rely heavily on other demographic indicators of the income and potential dollars available for the purchase of goods and services. There for, it is critical to have healthy neighborhoods, with quality housing stock, and housing choices for different levels of income.

### **Existing Housing Recommendations**

- Rehabilitate existing homes (within plan area)
- Provide programs for the implementation of rehabilitation. Options include:
  - CDC, CHDO programs (use of HOME funds)
  - Chapter 353 tax abatement
  - Purchase/rehab/resale program (homebuilders)
  - Redevelopment authority (LCRA)
  - First time homebuyers program
  - Community Improvement Districts, Neighborhood Improvement Districts
  - Spin-off improvements from commercial Tax Increment Financing projects

# Highway 350/Blue Parkway Corridor



## Land Development and Redevelopment Areas

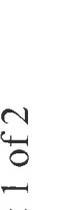
- (A)** **Development Area**  
Assemble vacant and single home owner properties  
Suggested use:  
- Residential
- (B)** **Redevelopment Area**  
Assemble vacant and commercial properties  
Suggested uses:  
- Commercial, mixed use office, public transportation access point
- (C)** **Redevelopment Area**  
Assemble/partnership of existing developed retail, multifamily, vacant, and mixed properties.  
Suggested uses:  
- Mixed use town center  
- Mix of medium/high density residential  
- Redeveloped retail commercial town center  
- Community civic center  
- Office
- (D)** **Development Area**  
Assemble vacant and single home owner properties, redevelop existing mixed property  
Suggested uses:  
- Commercial and mixed use footage
- (E)** **Development Area**  
Assemble large vacant properties  
Suggested use:  
- Residential
- (F)** **Redevelopment Area: West Gateway**  
Redevelop both sides as front door.  
- Property is generally assembled with existing retailers and vacant car dealers  
Suggested uses:  
- Commercial, retail
- (G)** **Rehabilitation and Infill Redevelopment Area: Narrow Depth West**  
No assemble. Get program to assist existing owners upgrade facilities, accept new landscape, signage site planning, access recommendation. Infill outdated or outmoded sites.  
Suggested use:  
- Existing commercial uses, infill commercial/office neighborhoods
- (H)** **Redevelopment Area**  
Rehabilitation and infill. Assist homeowners with program for rehabilitation. Upgrade to quality and types of housing stock is needed.
- (I)** **Redevelopment Area: Midtown**  
Assemble large number of properties from existing businesses, school district, corporations.  
Suggested uses:  
- Commercial, retail
- (J)** **Redevelopment Area: Mixed Use Nodes**  
Redevelop nodes of mixed use activity including:  
- Civic/governmental  
- Housing - increased urban density  
- Transportation/multimodal hubs, (park and ride, etc.)
- (K)** **Development Area**  
No assemble required.  
Suggested use:  
- Commercial



**LEGEND:**  
Project Boundary  
350 Highway / Blue Parkway  
Roadway  
Corporate Limit Line

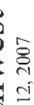
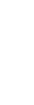
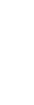
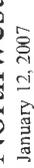
### Key Development Opportunity Strategies

1. Develop Mixed Use Nodes to increase the walkability and connectivity of landuses, surrounding neighborhoods, and the transportation system
2. Redevelop large outdated and under developed existing properties
3. Convert/develop smaller vacant properties into larger contiguous properties
4. Rehabilitate and redevelop midsize business sites in narrow or restricted properties
5. Redevelop neighborhoods that have inadequate utilities sidewalks, streetscape, and outdated housing
6. Develop urban guidelines to allow for the redevelopment of multiple ownership properties
7. Develop key infrastructure and utilities for properties undeveloped because of lack of an owner

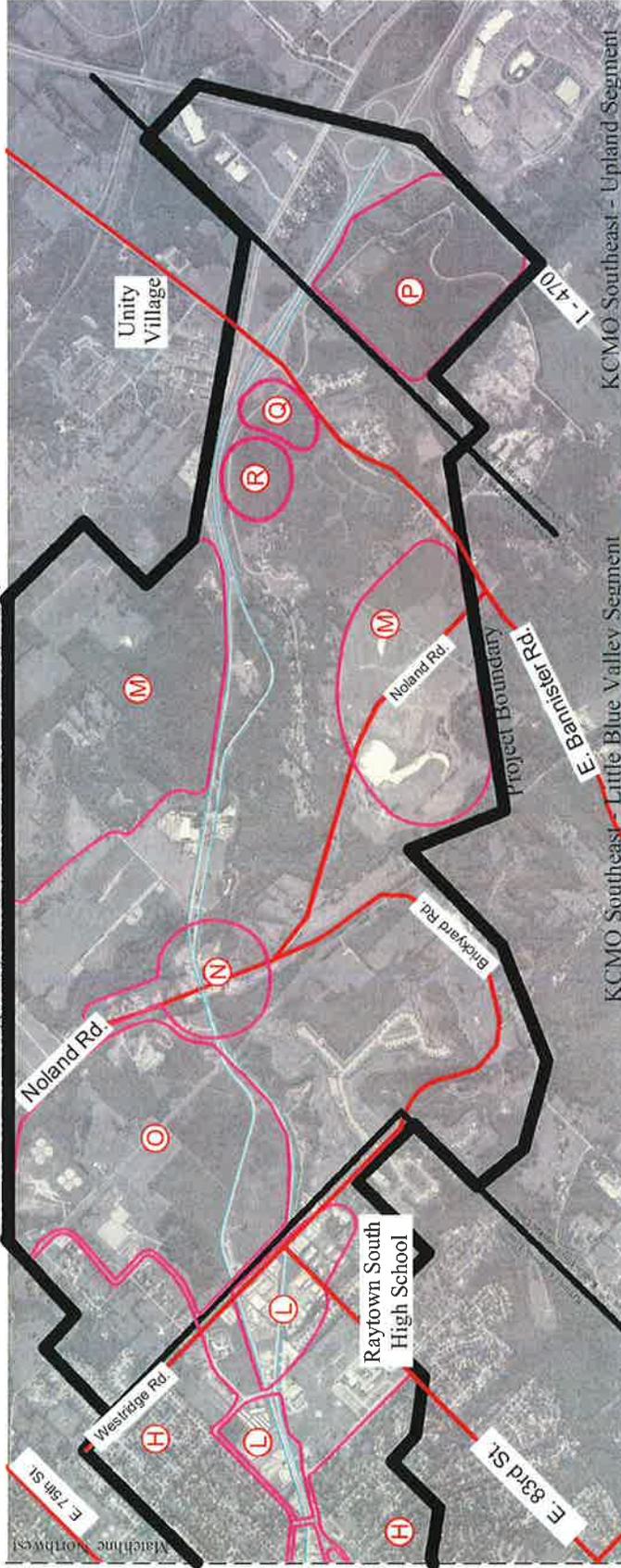


## Development & Redevelopment Opportunities Map Northwest 1 of 2

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# Highway 350/Blue Parkway Corridor



## Land Development and Redevelopment Areas

- H** Residential neighborhoods under redevelopment plan for neighborhoods. Rehabilitation and infill. Assist homeowners with program for rehabilitation. Upgrade to quality and types of housing stock is needed.
- L** Redevelopment Area  
 Redevelop as multiple ownership under guidelines for corridor redevelopment.  
 Suggested uses:  
 - Commercial, light industry
- N** Development Area - Little Blue Valley Residential  
 Assemble vacant or large lot single home property  
 Suggested uses:  
 - Market rate single family housing
- O** Redevelopment Area - Knobtown  
 Assemble property from existing retail business, office, and vacant property.  
 Suggested uses:  
 - Neighborhood/village mixed use center
- M** Development Area  
 Assemble 5-6 large properties of vacant, and reclaim quarried property.  
 Suggested uses:  
 - Residential  
 - Neighborhood Commercial
- R** Development Area  
 Assemble 5-6 large properties of vacant, and reclaim quarried property.  
 Suggested uses:  
 - Commercial/retail
- P** Development Area  
 Assemble 5-6 large properties of vacant, and reclaim quarried property.  
 Suggested uses:  
 - Commercial/retail



- LEGEND:**
- Project Boundary
  - 350 Highway / Blue Parkway Roadway
  - Corporate Limit Line

## Key Development Opportunity Strategies

1. Develop Mixed-Use Nodes to increase the walkability and connectivity of facilities surrounding neighborhood, and the transportation system
2. Redevelop large, unutilized, and under developed existing properties
3. Consolidate smaller vacant properties into larger, contiguous properties
4. Rehabilitate and redevelop multi-story business sites on narrow or restricted properties
5. Redevelop neighborhoods that have inadequate utilities sidewalks, streetscape, and utilitarian housing
6. Develop corridor guidelines to allow for the redevelopment of multiple ownership properties
7. Develop key infrastructure and utilities for properties undervalued because of lack of infrastructure



# Development & Redevelopment Opportunities Map Southeast 2 of 2

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### **New Housing Recommendations**

- Identification of potential sites for new development
- Fill gap in lack of move up housing
- Target markets
  - Move-up housing
  - Young families
  - Seniors over age 55

### **Commercial/Retail/Industrial/Other Recommendations**

The commercial, retail, and industrial developments are the real tax generators for the municipalities. Infrastructure requirements (transportation, utilities, etc.) and consumer and workforce needs, contribute to the viability of these uses in the corridor. The health of these uses is vital to the health of the corridor. Additional commercial, retail and industrial issues to be addressed:

- Because no single market niche is identified in the corridor, focus on:
  - local market, not regional or sub-regional market
  - capturing commuter traffic for retail/services viable but limited strategy
  - create strong environment for developer interest (good developer/zoning process)
- Encourage the development of market gaps in the corridor. Apparent gaps in the market include:

mid-size office	home furnishings	farmers market
light industrial	fitness center	hobbies/ceramics
quality sit-down restaurants	specialty shops	health food stores
apparel	bookstores	sporting goods
nursery/landscaping supplies	music stores	entertainment
- Because of the existing strength and historic significance of auto related uses and services in the corridor, they should continue to be accommodated. All auto related uses and services should be developed to upgraded standards of site planning, architecture, landscape and aesthetics. These standards should be developed and included in the new design guidelines for the corridor. Future development should be consistent with the recommendations of the "Aesthetic Plan." Additional used car lots should be discouraged.