

## **I. SUMMARY OF RECOMMENDATIONS**

### **Introduction**

**Preparation, adoption, and approval:** The Raytown Comprehensive Plan is prepared by the Planning and Zoning Commission, with the assistance of a citizens' advisory committee, City staff, members of the public, a consulting team, and numerous community and business organizations. As required by State law, the Comprehensive Plan is adopted by the Planning and Zoning Commission. The Comprehensive Plan is also approved by the Board of Aldermen.

**Authority and planning area:** The Comprehensive Plan is an advisory document that applies to all land within the City limits of Raytown, Missouri. It is not, however, an ordinance, set of regulations, or laws that must be enforced uniformly. As an advisory document, the Comprehensive Plan recommends a long-range vision for Raytown.

**Policies and strategies:** The primary recommendations of the Comprehensive Plan are presented in Section IV, entitled "Policies, Strategies & Recommendations." This section includes two chapters: 1) Chapter 13, Future Development Plan, which identifies the Comprehensive Plan's land use, major street, and community facility recommendations; and 2) Chapter 14, Plan Implementation, which identifies programs, projects, and strategies to implement the Future Development Plan's recommendations. The major recommendations and implementation strategies of these two chapters are summarized below.

### **Land Use Recommendations**

**General development pattern:** Because Raytown is landlocked and almost completely built out, there are few opportunities for new development. Thus, the Comprehensive Plan recommends that, for the most part, Raytown's existing development pattern should be maintained and enhanced.

**Special areas:** Although future land use recommendations for the City tend to be consistent with the existing land use pattern and/or zoning, the following special areas are noted and addressed in the Plan:

- Ⓟ **Raytown Road, between downtown and 71st Street:** *This area primarily consists of single family homes, many of which front onto Raytown Road (a major arterial street). The Comprehensive Plan recommends that this area be encouraged to develop as medium density housing (such as duplexes) or as public/semi-public uses. Future development along this road should include right-of-way enhancements.*
- Ⓟ **Southeast Raytown:** *Many vacant properties along Westridge Road (south of 83rd Street) are recommended for residential development, despite their industrial zoning classifications. This recommendation is based on the fact that residential development would be more compatible with adjoining land uses, the street network, and topography and other environmental characteristics. At this time, this recommendation is nearly complete.*

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- Ⓟ **Residential areas:** *Single family neighborhoods should remain Raytown's primary land use, and those neighborhoods should be protected from the intrusion of incompatible land uses, excessive traffic, and other negative impacts. Two-family or multifamily development may be used as transitions between single family neighborhoods and higher intensity uses, such as commercial and industrial.*
- Ⓟ **Commercial areas:** *The Comprehensive Plan recommends that commercial uses be focused in two areas: the M-350 corridor and downtown. Regional scale retail development should be encouraged along M-350 (due to its function as a regional transportation linkage), and smaller scale specialty commercial development should be encouraged downtown. The Plan also suggests that extensive commercial development on the periphery of Raytown and along its major corridors may discourage the redevelopment of downtown for such uses. In terms of office development, the Comprehensive Plan recommends this land use in the downtown area and at select properties on M-350, as well as along Blue Ridge Boulevard.*
- Ⓟ **Industrial areas:** *The Comprehensive Plan notes that industrial development in Raytown tends to be "light" in the sense that it generates relatively little traffic, noise, and other pollutants. The Plan recommends that future industrial development in the City should maintain such performance standards. It also recommends that future industrial development be encouraged within existing industrial areas.*
- Ⓟ **Historic Downtown Raytown:** *The Comprehensive Plan recommends that Raytown's central business district be encouraged to develop as a mixed-use area with higher density housing, specialty and neighborhood or community scale commercial and office uses combined. The Plan also recommends additional development controls for the downtown area, in the form of an "overlay" zoning district, be adopted as an implementation strategy. This will be accomplished through the Downtown Plan, which was approved in 2001 and only needs to be implemented to become a reality.*

### **Major Street Recommendations**

***New arterial street designations:*** The Future Development Plan recommends that the following existing streets be reclassified from local or collector streets to arterials:

#### **Primary Arterials**

- Ⓟ ***Woodson Road:*** *This street needs to be upgraded and diverted to connect directly with Westridge Road at 75th Street. This corresponds to MARC's long-range plan for the road and will depend on the cooperation of Kansas City, Missouri.*

#### **Secondary Arterials**

- Ⓟ *53rd Street connecting Woodson Road and Raytown Road.*
- Ⓟ *59th Street between Blue Ridge Cutoff and Woodson Road*
- Ⓟ *75th Street between Raytown Road and Woodson Road*
- Ⓟ *Blue Ridge Boulevard north of 59th Street*
- Ⓟ *Sterling Road north of Blue Ridge Boulevard and south of M-350.*

***New collector street designations:*** The Future Development Plan recommends that the following streets be reclassified from arterials to collectors:

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### **Primary Collectors**

- *63rd Street between Blue Ridge Cutoff and Woodson Road.*
- *Raytown Road south of 59th Street to Raytown Trafficway intersection.*

### **Secondary Collectors**

- *56th Street west of Blue Ridge Boulevard*
- *Blue Ridge Boulevard south of 59th Street; and south of 63rd Street to Blue Ridge Cutoff.*
- *67th Street between Blue Ridge Boulevard and Woodson Road*
- *79th Street west of Raytown Road*
- *James A. Reed Road*
- *Spring Valley Road*

**Other street recommendations:** The Future Development Plan recommends the following miscellaneous street changes:

- *Blue Ridge Boulevard (secondary collector) should be extended across 63rd Street to Raytown Trafficway. (This is known as the Cedar Street Extension and is nearly complete at this time.)*
- *Spring Valley Road should be closed north of 79th Street.*
- *53rd Street should be realigned to connect directly with Woodson Road at Blue Ridge Boulevard.*
- *A new industrial frontage street should be constructed in the industrial area south of 65th Street.*
- *Improve the Raytown Road and 75th Street intersection.*
- *Northern Street access on Blue Ridge Boulevard should be closed and 56th Terrace should be directly connected across Blue Ridge Boulevard.*
- *83rd Street and Blue Ridge Boulevard intersection located in Kansas City, Missouri, Raytown should petition with the City of Kansas City to close the intersection in order to control vehicular access and possibly alleviate associated crime in the area.*

## **Community Facility Recommendations**

**Neighborhoods:** To encourage citizen participation in the City's ongoing planning process, the Comprehensive Plan recommends the establishment of discreet neighborhood areas with established neighborhood associations.

**Linkages:** The Comprehensive Plan recommends a system of "linkages" that connects major community facilities and provides access between neighborhood areas.

**Community activities:** The Comprehensive Plan recommends general strategies to encourage community activities for children and adults. These strategies include such actions as having more festival type events downtown, acquiring vacant land (north of City Hall) for open space and staging areas, converting the church on Blue Ridge Boulevard for community nonprofit and/or adult education activities, and considering the need for a community center (preferably downtown).

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## **Implementation Strategies**

**Programs:** The final chapter of the Comprehensive Plan identifies a number of programs and strategies to implement the recommendations of the Future Development Plan. These programs include the following:

- ↳ *A prioritized list of recommended street improvements.*
- ↳ *A prioritized list of gateway, entryway, and linkage improvements.*
- ↳ *Street right-of-way acquisition.*
- ↳ *Public service needs, including more office space for the police department and larger jail facilities.*
- ↳ *Projects designed to function as catalysts to the redevelopment of downtown, including the conversion of the Chicago-Rock Island Rail Road Corridor to a bike and hike trail, redeveloping Santa Fe Retail Square, and producing a master plan for the expansion of public uses north of City Hall.*
- ↳ *Financial incentives to help implement these and other plan recommendations.*

**Ongoing planning process:** In addition to specific programs, the Comprehensive Plan recommends the establishment of an ongoing planning process in Raytown. The Planning and Zoning Commission should review the Plan annually and amend it as needed. This review process is required by State law; the amendment process will ensure that the Future Development Plan map is relevant to changing conditions.

**Rezoning process:** Rezoning applications by landowners constitute the primary means by which the land use recommendations of the Comprehensive Plan will be implemented over time. Another method by which land may be rezoned is through a process initiated by the City to accomplish a community goal. It is recommended that such rezoning be consistent with the Future Development Plan map.

**Recommended changes to the zoning ordinance and subdivision regulations:** To implement the land use recommendations of the Future Development Plan, the Comprehensive Plan identifies text changes to the City's land use regulations. These changes are designed to clarify the regulations, make them more user-friendly, and in some cases, streamline the development process.

**Recommended organizational changes:** The Comprehensive Plan recommends that the City provide the following services in order to administer the various Plan programs that may be outside the legal or organizational control of the Planning and Zoning Commission:

- ↳ *A Downtown Development Agency/Coordinator to help implement the Plan's Downtown recommendations.*
- ↳ *An Interdepartmental Committee to facilitate coordination between the activities of City departments.*
- ↳ *A Business Development Agency to help establish new businesses in the City and retain existing ones.*

Consideration to the creation of agencies, such as a Historic Preservation Commission and a Design Review Committee to assist with and regulate redevelopment activities in Raytown, should also be part of the implementation of this Plan. A Tax Increment Financing Commission has been created in accordance with this Plan and will become vital to the growth and development of the City.

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