



## Local Planning Efforts that Advance the Adaptive Scenario

### **Cass County, Missouri**

#### **Master Plan:**

<http://www.casscounty.com/zoning/MPlan.WEB.FINAL.DRAFT.8.1109.pdf>

“New urban development should be encouraged to be contiguous to existing development to avoid the inefficient "leap-frog" pattern of growth.”

“Manage the location and design of new subdivisions and developments in order to minimize initial and future public and private costs.”

“New development of an urban character should be encouraged to locate in and around incorporated communities, where municipal services and public facilities are already present. These new developments should be encouraged to connect to such services.”

“New development should be encouraged to be located so as to avoid disturbing significant natural resources including prime agricultural land and where natural resources may be utilized by public utilities.”

### **Clay County, Missouri**

#### **2008 Comp. Plan:**

<http://www.claycogov.com/workshop/Public%20Hearing%20Plan%205-16-08.pdf>

“Use Conservation Districts to protect natural resources such as: stream corridors, floodplains, woodlands, steep slopes and other environmentally sensitive features.”

“Direct new urban development to areas in and around incorporated communities where municipal services and public facilities are present or may be provided in the near future, and require urban developments to connect to such services.”

“Locate new urban development so it is contiguous with existing unincorporated development and incorporated communities, thus limiting an inefficient "leap-frog" pattern of growth.”

“Develop trails and linear parkways that connect communities and historic areas—with a dedicated sales tax.”

“Allow flexibility in lot configuration, lot size, building setbacks, and other development standards if they preserve open space and natural resources.”

“Encourage watershed protection and regional storm water management.”

### **Gladstone, Missouri**

#### **2008 Comp. Plan:**

[http://www.gladstone.mo.us/CommunityDev/documents/comp\\_plan.pdf](http://www.gladstone.mo.us/CommunityDev/documents/comp_plan.pdf)

“Revitalization and redevelopment of older existing, underutilized land is imperative for the long-term sustainability of the community.”

“Gladstone’s existing urban form is one of low-density residential neighborhoods and single-use commercial developments. However, the community planning process concluded that residents strongly supported sustainability principles and policies emphasizing land use planning and practices promoting a well integrated

mix of neighborhoods, parks and open spaces, and civic institutions within walking distance of shops, services, jobs, and transportation services.”

Note: Neighborhood Preservation Strategic Plan is being developed

### **Johnson County, Kansas**

#### **2004 Rural Comp. Plan:**

<http://planning.jocogov.org/special.htm>

“Strengthening a "sense of community" should be the driving force behind all development decisions. Future development should be encouraged that fosters a sense of belonging and shared identity as well as a feeling of connection to each other and to the surrounding area.”

“Development by both the public and private sectors should be efficient and cost-effective, adhering to the goals of "Smart Growth" and "Sustainable Development.” Energy conservation and environmental protection should be key concerns affecting development decisions”.

“In-fill development and the maximization of existing infra-structure (e.g., CARNP) is encouraged along with support for pollution control, the conservation of open space, and the protection of riparian areas, critical woodlands, and wildlife habitats.”

“The overall development pattern for the County should continue to support the existence of multiple activity centers (employment, cultural, residential) or "multiple nuclei,"... Instead of developing around one major center, this network of regional, sub-regional, community, and neighborhood centers, interspersed with residential development and conveniently linked by the County's transportation system, should continue to serve the various segments of the County's diverse population and business community.”

“Corresponding to the existence of multiple centers, Johnson County should endeavor to continue to provide a full range of choices in housing, jobs, commercial services, and cultural and recreational opportunities.”

“Special efforts should be made to preserve and assure the availability of affordable and accessible housing through the enforcement of the County's existing fair housing and equal access laws.”

“An integrated, efficient, and economical transportation system, including service for transit-dependent and disabled citizens should serve the County, linking Johnson County residents to each other, to activity centers, and to the region. Land use and transportation planning should be coordinated allowing for integrated, human-scaled, mixed-use developments that are “pedestrian friendly”.”

### **Kansas City, Missouri**

#### **Climate Protection Plan:**

<http://www.kcmo.org/idc/groups/citymanager/documents/citymanagersoffice/022729.pdf>

“Promote and incentivize development patterns that support alternative modes of transportation, e.g. transit, walking and biking, to minimize greenhouse gas emissions from transportation and land use. Avoid “leapfrog,” sprawl-type development that is typically auto-dependent. Foster walking, biking, and transit as essential elements in all City land use planning and development.”

**Draft Greater Downtown Area Plan:** [http://plandowntownkc.com/documents/GDAP\\_NovDraft.pdf](http://plandowntownkc.com/documents/GDAP_NovDraft.pdf)

“We must focus on connecting our neighborhoods to create a strong urban community, flourishing with diversity, fostering business, maintaining historic neighborhood identities, and sustaining a safe, vibrant, and healthy Greater Downtown Area for current and future generations.”

**Stream Setback Ordinance:** <http://www.kcmo.org/planning.nsf/devmgt/streambuffer?opendocument>

“Vegetated stream buffers create a network of wildlife habitat corridors. 71% of Kansas City respondents said wildlife habitat is important to protect.”

**Trails KC (2008):** <http://www.kcmo.org/idc/groups/publicworks/documents/publicworks/022111.pdf>

“The Trails KC Plan outlines the critical components necessary to construct, manage and maintain a first-class, citywide trail system that will accomplish the following milestones within 15 years of adoption:

- Transform Kansas City’s meager 30 miles of disjointed trails into a 230-mile interconnected, regional system of trails.
- Develop a trail system integrated with the City’s on-street bicycle facilities to create a comprehensive alternative transportation network.
- Make critical connections between trails with 26 miles of on-street facilities where trails cannot be safely accommodated.
- Construct more than 40 miles of equestrian trails open to the public.
- Create connections to Kansas City’s neighboring communities, creating a regional comprehensive recreation and transportation system.”

### **Leavenworth County, Kansas**

#### **Comprehensive Plan:**

[http://www.leavenworthcounty.org/pz/documents/2008%20Comprehensive%20Plan/2008-06-10\\_Adopted\\_Comprehensive\\_Plan.pdf](http://www.leavenworthcounty.org/pz/documents/2008%20Comprehensive%20Plan/2008-06-10_Adopted_Comprehensive_Plan.pdf)

“Develop area plans near or adjacent to city boundaries as well as along key corridors and intersections. The objective is to ensure that future growth is orderly so that the extension of future municipal infrastructure and services will be unencumbered and the development will be well designed and coordinated with all necessary jurisdictions.”

“Protect the natural beauty of the area – floodplain, farm land, woodlands, natural habitats and our existing scenic vistas.”

“Connect neighborhoods to services and amenities with multimodal forms of transportation.”

“Develop policies that encourage developers to consider housing options for seniors and young families.”

“Cluster higher density mixed use housing, retail and office developments at commercial nodes along arterial roadways.”

“Work with cultural and historic preservation groups to develop an inventory and evaluation of historic structures and historic sites.”

“Revitalize deteriorating neighborhoods and infill and redevelop dilapidated sites as appropriate.”

“Work with Mid-America Regional Council and MetroGreen to identify priority trail connections.”

“Adopt codes and standards that limit the division of acreage in designated agriculture areas.”

“Adopt a stream setback policy for all new developments.”

### **Liberty, Missouri**

#### **1999 Blueprint for Liberty** (Award winning plan):

<http://ci.liberty.mo.us/index.aspx?SID=479>

“All existing and future neighborhoods should be designed to facilitate the community’s walking and bicycling environment using pedestrian dimensions and distances, compact form and layout, connections and streetscape characteristics that invite and encourage walking and biking.”

“All existing and future neighborhoods in Liberty should be designed with attention to the creation and maintenance of open spaces to serve as areas of recreation, agriculture and ecological conservation.”

“Liberty should continue to maintain and preserve the Historic Square as the City center in addition to encouraging smaller neighborhood level centers of activity and commerce.”

“A mix of land uses and housing types contributes to a more balanced, self-sufficient city.”

“(Re)development of vacant and under-utilized parcels in the City should be encouraged.”

**Liberty’s Renewable Energy Ordinance:**

[http://www.marc.org/assets/planningroundtable/Liberty\\_RenewableEnergyOrdinance.pdf](http://www.marc.org/assets/planningroundtable/Liberty_RenewableEnergyOrdinance.pdf)

**Lee’s Summit, Missouri**

**Lee’s Summit 360: Charting Tomorrow:**

<http://www.cityofls.net/City-of-Lees-Summit/About-the-City/View-Final-Draft-LS360-Report.aspx>

“Lee’s Summit is a sustainable and vibrant city with a dynamic spirit of cooperation among its diverse citizens, businesses, organizations, education systems and governments.”

“Lee’s Summit is a progressive destination city with a fiscally balanced tax base and a strong sense of community, which attracts and retains investment by aggressively pursuing development and redevelopment strategies through public and private investment.”

“Aggressively pursue redevelopment projects using the appropriate tools to achieve the highest and best use of underutilized properties.”

“Share a community commitment to environmental sustainability.”

**Lee’s Summit’s Renewable Energy and Green Development Standards:**

<http://cityofls.net/LinkClick.aspx?fileticket=8qk%2bAQc3wpU%3d&tabid=807>

**Lenexa, Kansas**

**Vision 2030 (2008):**

<http://www.ci.lenexa.ks.us/2030/index.html>

“The Direction Finder Surveys determined there is significant citizen concern over the maintenance and preservation of Old Town Lenexa. Enhancement of this area would benefit substantially the community with cultural amenities, increased business opportunity, tourism, and neighborhood revitalization.”

“Develop plans to target older areas of Lenexa for residential and commercial reinvestment.”

“Focus planning on revitalization of commercial centers and residential areas.”

“Prioritize the maintenance of roads, curbs and sidewalks, along with other infrastructure, in established areas to promote revitalization of these areas.”

“Promote multimodal transportation options, including pedestrian, bicycle, transit and personal vehicles, in both public and private development.”

“Promote development that creates a “neighborhood feel”.”

**Mission, Kansas**

**2007 Comprehensive Plan:**

<http://www.missionks.org/DocumentView.aspx?DID=704>

“Zone for higher-density development in redevelopment projects in exchange for increased open space and new natural areas.”

“Maintain and preserve existing open space and natural features to enhance the character of the built environment; promote neighborhood stability, public health and safety; and provide for outdoor recreation and visual enjoyment.”

“Plan for multimodal transportation citywide in Mission.”

“Promote a mixture of office, retail, and residential uses (mixed uses) along the Johnson Drive commercial corridor of the City.”

“The Johnson Drive Corridor is the longstanding retail district within Mission and should be reinforced by future public projects and private redevelopment.”

“Encourage residential revitalization as the housing stock in Mission continues to age and market demands change.”

“A new “Form-based Development Code” is anticipated in the West Gateway Plan as a means of implementing the unique vision for this 120-acre mixed use district. A Form-based Code will regulate the physical form of the built environment in this district and as applied to other districts in the City of Mission, to produce a specific type of “place” with certain physical outcomes as called out in the West Gateway community vision plan; or as may be called out in future district plans or overlay districts.”

“Overlays for unique land use needs, such as the Transit-Oriented Development (TOD) areas, should be created to promote higher-density residential and office uses in select areas as the City of Mission coordinates public transit plans with public/private redevelopment plans. The MARC implementation guidebook—for how to realize transit-supportive development patterns in local communities—should be consulted when creating transit-supportive development areas.”

### **North Kansas City, Missouri**

#### **Burlington Corridor Study:**

[http://www.nkc.org/UltimateEditorInclude/UserFiles/Common/Document/Burlington\\_Corridor\\_Study\\_-\\_Final\\_06-24-2009\\_114206.pdf](http://www.nkc.org/UltimateEditorInclude/UserFiles/Common/Document/Burlington_Corridor_Study_-_Final_06-24-2009_114206.pdf)

“Transform Burlington Street to serve as an entry, a destination and a mixed-use center that represents the safe, amiable, walkable character of greater North Kansas City.”

“Transform Burlington from a by-pass into a destination.”

“Promote and enhance pedestrian comfort and safety.”

“Support destinations with an adequate parking strategy. As the amount and density of retail, mixed use and other development increases on the corridor, a parking strategy that satisfies needs without compromising the public realm and pedestrian experience should be implemented.”

“Transform areas of the Corridor to support diverse, compatible uses.”

“Reinforce connections to Downtown North Kansas City and Downtown Kansas City.”

“Incorporate green solutions to promote a sustainable future for North Kansas City.”

“Promote infill projects in order to create a consistent street frontage and eliminate “missing teeth”.”

“Develop the corridor in a manner that is not just compatible with, but supportive of transit use (both local and regional) including higher density development near major stops.”

**Master Plan:**

[http://www.nkc.org/UltimateEditorInclude/UserFiles/Common/Document/Master\\_Plan\\_2009\\_11-23-2009\\_120220.pdf](http://www.nkc.org/UltimateEditorInclude/UserFiles/Common/Document/Master_Plan_2009_11-23-2009_120220.pdf)

“Develop a defined zoning category and boundary specifically for downtown and aimed at enhancing the character that exists downtown.”

“Encourage the mixture of uses of commercial, entertainment, office, and residential in the downtown.”

“Develop downtown to take advantage of automobile visibility, pedestrian friendliness and transit opportunities.”

“Develop a comprehensive downtown parking strategy in conjunction with businesses in order to capitalize on more compact development and avoid devoting large expanses of land area in and around downtown to surface parking. The strategy should attempt to both reduce parking demand due to pedestrian and transit access and make more efficient use of existing parking opportunities.”

In reference to Armour Road: “Reinforce and create several key activity nodes (downtown, I-35 and Armour Road) and gateways (Chouteau and Armour Road, Howell and Armour Road, Burlington and Armour Road) along the corridor. These areas should reflect the unique characteristics that exist along the corridor, yet be linked by common streetscape elements along the corridor.”

In reference to the Sunny Hills Area: “Portions of the open space in this area might lend themselves to future development that takes advantage of the natural environmental features (trees, topography, views, etc) – either as public open space and greenways or through alternative residential development patterns as long as they preserve the important ecological functions of these open spaces.”

**Olathe, Kansas**

**Draft Plan Olathe:**

<http://www.planolathe.com/Site/Olathe/OlatheDefault.aspx>

“Encourage higher density housing development near transit services and commercial centers to create activity areas that add to the community’s quality of life.”

“Implement land use plans and programs that support effective transit, an efficient street system, and alternative transportation modes. Design the transportation system to accommodate the planned land use pattern, which includes higher densities and mixed-use in Original Town, commercial centers, employment centers, and a variety of densities in the fringe areas.”

“Encourage mixed-use development, especially in the downtown area, to support commercial uses, promote walkability, and provide for a variety of housing options.”

“With the guidance of the Framework Plan, encourage targeted development, redevelopment and infill so as to channel growth where it will contribute to the long-term community vision and improve access to jobs, housing and services.”

“Land use patterns and intensities should be designated so as to not adversely impact identified natural resources, wildlife habitats and historic sites.”

“Consider alternative zoning techniques within the Downtown and redeveloping areas to elevate the quality of urban design, and encourage higher densities. This may include codes that emphasize the form and mass of

buildings in relation to one another, and the scale and types of streets and blocks, and de-emphasize regulation of land use.’

“Utilize various financing techniques such as tax increment financing, industrial revenue bonds, historic tax credits, neighborhood revitalization tax rebates, and community improvement districts to aid revitalization projects. Pursue all forms of state and federal funding to enhance revitalization efforts.”

“Improve and maintain the quality of existing housing stock through public and private sector investment and contribution to housing rehabilitation. Support community organizations and activities that encourage and provide housing rehabilitation and neighborhood improvements.”

“Growth will pay the fair share of associated costs for facilities and services and to mitigate negative impacts.”

### **Overland Park, Kansas**

#### **Vision Metcalf Plan:**

[http://www.opkansas.org/Gov/Vision\\_Metcalf/index.cfm](http://www.opkansas.org/Gov/Vision_Metcalf/index.cfm)

“The City of Overland Park passed the Vision Metcalf plan in 2008 to guide redevelopment in the Metcalf Corridor from I-35 to 123rd Street. The primary tool that will be used to guide redevelopment will be a form-based code. The city has identified three preliminary areas to begin developing form-based codes. They include: downtown Overland Park, the district surrounding 95th Street and Antioch Road, and the district surrounding 95th Street and Nall Avenue.”

“Form-based codes differ from today’s typical zoning ordinances that place emphasis on land use. A form-based approach puts more emphasis on providing a mixture of land uses in close proximity and focuses on making places more pedestrian friendly by increasing the public realm, which includes such elements as, plazas, parks, and sidewalks.”

### **Platte County, Missouri**

#### **(2008) Platte Profile:**

<http://www.platteprofile.com/>

“Platte County will foster logical growth from existing infrastructure and development supported by adequate infrastructure to create a sustainable community with a high quality of life that preserves the characteristics that make Platte County unique.”

“Platte County will be a healthy, sustainable community that values and protects its natural resources.”

#### **Draft Land Use Plan 2010 Update:**

“Preserve and enhance major transportation corridors.”

“Maintain Platte County’s unique rural character. Rural character is defined by the following principles:

- Preservation of the natural environment including but not limited to rolling hills, valleys, trees, vegetation, etc.
- Limited development with large setbacks, ample open space.
- Limited noise and light pollution from surrounding developments.”

“Protect established neighborhoods.”

“New residential development, to the extent practical, should be contiguous to existing residential development within identified growth areas. Isolated “leap frog” subdivisions should be avoided.”

“Encourage the protection of open space and rural character in the County by promoting higher densities within and adjacent to existing cities and towns and promoting conservation subdivisions.”

“Identify areas near existing cities and towns for the expansion of residential, commercial, office, industrial, and institutional uses to stem urban sprawl into unincorporated areas of the County.”

“Guide new developments by ensuring that infrastructure and utility services and facilities (roads, water and sewer lines) are, when available, extended only to those primary growth areas identified in the Land Use Plan.”

“Encourage the clustering of development to minimize its impact on agricultural areas and to conserve significant environmental features.”

“Emphasize preservation or adaptive reuse as the preferred approach to historic structures. Where preservation or adaptive reuse is not possible, require that new development, where appropriate, reflect the character and historic references of the original feature.”

“Coordinate between the Land Use Plan and the Transportation Plan for the extension of infrastructure and services, in order to focus new development around existing cities and towns.”

“Direct growth to areas with adequate existing facilities and services, areas that have adequate services and facilities committed, or areas where public services and facilities can be economically extended consistent with the master plans of area service providers.”

### **Raymore, Missouri**

#### **Growth Management Plan:**

<http://www.raymore.com/DocumentView.aspx?DID=544>

“Create policies that allow more sustainable development patterns in Raymore and create density-based incentives for preferred development patterns.”

“Preserve identified natural assets.”

“Link the community with a series of on and off-street trails and sidewalks with careful attention to linkages to public facilities.”

“Objective – Enhance Original Raymore through redevelopment Implementation.

1. Adopt a neighborhood plan for the area that includes protection of historic landmarks or resources.
2. Implement a housing rehabilitation program, perhaps funded by local financial institutions interested in meeting their obligations under the community reinvestment act.
3. Target capital improvements for streets, sidewalks and storm sewers.”

### **Raytown, Missouri**

#### **Highway 350/Blue Parkway Corridor Plan:**

<http://raytown.mo.us/vertical/Sites/{418C71C3-E397-4C87-B464-C498EC8900F9}/uploads/{56F5585D-C940-4A6F-A174-8EE9C65239B4}.PDF>

“A vibrant, mixed use community corridor, uniquely sensitive to natural features and aesthetic appearance, where long term vitality for prosperous commerce and surrounding neighborhoods, is achieved in a continuing partnership between the residential and business sectors, through effective implementation of strategies and actions, that lead toward attaining the highest quality of life possible.”

“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.”

“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.”

“Develop corridor guidelines to allow for the redevelopment of multiple ownership properties.”

“Incorporation of multi-modal transportation into the planned transportation improvements.”

#### **Central Business District Plan:**

<http://raytown.mo.us/vertical/Sites/{418C71C3-E397-4C87-B464 C498EC8900F9}/uploads/{2316825C-118A-4412-9855-E3E8038FA1DE}.PDF>

“This master plan is built upon the creation of an economically sustainable Central Business District (CBD) that provides a strong community identity. The challenge before Raytown involves changing existing perceptions and creating a unique environment with many activities and uses.”

“The CBD should be the home for a variety of local, regional and other niche destinations, having a rich blend of different uses – retail, entertainment, employment, institutional, recreational – and activities – special events, community traditions.”

“Incorporating meaningful elements of the past with new and creative elements of the present and future is necessary in the CBD. Blending new development, adaptive reuse, redevelopment and preservation through creative financial, organizational and regulatory innovation will differentiate the CBD from any other location.”

“Provide a definable ‘heart’ and identity for the community while enhancing economic activity.”

“Preserve, enhance, and diversify the residential base and quality of life near the Town Square.”

“Because much of this plan relies on the creation of a unique place, zoning and development / design guidelines (subdivision, street standards, etc.) are important to outlining and requiring specific building forms, site development elements and materials. The City of Raytown has several options including:

1. The creation of specific design and development guidelines that are amended into the zoning ordinance or enforced through the development review process.
2. Developing a zoning overlay district or series of districts as new sections of the zoning ordinance.”

#### **Riverside, Missouri**

##### **2006 Comp. Master Plan:**

[http://www.riversidemo.com/documentCenter/masterPlan/MasterPlan-AllParts\\_13mb.pdf](http://www.riversidemo.com/documentCenter/masterPlan/MasterPlan-AllParts_13mb.pdf)

“Downtown Corridor goal: To establish downtown Riverside as the heart of the community.”

“To improve downtown and create an environment that Riverside can be proud of, redevelopment should follow these guidelines: mixed uses, pedestrian linkages, etc...”

“Upper Gateway / Vivion Corridors goal: To facilitate infill and nurture a positive image.”

“A major function of City government is to incent redevelopment and promote projects that are in the best long-term interest of the greater City. There are many mechanisms with which to accomplish these development projects and the citizens of the City support their use. When asked how supportive they are of having the City use incentives to attract new businesses or expand existing businesses in Riverside, 70% of the population expressed support while only 10% reacted negatively to the question. There are opportunities for the City government to provide key tax incentives and infrastructure investments that will catalyze redevelopment and create a self-sustaining economic engine. When used correctly, incentives will often repay their investment both financially and in terms of an improved final development.”

### **Roeland Park, Kansas**

#### **2007 Comp. Plan:**

<http://www.roelandpark.net/CompPlan/RPUpdate121107sm.pdf>

“Vision statement: To enhance the image, livability and long term sustainability of Roeland Park.”

“Promote somewhat higher densities of owner occupied residential redevelopment that adhere to the plan and direction set forth in this Comprehensive Plan. Examples of higher densities include townhouses and senior citizen facilities.”

“Actively promote quality redevelopment while maintaining a strong tax base. Pursue various scales of owner-occupied housing ranging from single detached units to attached townhouses.

“Implement the visions and goals outlined for the 47th Street & Mission Road study area and the East Gateway Redevelopment Plan.”

“Pursue redevelopment of existing retail centers that promote multi-use/pedestrian-friendly development and adheres to the plan and direction set forth in this Comprehensive Plan.”

“Plan, provide and maintain efficient and effective infrastructure that promotes sustained development, connects neighborhoods and centers, is aesthetically pleasing, environmentally sound and meets the current and future needs of the community.”