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Mid-America Regional Council (MARC)

Partner Jurisdictions: Participation from staff and stakeholders from the following partner jurisdictions contributed to the Model Sustainable Development Code Website and individual jurisdiction development code audits:
- Fairway, KS
- Gladstone, MO
- Grandview, MO
- Independence, MO
- Mission, KS
- Prairie Village, KS
- Raytown, MO
- Roeland Park, KS

Consultant Team:
INTRODUCTION
This code audit was completed as part of the Mid-America Regional Council Model Sustainable Development Code project. It was made possible by a Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development, Office of Sustainable Housing and Communities. The Model Sustainable Development Code project is part of MARC’s Creating Sustainable Places initiative. For more information on the entire initiative, see http://www.marc.org/Regional-Planning/Creating-Sustainable-Places.

Approach
The Creating Sustainable Places initiative promotes a vision for VIBRANT, CONNECTED, and GREEN communities throughout the Kansas City Region. This 3-year program began in 2010 and involved more than 60 regional partners of local governments, state agencies, and civic, business and development organizations. A 40-member coordinating committee developed the 7 key principles for sustainable development in our metropolitan area.

The Model Sustainable Development Code project builds off of this vision and these principles. Through facilitated discussions with our stakeholder jurisdictions, 22 “Sustainable Development Concepts” were identified under these principles. While other sustainability issues may also be important to our region these concepts were identified as issues most impacted by our local development codes. With emphasis on these 22 concepts, the model sustainable development code website and development code audits are focused on the most pressing regulatory issues that are important to our region.
This project involves 2 main components – a model sustainable development code website and code audits of eight local jurisdictions.

**Model Sustainable Development Code Website**

The model code website is established as a resource for code examples from other jurisdictions—most outside of our region—that address the sustainable development concepts identified by our stakeholder jurisdictions. Rather than jump directly to regulatory language, the website first establishes the policy supporting each concept, lists benefits and outcomes from the policy, and identifies a range of regulatory strategies that implement each concept. Example codes are then provided as a resource for jurisdictions that support those policies. [http://codes.sustainable-kc.org/](http://codes.sustainable-kc.org/)

The model code website is organized under 3 main frameworks:

- **LEARN** – organizing the development code strategies and code examples around the 7 main principles and 22 sustainable development concepts.
- **CODE** – organizing the development code strategies around the table of contents of a model development code.
- **EXPLORE** – demonstrating the types of projects and project metrics that support the principles and concepts from the model sustainable development code.

The model code website is also part of a larger suite of on-line resources, including the Regional Indicators that help track our progress towards a more sustainable region with real time access to important data; a Natural Resources Inventory which includes highly refined data at various scales documenting existing resources and restoration opportunities that can allow natural systems to support development in our communities; and Envision Tomorrow and Visualization Tools that can help program and implement concepts within specific contexts. This suite of resources is intended to promote LOCAL ACTIONS, with IMPACTS ON PLACES, that produce REGIONAL OUTCOMES.

**Code Audits**

Eight of our stakeholder jurisdictions also participated in a code audit – evaluating their development code against the 22 sustainable development concepts. To initiate this process, each prepared a “policy profile”, ranking the sustainable development concepts from a 1 – high priority, to a 4 – lowest priority. This profile gives an order of magnitude gauge on which issues are most relevant to each community’s context and current planning priorities, and it helps tailor an action plan for code updates to each jurisdictions needs.

Evaluating how development regulations impact sustainability goals requires a two-part analysis. First, consider whether the regulations present barriers – provisions that prohibit or limit the application of “best practices” towards any specific sustainability objective. Second, and perhaps most importantly, consider how effectively the regulations limit, close loopholes or prohibit other competing practices that undermine broader sustainability issues. This two-part analysis can result in a more integrated code by identifying...
where the development code is strong, silent, or weak on certain principles, and identifying where some sections may undermine other related principles and concepts.

This report is a summary of the Raytown audit. The audit was conducted through an independent review and separate discussions with key staff. The audit represents a snapshot of the current regulations, highlights strengths and weaknesses with regard to the 22 Sustainable Development Concepts, and identifies an action plan to address the cities’ specific sustainability priorities as development and redevelopment occurs.

The audit organized under the 7 key principles for sustainable development: Reinvestment; Transportation Choice; Housing Choices; Corridors and Activity Centers; Design for Healthy Lifestyles; Unique Community Characteristics; and Resource Conservation and Energy Efficiency. Under each topic, this report contains:

- **Principles & Concepts** - a summary of each Principle and how the Sustainable Development Concepts impact common sustainability metrics for comprehensive planning and development;
- **Opportunities and Applicability** - a quick observation of how the each Principle and the supporting Concepts could apply to the jurisdictions’ physical and planning context.

- **Code Analysis** - Analysis of how well the development code relates to each concept and typical regulatory objectives, including identification of barriers or loopholes.

- **Potential Action Steps** - Options to consider for future updates to the regulations (note: more information and examples of these action steps can be found on the Model Sustainable Development Code website.)

An action plan is also provided that prioritizes some of the potential action steps based on those that are most easily achievable under the cities current plans and policies (as opposed to those that need broader programs and community input to support them) and those that are most aligned with the cities “policy profile” filled out at the beginning of the audit process. A section by section list of raw comments used to evaluate the code, guide the analysis and determine the rating is included as an appendix to this report. These sections can be used by staff to help prioritize potential action steps, address emerging issues, and improve the Codes performance on certain sustainability concepts.
SUMMARY
Each section – and sometimes specific sub-sections – of the City’s development regulations was scored against the 22 Sustainable Development Concepts. Sections that had no real impact on the principle were given no score. The rating system ranged from 1 to 5, with one being a direct conflict with sustainable development principles, and 5 being directly supports sustainable development principles. Also, staff and stakeholders filled out a relative priority policy profile” to indicate which of the 22 concepts were most important to the City (using a 1 to 4 scale), considering its physical context, issues and opportunities, or current planning and policy positions. In this way the raw objective scores of the code audit can be compared to the issues that are most important to the city currently, as well as identify any emerging or long-range issues to be concerned about.

Raytown’s development code scored in the mid-range for several categories (2.7 to 3.2 - neither directly supports nor directly conflicts with sustainable development concepts and CSP principles). The highest scores were Infill / Rehab Housing (3.0), Diverse Housing Types (2.9), Age in Place (3.0), and Natural Resource Protection (2.9) (all still in the “neither directly supports or directly conflicts” range). These are either moderate or low priorities on the relative priority ranking, so the highest scores do not necessarily reflect the city’s highest priorities. Also, there are strategies that will need to improve in each of these categories for them to more directly support the CSP principles. The lowest scores were Complete Streets (2.4), Context Appropriate Streets (2.3), Compact Walkable Centers (2.5), Transit Ready Corridors (2.4), and Pedestrian Oriented Public Realm (2.5) – all having many ordinance sections that were either indirect or direct conflicts with the CSP principles. Two concepts – Renewable Energy and Access to Healthy Foods had no ordinance sections directly addressing the topic, indicating this may be an area for the City to monitor emerging best practices if these concepts align with city policies. Lastly, the City’s highest priorities on the relative priority ranking were Complete Street Design (2.5), Integrated Trail System (2.6), and Pedestrian Oriented Public Realm (2.5) – each indicating some direct or indirect conflicts with CSP principles. These topics should be the focus of the City’s short-term and long-term action plans. However some of the City’s high or moderate priorities issues did score low. The lowest scores include Complete Streets (2.4), Context Appropriate Streets (2.3), Diverse Housing Types (2.5), Compact Walkable Centers (2.4), Active Living/Transportation (2.4), and Pedestrian Oriented Public Realm (2.3) (all in the “indirect conflicts” or “direct conflicts” range). In general, the concepts under the Transportation Choices and Corridors and Activity Center principles and any concepts that dealt with the urban design and pedestrian characteristics of the public realm (streets and open spaces) scored lowest in the analysis of specific code sections and should also be an area of focus.
<table>
<thead>
<tr>
<th>Rating Key:</th>
<th>REINVESTMENT</th>
<th>TRANSPORTATION CHOICE</th>
<th>HOUSING CHOICE</th>
<th>CORRIDORS &amp; ACTIVITY CENTERS</th>
<th>UNIQUE COMMUNITY CHARACTERISTICS</th>
<th>REGIONAL CONSERVATION &amp; ENERGY EFFICIENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>6  Directly supports the best practices and prohibits other practices that could undermine sustainable development concepts and principles.</td>
<td>6</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>4  Somewhat supports best practices and limits other practices that could indirectly undermine sustainable development concepts and principles.</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>3  Neither directly supports nor directly conflicts with sustainable development concepts and principles, but may make an opportunity where these issues typically would be regulated.</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>2  Creates indirect conflicts, somewhat undermines sustainable development concepts and principles.</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>1  Creates direct conflicts that likely prohibit best practices that meet sustainable development concepts and principles.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
</table>

**OVERALL RATING**

<table>
<thead>
<tr>
<th>Relative Priority</th>
<th>REINVESTMENT</th>
<th>TRANSPORTATION CHOICE</th>
<th>HOUSING CHOICE</th>
<th>CORRIDORS &amp; ACTIVITY CENTERS</th>
<th>UNIQUE COMMUNITY CHARACTERISTICS</th>
<th>REGIONAL CONSERVATION &amp; ENERGY EFFICIENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Priority</td>
<td>6</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Moderate Priority</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Low Priority</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>Not a Priority</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
</table>

The "relative priority" is based on a rough ranking of strategies that are of immediate or interim importance to the City. Those with low priority are not necessarily unimportant, but rather may take longer and more involved policy discussions before they become a key part of the city’s planning program and regulatory strategies.
REINVESTMENT
Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.

CONCEPTS

Infill / Rehab Housing
Infill development and rehabilitation of existing buildings helps find space for new homes within our established communities. Designing infill developments in ways that work well with their surroundings and retool property for productive use and modern needs keeps our neighborhoods, corridors and activity centers strong.

Repair Strip Corridors
Strategic investments and better land use transitions can restore value to our corridors. Car-oriented corridors reach a point of diminishing returns as each additional business competes for the visibility, access, and space needed to capture traffic and accommodate cars on high-volume streets. Coordinating public and private investments to create places for people, and connecting these places to supporting land uses can repair our declining corridors.

Strong Suburban Downtown
Strong downtowns attract investment, create a community identity, and provide a place for people to gather and walk. A vibrant and connected downtown increases the resiliency of our communities and adds diversity to our economy.
**Raytown: Opportunities and Applicability**

Reinvestment efforts in Raytown are focused on downtown, the Highway 350 corridor, and infill projects in existing neighborhoods. The city is primarily built out, so the CSP Reinvestment principle and concepts will be important to the City and specifically these areas. Raytown does have a large extent of car-oriented commercial sites, which when repeated over many sites on a corridor can create diminishing returns or eventual decline as strip corridor patterns emerge. The 350 corridor, Raytown Traffic way and Raytown Road exhibit these conditions, even on segments in and around the downtown plan area. Changes to these areas will be slow, and opportunities to implement the CSP principles through new development will need to be strategic, incremental and focused on the long-term vision. Strengthening the housing stock to support each of these areas (the corridors and downtown) – whether through infill and rehab housing or through new housing choices will be an important infill strategy.

**CODE ANALYSIS:**

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Some of the base zoning district standards will make it difficult to do strategic, infill projects, particularly if new opportunities such as small-scale, multi-unit building types are to be introduced in appropriate contexts.
- The HO overlay presents a good approach to reducing some of the impediments in the base residential districts, but it may need to be improved to enable a broader range of detached house formats and introduce small-scale multi-unit building types (as an alternative to “apartment complexes”)
- The base commercial districts generally require car-oriented development patterns and site design, and then rely on design standards for specific contexts to eliminate these impediments to walkable patterns (Downtown and 350 Corridor.)
- The TS overlay and CBD Design Elements reflect most of the principles necessary to implement a strong suburban downtown. However in some cases they can become quite specific without the requisite degree of site-specific planning and public realm investment or too vague to apply to specific projects.

**POTENTIAL ACTION STEPS:**

To address the sustainability issues identified the City of Raytown should consider the following actions:

- Clearly enable accessory dwelling units, even if just as a conditional use or as a use limited to specific circumstances or contexts.
- Update the HO overlay to include more detached house formats (i.e. small lot, or “courtyard housing” patterns) and small-scale, multi-unit buildings in appropriate locations (4k to 8K lots, 2- to 4-story, 4 to 12 units)
- Update the TS overlay to include specific building types appropriate to the downtown plan; streamline the CBD design elements specific to each building type; and coordinate applicability of these types with capital investments in pedestrian scaled streets and civic spaces.
- Update the P district standards and discretionary site plan approval process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts.
TRANSPORTATION CHOICE
Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.

CONCEPTS

Connected Street Networks
Connected street networks improve our access to daily needs and establish more valuable and efficient development patterns. Greater connections provide more direct routes, allow options for different routes, and make our communities more adaptable to long-range change.

Complete Streets Design
Well-designed streets provide a setting for commerce, a place for social interaction and offer a variety of transportation options. Streets and rights-of-way are one of our most valuable assets and one of the largest single landholdings in most communities. Designing these spaces to meet as many needs as possible and to better support abutting property will maximize the value to our communities.

Context Appropriate Streets
Context appropriate streets fit the physical setting and better support our distinct places. Varying street designs, even on a block-by-block basis, to account for different environmental conditions, different urban design goals, and different development patterns improves transportation choices.

Optimized Parking
Optimal parking solutions respond to the context and development patterns to improve access for people. Too much parking can be as big of a detriment to quality development as too little. When we mandate parking requirements, but fail to balance this with similar mandates that ensure access for people on foot, bicycles or transit, we limit choices.
Raytown: Opportunities and Applicability

The street network is largely established and additions to the network are not typically implemented through development regulations – especially for streetscape changes that support walkable centers and neighborhoods. However, capital projects can benefit from an overall street-design program that better blends transportation, public realm design and development goals. 63rd street will remain a significant corridor for transit due to the connectivity to the overall system and development patterns. The 350 corridor will present emerging, long-term opportunities, but a shift to more walkable and transit-supportive nodes along the corridor, as well as street design investments that promote multiple modes will be a pre-requisite to such development. Flexible parking strategies could benefit redevelopment – particularly in distinct areas such as downtown and redevelopment corridors.

CODE ANALYSIS:

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Reliance on the functional classification system as the planning framework (arterial, local and collector), combined with the very large thresholds for block and street connectivity will tend to produce highly car-oriented development patterns.
- Most street and sight design standards have a heavy focus on traffic volumes and flow, and the standards will undermine other competing interests of multi-modal transportation and pedestrian-scale urban design.
- The city-wide sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all areas; further the 5’ dimensions and single-side allowance will be insufficient in many contexts.
- There is some flexibility towards parking in specific districts, but overall the parking standards are high and typical of many zoning codes (resulting in a “more” = “better” approach).

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Raytown should consider the following actions:

- Consider incorporating outside references as guidance to street design using more multi-modal and urban design approaches (use National Association of City Transportation Officials Guidance and/or ITE Designing Walkable Urban Thoroughfares.)
- Improve street standards with a wide variety of street design types for different contexts (as opposed to simply functional classification); use these design types for capital programming and as part of a city-wide complete streets policy.
- Adjust sidewalk standards (currently generic city-wide requirement that may be too much in some context and too little in others) to reflect or defer to the different street types; in the absence of creating different street types allow other context-based considerations for sidewalk design, location and width.
- Add flexibility to reduce on-site parking and loading requirements; use flexibility offered in specific districts to develop a better city-wide approach to optimize parking and mitigate impacts of parking through design standards.
HOUSING CHOICE

Housing choices for all ages, lifestyles, and income levels help support diverse communities and a healthy housing industry.

CONCEPTS

Diverse Housing Types
A greater range of housing types: affordable, market-rate and workforce housing makes our neighborhoods more stable and resilient to outside influences. Increasing the variety of housing options can better meet the changing housing demands of our population and supplies the broad range of housing needed for more complete communities.

Age In Place
Age in place communities allow people to live where they want despite changes in their housing needs. Diverse housing options allow people to remain in their neighborhoods, stay engaged in familiar environments and established relationships, and contribute to the broader community.

Mixed-density Neighborhoods
A wide variety of housing types within the same neighborhood strengthens community diversity and increases the number of amenities available to residents. Integrating a similar scale of lots, building footprints, heights and frontages allows different housing types to mix compatibly despite wide ranges of density, and establishes the distinct characteristics of our neighborhoods.
Raytown: Opportunities and Applicability

Neighborhoods and development patterns are largely established, with relatively little “green field” development for large-scale residential projects or new neighborhood patterns. Introducing different housing types will likely focus on downtown options and downtown adjacent blocks, redevelopment in corridors, or strategic infill and rehabilitation near other catalyst projects (walkable districts, destinations, etc.). Options to meet diverse housing needs will need to be responsive to the opportunities and constraints presented by those contexts.

CODE ANALYSIS:

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- It is not clear whether accessory dwelling units would be enabled, although the residential districts to have a fairly permissible approach to accessory uses generally, provided neighborhood character and scale is preserved.
- Rigid segregation of residential zoning based on lot sizes will make blending densities and housing types difficult—whether in transition areas between neighborhoods or within neighborhoods with mixed housing types.
- The non-single family residential zoning categories steer development of different housing types towards large-scale apartment complexes due to relatively low densities and requirements for large buffers and setbacks; smaller-scale, multi-unit housing types that can integrate better with neighborhoods or mixed-use areas are not accommodated well by these districts and standards.
- While the Planned district (P) and the Housing Opportunity Overlay (HO) district and guidelines could provide the opportunity for different housing types, more specificity on the range, scale and design of different building types can help raise expectations and improve implementation.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Raytown should consider the following actions:

- Clearly enable accessory dwelling units, even if just as a conditional use or as a use limited to specific circumstances or contexts.
- Update or supplement the R-2 standards to allow buildings similar in scale to a single family home. Currently it roughly doubles the R-1 standards and allows you to attach the dwellings, which will result in an out-of-scale pattern where two houses appear pushed together, as opposed to a similar scale home with two units in it.
- Update the HO overlay to include more detached house formats (i.e., small lot, or “courtyard housing” patterns) and small-scale, multi-unit buildings in appropriate locations (4k to 8k lots, 2- to 4-story, 4 to 12 units).
- Revise or replace the R-3 district, or supplement with a new district, that allows more small-scale, multi-unit buildings dwellings to support walkable centers and for infill along corridors. The current standards will push multi-family into larger scale projects (to meet buffers, setbacks and density) and result in automobile oriented sites and areas.
- Promote new and compact formats of housing that accommodates a wide range of housing needs— including changing household demographics or aging populations, particularly as part of integrated mixed-use along corridors.
CORRIDORS & ACTIVITY CENTERS
Vibrant corridors connecting activity centers encourage new developments and public transportation while making efficient use of public and private assets.

CONCEPTS

Compact Walkable Centers

Concentrating more small-scale and diverse uses in compact patterns allows people to walk to shopping, school, jobs and entertainment. Arranging a greater mix of uses around a well-connected, pedestrian-scaled public realm builds valuable and enduring places, and it improves the overall economic and environmental performance of development.

Transit-Ready Corridors -

Connecting our most common trip origins and destinations along strategic corridors will better support local and regional transit lines. More housing choices, increased employment options, and direct connections to more walkable places prepare our corridors for better transit service.

Retail / Rooftop Relationships

A strong, well-connected and accessible market makes retail more successful. Improving the proximity and relationship between neighborhoods and the amount and types of commercial development they demand makes our corridors and activity centers vital and worthy of long-lasting investments.
Raytown: Opportunities and Applicability

Downtown is the primary walkable center for the community. Smaller scale nodes on corridors could provide some neighborhood-scale services and support proximate neighborhoods, as identified in some of the recent corridor planning and in new development, shifts to more walkable patterns is possible. In addition, rehabilitation of some of the smaller pockets within neighborhoods could strengthen neighborhood centers and provide interesting infill opportunities for small-scale walkable nodes, such as the area of Woodson Road and Blue Ridge Boulevard or Woodson Road and 63rd street. Many of these areas will require more specific block-scale planning – either public plans or through development initiatives – to implement the scale and design characteristics of compact walkable places.

**CODE ANALYSIS:**

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The non-residential districts – office, commercial, and the “planned” variations of these districts, are very use-specific (making it difficult to integrate complimentary uses).
- The base commercial districts generally require car-oriented development patterns and site design, and then rely on design standards for specific contexts to eliminate these impediments to walkable patterns (Downtown and 350 Corridor.)
- The generic street standards may make it difficult to establish pedestrian-oriented streets as the framework for walkable centers and transit corridors.
- The residential districts – particularly those that can bring greater densities to benefit transit corridors or walkable centers – have density and site standards that drive these housing types to larger-scale and more isolated project types, making it difficult to integrate them well with mixed-use areas.
- The 350 Corridor and CBD design elements include most of the CSP principles with respect to walkable and transit supportive places. However they are not well integrated with base district standards nor specific contexts where they may be implemented which may present challenges for specific projects.

**POTENTIAL ACTION STEPS:**

To address the sustainability issues identified the City of Raytown should consider the following actions:

- Update the P district standards and discretionary site plan approval process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts; consider better integrating or streamlining the 350 corridor or CBD design elements through a new and streamlined approach to P districts.
- Update the TS overlay to include specific building types appropriate to the downtown plan; streamline the CBD design elements specific to each building type; and coordinate applicability of these types with capital investments in pedestrian scaled streets and civic spaces.
- Revise or supplement the C-1 district to allow smaller scale buildings and uses in a compact and walkable pattern. Currently the standards will create automobile oriented sites.
- Add flexibility to reduce on-site parking and loading requirements; use flexibility offered in specific districts to develop a better city-wide approach to optimize parking and mitigate impacts of parking through design standards.
- Revise or replace the R-3 district, or supplement with a new district, to allow tighter integration of housing with transit corridors and walkable centers.
DESIGN FOR HEALTHIER LIFESTYLES

Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.

CONCEPTS

Active Transportation / Living
Making walking and bicycling a safe, fun and convenient way to reach our daily needs improves public health. Active modes of transportation offer a combination of recreation, exercise, and transportation. Incorporating more social and physical activity into daily routines increases our quality-of-life and reduces environmental impacts of our lifestyle and transportation choices.

Access to Healthy Foods
The design of our communities impacts how we access and distribute food and what we eat. Better integrating a range of different food production and distribution options into our communities can increase our public health, strengthen our local economy and make better use of our landscapes.

Integrated Trail System
Trail systems connect our communities and natural areas, enhance our transportation networks and promote recreational systems. Integrating trail systems into our development patterns makes us more active and more engaged in our community.
Raytown: Opportunities and Applicability

Development patterns and infrastructure that shapes active transportation are largely established and not directly implemented through regulations. Past development patterns in the city have been automobile-oriented, and meeting Active Transportation / Living and Integrating Trials System concepts is a challenge in these areas. Strategic prioritization of capital projects near existing destinations or on priority routes that redesign some of the past investments will be important. The Access to Healthy Food concept will be most impacted by other land use and development strategies, primarily how well the Corridors and Activity Centers concepts are implemented to provide residents necessary services in close proximity. Some programming of open spaces or small-scale food production could be impacted by current zoning as well.

CODE ANALYSIS:

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- Street connectivity and open space standards do not specify well connected networks of streets and trails, making walking and biking less likely; particularly in areas where more mixed-use, and multi-modal planning is a priority.
- Bike and pedestrian priorities, particularly on streets that connect important walking and biking destinations, are lacking from the street design standards.
- The subdivision regulations do not include open space systems as a framework for development and the zoning and site standards do not include a variety of design types for different contexts (i.e. most “open space” is just left to buffers or landscape areas, rather than an urban design element.)
- There are no standards that directly address concepts related to healthy food.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Raytown should consider the following actions:

- Improve street standards with a wide variety of street design types for different contexts (as opposed to simply functional classification); use these design types for capital programing and as part of a city-wide complete streets policy.
- Develop a wide range of open space/civic space types to meet the open space requirement for a variety of context, ranging from natural areas to compact civic spaces; coordinate planning for trail systems with the street types/complete street policies and the open space system for subdivision regulations.
- Include open space systems as part of the framework and development pattern planning and analysis in the subdivision regulations, in the same manner that street systems are included.
- Consider standards that address community gardens or other neighborhood-scale food production.
UNIQUE COMMUNITY CHARACTERISTICS
Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.

CONCEPTS

Pedestrian Oriented Public Realm
A public realm designed for people establishes our most memorable and enduring community characteristics. The design of our rights-of-way and civic spaces, and the relationships of buildings to these spaces, shapes how we experience and perceive our communities.

Natural Resource Protection
Parks, open spaces and natural areas are defining features of our communities. Arranging our built environment in ways that emphasize valuable natural landscapes as a focal point of development enriches our communities and builds distinct, desirable places.

Tree Preservation
Maintaining our well established trees and planting the right tree in the right place builds long-term value in our communities. The urban forest does more than make our streets, parks and neighborhoods pretty; it provides valuable ecosystem services that reduce energy use, clean our air and water, and keep our communities vibrant, comfortable and healthy.
Raytown: Opportunities and Applicability

Streets in downtown and adjacent neighborhoods are the greatest opportunity for an improved pedestrian oriented public realm, as new projects could place a critical mass of people in that location. More incremental and strategic improvements for pedestrian-scaled streets and public spaces will be necessary as corridors and other centers experience new development. The City currently has many unique natural features that may need emphasis and attention as new development occurs, including a mature tree canopy and some natural topography and drainage ways that exist within neighborhoods. Improvement of each of these features through streetscape and public realm design also reflects a key opportunity to strengthen these attributes throughout the community.

CODE ANALYSIS:

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

• The city-wide sidewalk provisions are fairly generic and the design and planning specifications may not be appropriate for all areas; further the 5' dimensions and single-side allowance will be insufficient in many contexts
• Many of the site design standards focus primarily on the aesthetic and buffer/screening function of landscape design and open spaces; and do not emphasize the social, urban design and environmental function of these spaces.
• There are not any design standards that consider street trees which may be hurdles to planting street trees or replacing existing trees as they age.
• There are very few landscape or design standards to promote either the urban design or the natural preservation role that open space, civic space and landscape design can serve in support of development.
• The Conservation District (N) has a very strong intent statement, however there are few standards and it appears geared solely for open spaces.

POTENTIAL ACTION STEPS:

To address the sustainability issues identified the City of Raytown should consider the following actions:

• Create specific pedestrian-oriented street types for use in centers and transit corridors.
• Develop a wide range of open space/civic space types to meet the open space requirement for a variety of context, ranging from natural areas to compact civic spaces.
• Develop clear specifications for increased street trees (location, spacing and species), and promote them as an essential part of the urban design and infrastructure of the public realm. See http://www.gouldevans.com/treelists/GreatTrees.pdf.
• Consider broadening the Conservation District (N) for broader application, where preserving natural features could be used as a central organizing element for a wide range of housing options and neighborhood patterns; develop specific design standards or review criteria to support the intent of this district.
• Update the P district standards and discretionary site plan approval process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts.
RESOURCE CONSERVATION & ENERGY EFFICIENCY
Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

CONCEPTS

Green Infrastructure
Using natural systems to serve development and designing development to incorporate natural systems can reduce costs and increase environmental performance of our communities. Green infrastructure preserves valuable ecological functions of our landscapes and emphasizes distinct characteristics of our communities.

Energy Efficient Buildings and Sites
More efficient building and site designs can improve environmental performance, increase our health, and reduce the life cycle costs of property investments. Building orientation and siting, landscape and site design, material selection, operation and maintenance practices, and the adaptability of our buildings and sites to future reuse all impact how much resources and energy we consume.

Renewable Energy
Development patterns and policies of our cities impact both our sources of energy and our use of energy. Retooling our cities for renewable energy – from the regional scale to the site scale – helps reduce our energy demand, increase our energy supply and efficiency, and make our communities more resilient, affordable and healthy.
Raytown:
Opportunities and Applicability

Green infrastructure and “green street” designs may be incorporated into city capital projects based on stormwater master planning. The development regulations will mostly impact site-based green strategies to compliment these systems. Incremental opportunities may present opportunities to re-connect green systems as corridors redevelop. The region as a whole is continuing to monitor the impact of the rapidly evolving green building practices.

**CODE ANALYSIS:**

Through a review of the Raytown Zoning Ordinance, based on the sustainability principles and concepts identified, the following issues have been identified:

- The Conservation District (N) has a very strong intent statement, however there are few standards and it appears geared solely for open spaces.
- There is not a clear indication of policies or preferences for green infrastructure or low impact BMPs to address on-site stormwater.
- There are very few landscape or design standards to promote either the urban design or the natural preservation role that open space, civic space and landscape design can serve in support of development.
- The base commercial districts generally require car-oriented development patterns and site design, making it difficult to design lower impact or energy efficient sites.
- There are no standards small-scale, site-based renewable energy systems as an accessory use supports emerging practices for renewable energy.
- There are very few standards addressing specific objectives dealing with the energy performance of buildings and sites, so the regulations neither support nor appear to hinder “green building” objectives.

**POTENTIAL ACTION STEPS:**

To address the sustainability issues identified the City of Raytown should consider the following actions:

- Improve specifications for on-site BMPs and alternative designs aimed at infiltrating stormwater (particularly with respect to parking areas).
- Add flexibility to reduce on-site parking and loading requirements.
- Consider adding small-scale site-based renewable energy systems (wind, solar, or geo-thermal) as a conditional or accessory use for certain districts.
- Develop a new landscape section that promotes green infrastructure as a key component of site design.
- Consider broadening the Conservation District (N) for broader application, where preserving natural features could be used as a central organizing element for a wide range of housing options and neighborhood patterns; develop specific design standards or review criteria to support the intent of this district.
The following action steps reflect “quick fixes” or updates that can be easily incorporated into the current development code structure and which may not need substantial planning or policy discussions.

- Clearly enable accessory dwelling units, even if just as a conditional use or as a use limited to specific circumstances or contexts
- Update the HO overlay to include more detached house formats (i.e. small lot, or “court-yard housing” patterns) and small-scale, multi-unit buildings in appropriate locations (4k to 8K lots, 2- to 4-story, 4 to 12 units)
- Update the P district standards and discretionary site plan approval process to have more criteria tied explicitly to the CSP Principles and Sustainable Development Concepts.
- Incorporate outside references as guidance to street design using more multi-modal and urban design approaches (use National Association of City Transportation Officials Guidance.)
- Adjust sidewalk standards to allow other context-based considerations for sidewalk design, location and width.
- Add flexibility to reduce on-site parking and loading requirements; use flexibility offered in specific districts to develop a better city-wide approach to optimize parking and mitigate impacts of parking through design standards.

**SHORT TERM (cont.)**

- Revise or supplement the C-1 district to allow smaller scale buildings and uses in a compact and walkable pattern. Currently the standards will create automobile oriented sites,
- Consider standards that address community gardens or other neighborhood-scale food production.
- Develop clear specifications for increased street trees (location, spacing and species), and promote them as an essential part of the urban design and infrastructure of the public realm. See http://www.gouldevans.com/treelists/Great-Trees.pdf.
- Consider adding small-scale site-based renewable energy systems (wind, solar, or geo-thermal) as a conditional or accessory use for certain districts.

**LONG TERM**

The following action steps are important to fully implement the Sustainable Places principles and concepts, but may require significant re-structuring of the development regulations and/or require more detailed planning and policy discussion prior to full implementations.

- Update the TS overlay to include specific building types appropriate to the downtown plan; streamline the CBD design elements specific to each building type; and coordinate applicability of these types with capital investments in pedestrian scaled streets and civic spaces.
- Improve street standards with a wide variety of street design types for different contexts (as opposed to simply functional classification); use these design types for capital programing and as part of a city-wide complete streets policy
- Revise or replace the R-3 district, or supplement with a new district, that allows more small-scale, multi-unit buildings dwellings to support walkable centers and for infill along corridors. The current standards will push multi-family into larger scale projects (to meet buffers, setbacks and density) and result in automobile oriented sites and areas.
LONG TERM (cont.)

- Promote new and compact formats of housing that accommodates a wide range of housing needs – including changing household demographics or aging populations, particularly as part of integrated mixed-use along corridors.

- Develop a wide range of open space/civic space types to meet the open space requirement for a variety of context, ranging from natural areas to compact civic spaces; coordinate planning for trail systems with the street types/complete street policies and the open space system for subdivision regulations.

- Consider broadening the Conservation District (N) for broader application, where preserving natural features could be used as a central organizing element for a wide range of housing options and neighborhood patterns; develop specific design standards or review criteria to support the intent of this district.

- Improve specifications for on-site BMPs and alternative designs aimed at infiltrating stormwater (particularly with respect to parking areas).

- Develop a new landscape section that promotes green infrastructure as a key component of site design.

Completed as part of the Creating Sustainable Places initiative for MARC: