



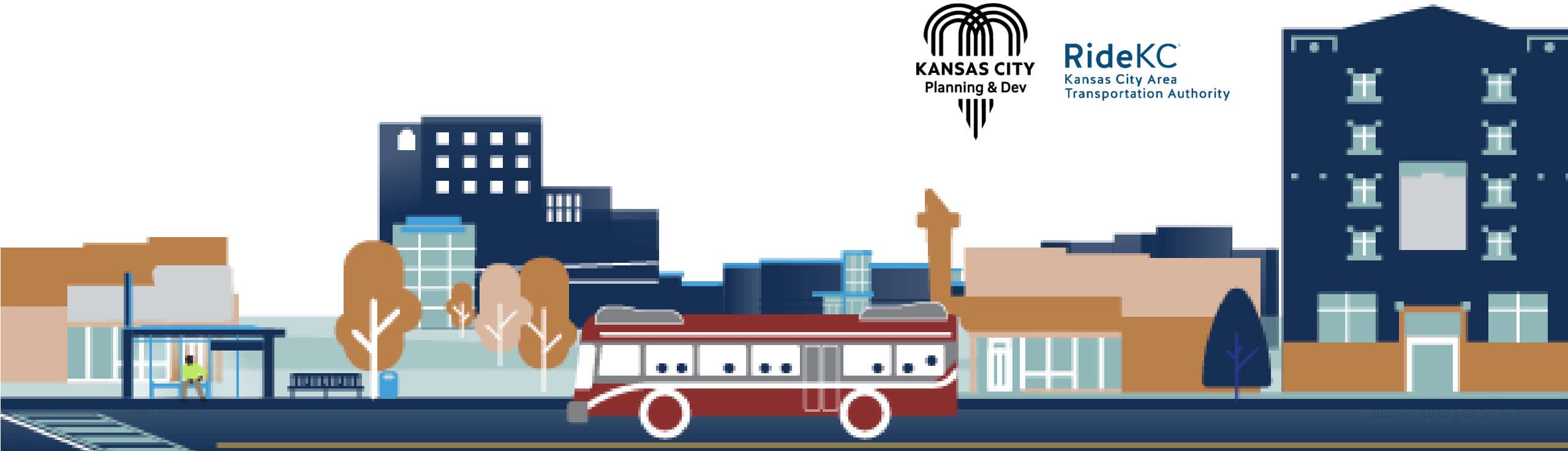
creating equitable neighborhood development strengthened by walkable access to public transit

Neighborhoods & Housing Work Session

Tuesday, August 1 at 6:00-8:00PM



RideKC
Kansas City Area
Transportation Authority



AGENDA

1. Project Overview
2. TOD Overlay District
3. Draft Recommendations – Land Use
4. Discussion
5. Next Steps



PROSPECTUS OVERVIEW



PROSPECTUS – MISSION STATEMENT

*creating equitable neighborhood development
strengthened by walkable access to public transit*


PROJECT FOCUS

- Measurable benefits for existing corridor residents.
- Avoid the displacement of residents and businesses.
- Support existing and new, residents and businesses, with effective and equitable growth.



PROJECT TIMELINE



 Workgroups

 Community Meetings

NEIGHBORHOODS & HOUSING: FINAL MEETINGS FOCUS

Tuesday, August 1 at 6:00-8:00PM

- LAND USE DISCUSSION

Thursday, August 24 at 6:00-8:00PM

Southeast Community Center

- BUILDING DESIGN DISCUSSION



TRANSIT-ORIENTED DEVELOPMENT OVERLAY DISTRICT



OVERLAY DISTRICT 101

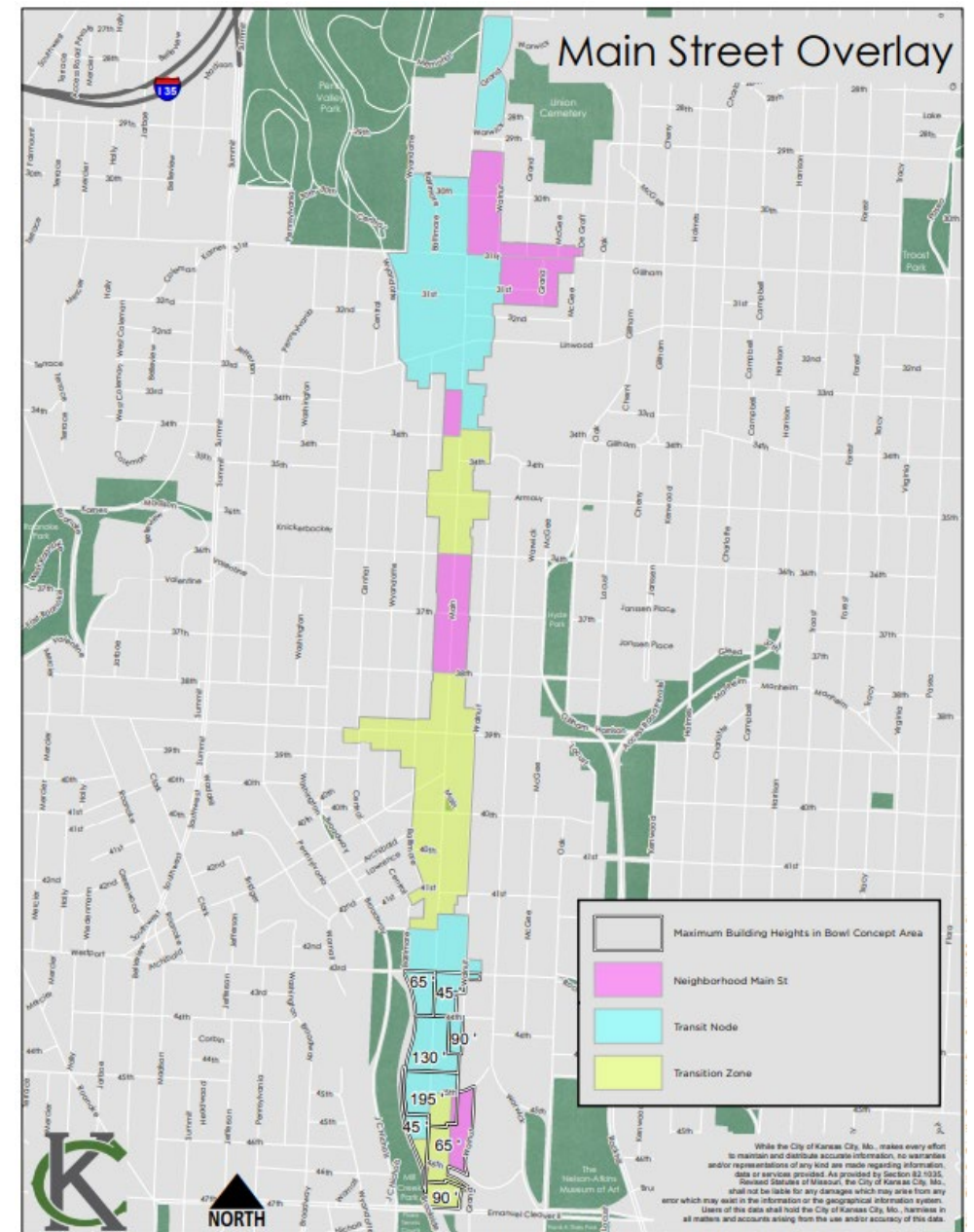
Establishes special land use regulations, standards, or procedures

- May be more prohibitive

Intended for areas with unique qualities and/or for areas where special approaches may be warranted

Protect and preserve established character of existing areas

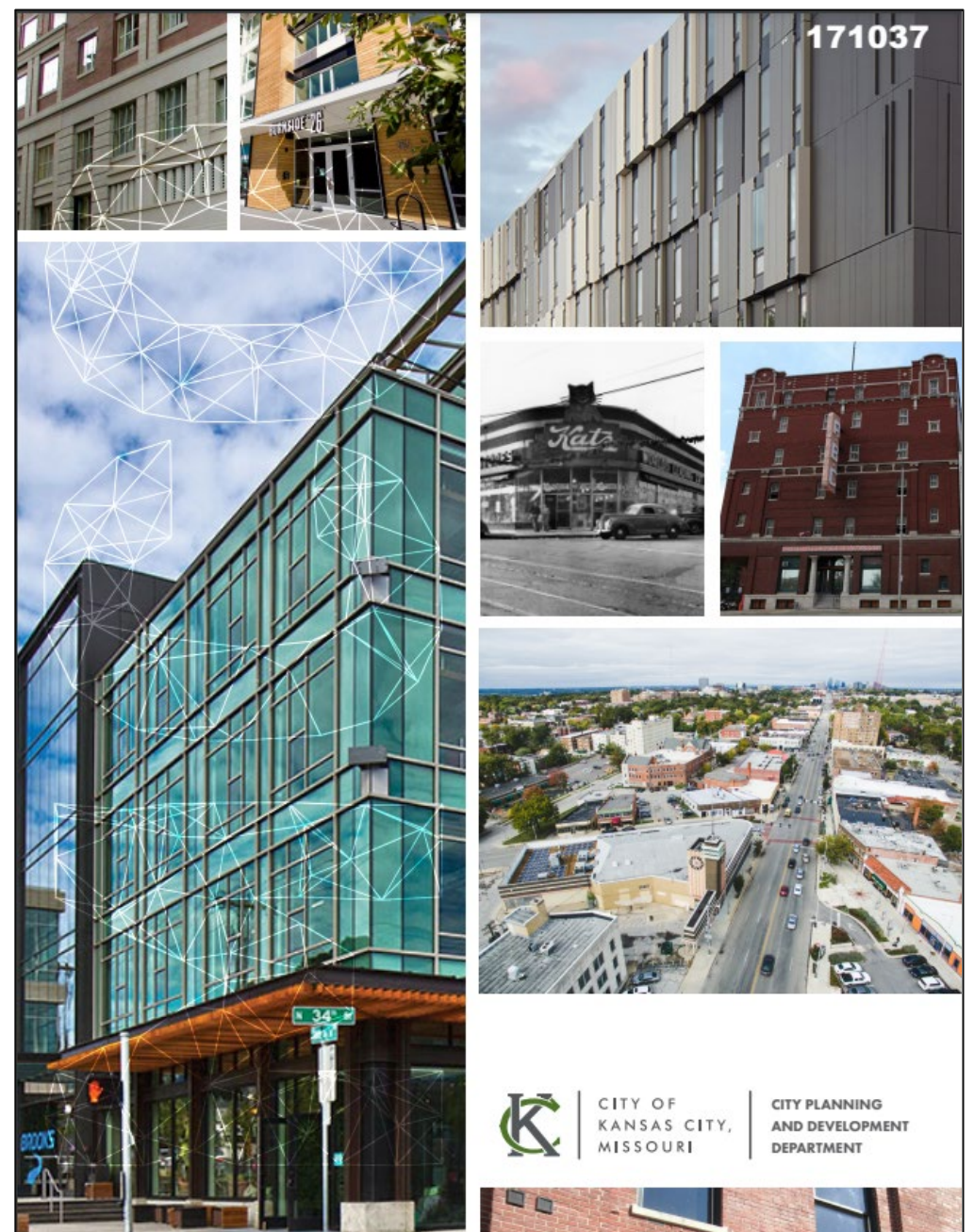
- Land use & building design, height, form



OVERLAY DISTRICT 101

Existing Overlay Districts in KCMO

- Independence Avenue
- Troost Avenue
- Main Street
- Westport District
- Country Club Plaza Area



CITY OF
KANSAS CITY,
MISSOURI

CITY PLANNING
AND DEVELOPMENT
DEPARTMENT

OVERLAY IMPACT ON INDEPENDENCE AVENUE



2016

Independence & Park



IMAGE: PENDLETONARTBLOCK.COM

2022

OVERLAY IMPACT ON INDEPENDENCE AVENUE



2014

Independence & Prospect



2022

OVERLAY IMPACT ON TROOST AVENUE



2011

Troost & 30th



IMAGE: STARTLAND NEWS

2022

OVERLAY IMPACT ON TROOST AVENUE



2011

Troost & Armour



IMAGE: CITYSCENEKC

2022

OVERLAY IMPACT ON TROOST AVENUE



2017

Troost & 55th



IMAGE: APARTMENTS.COM

2022

OVERLAY IMPACT ON MAIN STREET



2019

Main & Westport



IMAGE: KANSAS CITY STAR

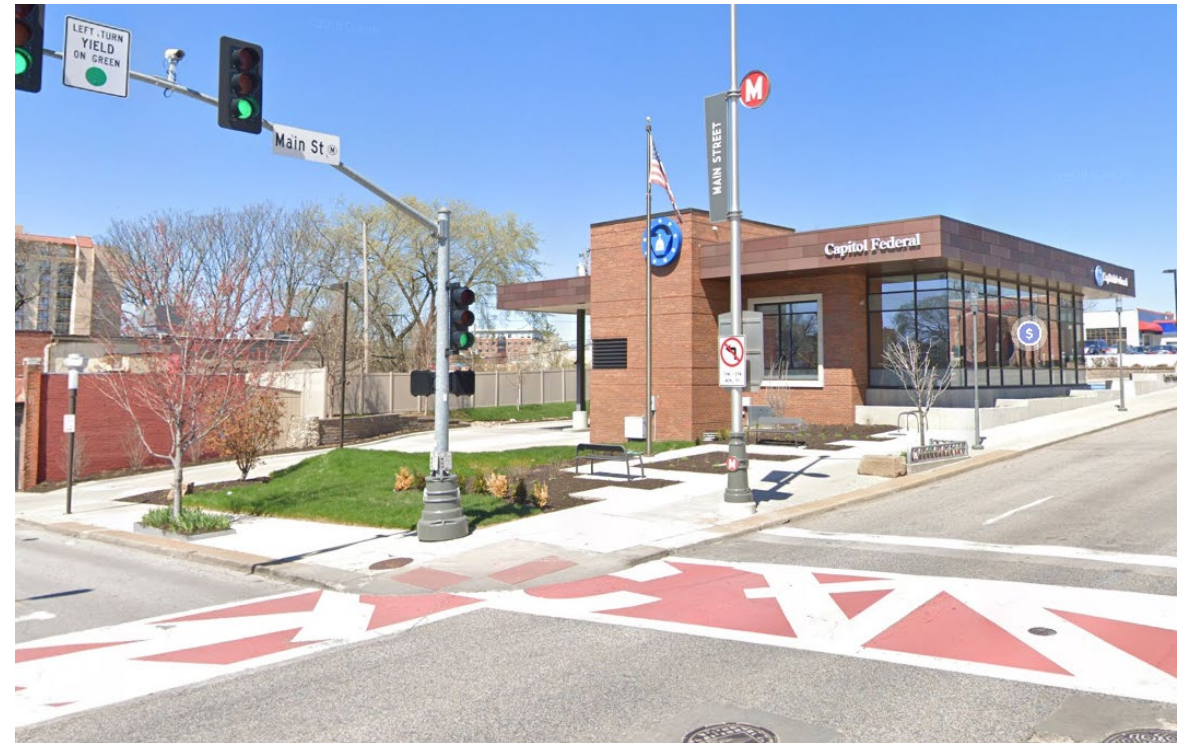
2024

OVERLAY IMPACT ON MAIN STREET



2011

Main & 43rd



2022

WHAT CAN AN OVERLAY DISTRICT DO TO LAND USES?

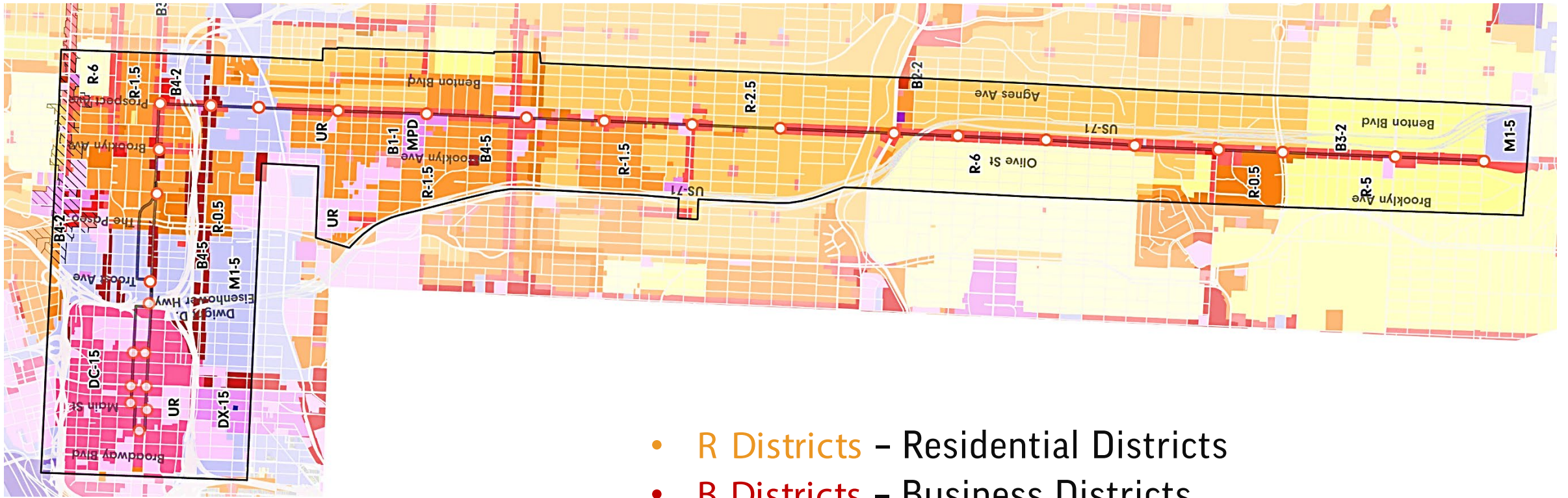


The approach to land use may be different for each “sub-district” within an overlay district.

LAND USE: WHAT WE HAVE HEARD SO FAR FROM YOU

- Hard to get to a laundromat on the bus
- Area lacks pharmacies
- Need for more services, eateries, entertainment, groceries
- Lack of quality food
- Too many auto shops and used car lots along a transit line
- Much more residents are needed
- Low-income housing needs to be adjacent to transit stops
- Small-scale dwellings and small apartment buildings
- Equal balance of luxury and affordable housing
- People in neighborhoods need walkable places to go
- Corridor needs density and neighborhoods need infill housing
- Focus mixed-use density at key transit nodes / major intersecting streets
- Need for more affordable housing in new development
- Less gas stations
- Places to go for both aging residents and young people
- More small business
- Promote quality home renovations





- **R Districts** - Residential Districts
- **B Districts** - Business Districts
- **M Districts** - Manufacturing Districts
- **D Districts** - Downtown Districts

CURRENT ZONING

CURRENTLY ALLOWED IN PARTS OF CORRIDOR – TYPICALLY LIMITED IN OVERLAY DISTRICTS

- Adult Businesses
- Drive-Through
- Pawn Shops
- Short-Term Loan Establishments
- Gas Stations
- Car Wash
- Heavy Equipment Sales/Rental
- Vehicle Repair Shop – General
- Vehicle Repair Shop – Limited
- Vehicle Storage & Towing
- Manufacturing – General
- Mining/Quarrying
- Recycling – General
- Self-Storage Warehouse
- Indoor Warehousing, Wholesaling, Storage, Freight Movement

DRAFT RECOMMENDATIONS TO CONSIDER

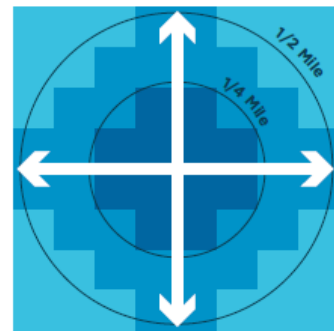


ADOPTED POLICY GUIDANCE

Kansas City's Transit-Oriented Development Policy Place Types



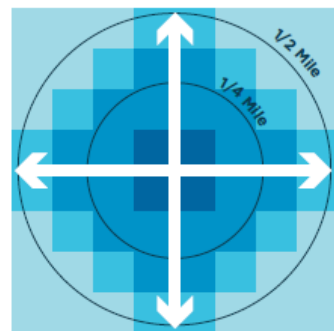
Typical Relative Density



URBAN CENTER



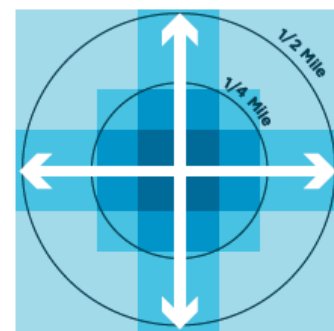
Typical Relative Density



URBAN DISTRICT



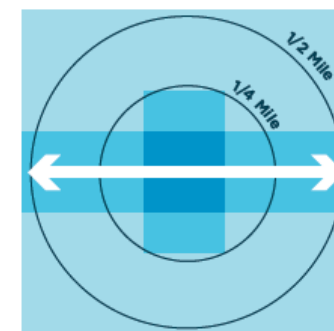
Typical Relative Density



URBAN COMMUNITY



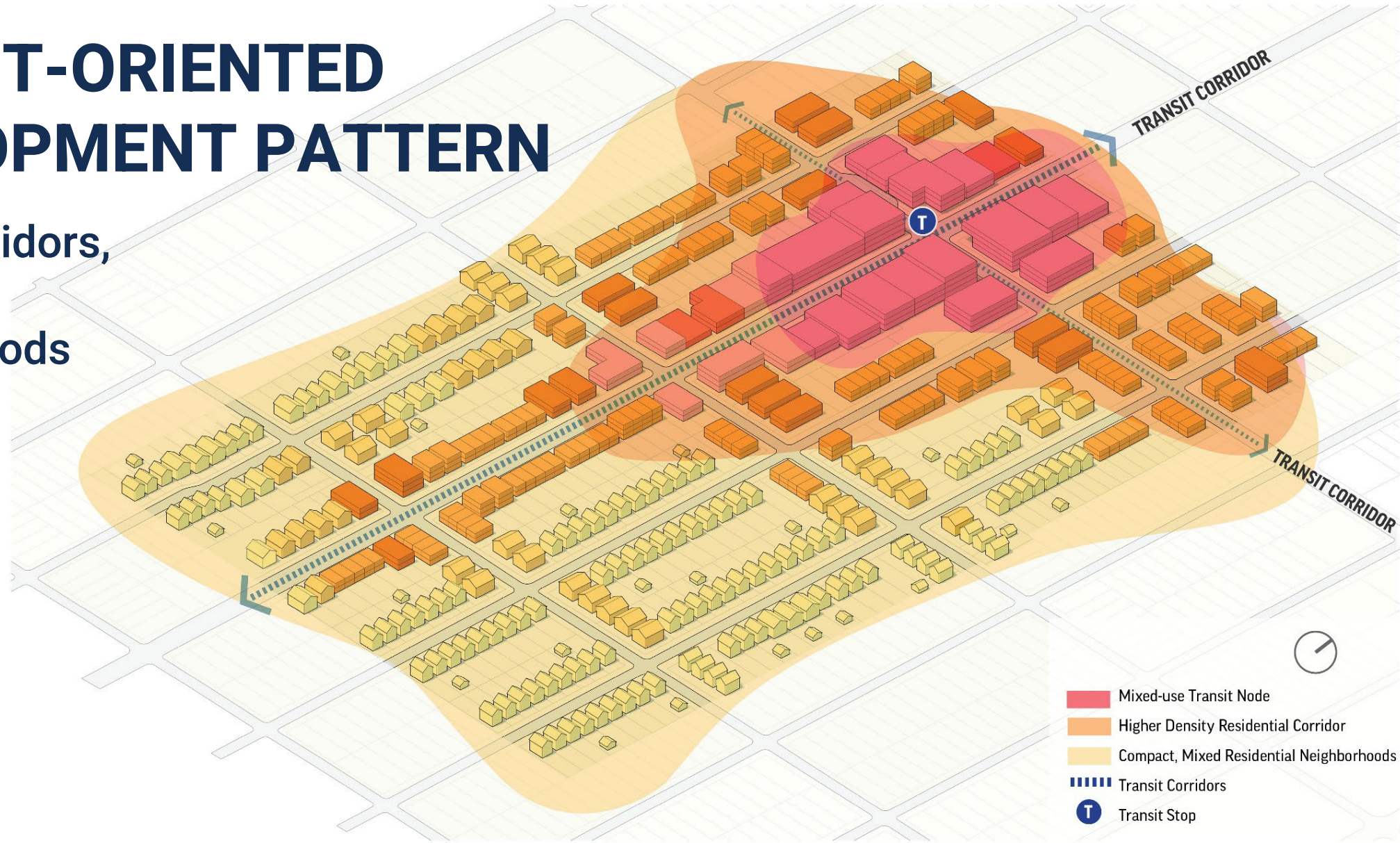
Typical Relative Density



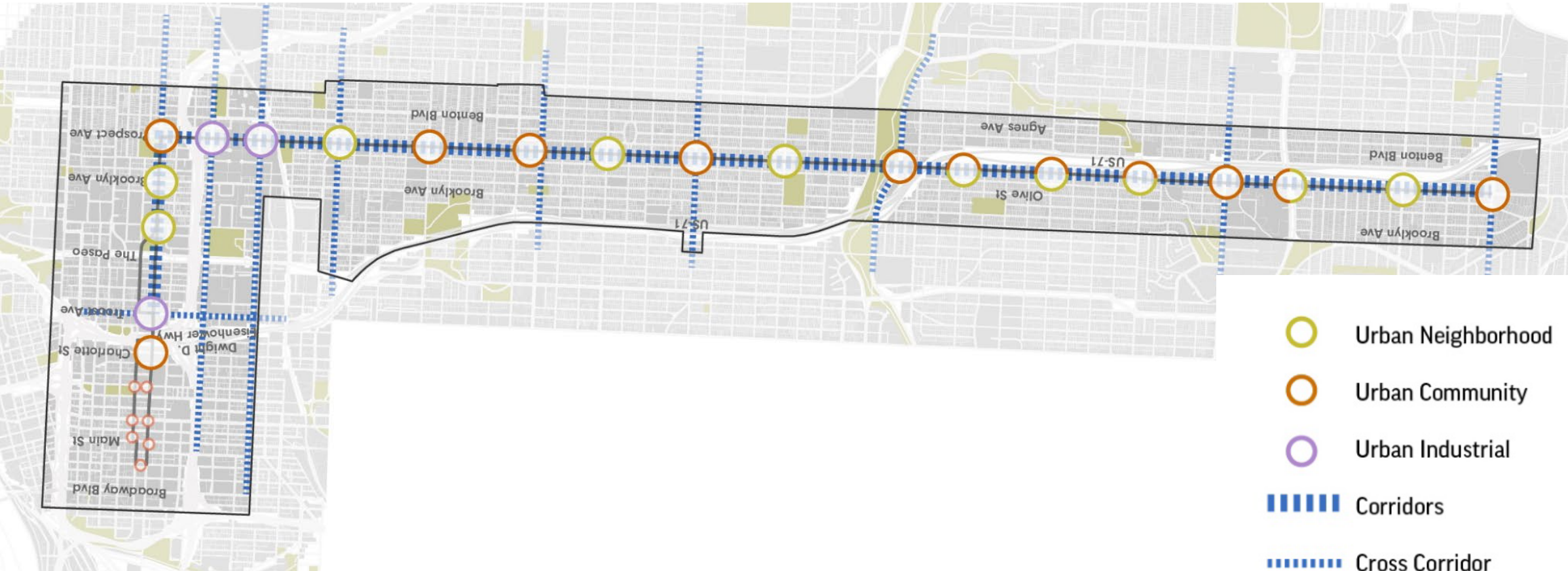
URBAN NEIGHBORHOOD

TRANSIT-ORIENTED DEVELOPMENT PATTERN

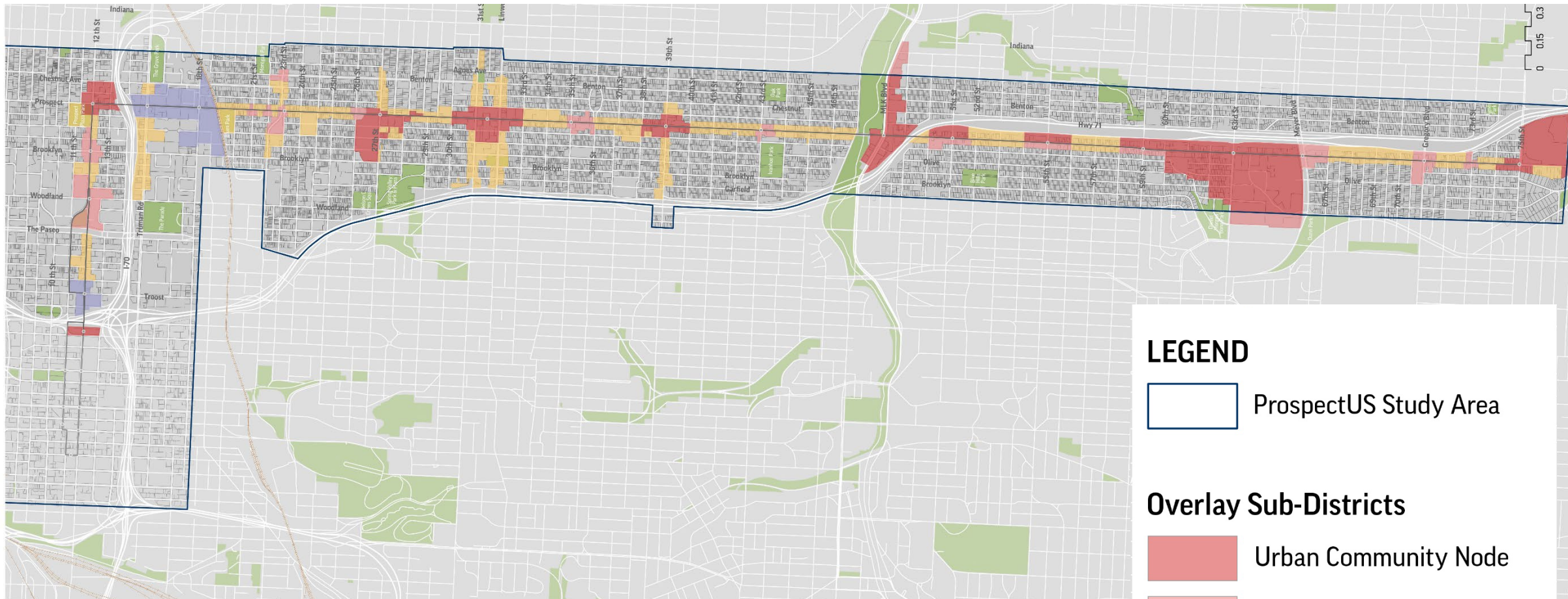
Nodes, Corridors,
Districts,
Neighborhoods



CONCEPTUAL ILLUSTRATION OF TOD DEVELOPMENT PATTERN



COMMUNITY WORKSHOP – PLACE TYPES



LEGEND

 ProspectUS Study Area

Overlay Sub-Districts

 Urban Community Node

 Urban Neighborhood Node

 Urban Industrial Node

 Corridor / Cross Corridor

REFINED DRAFT OVERLAY

OVERLAY: SUB-DISTRICTS

- **Urban Community Node:** broad range of pedestrian-friendly uses, including retail and services, employment, institutions, and residential uses
- **Urban Neighborhood Node:** lower intensity commercial and institutional uses to meet daily needs for surrounding neighborhoods
- **Urban Industrial Node:** concentration of industrial, warehousing, distribution services, institutions, and commercial and service uses
- **Transit Corridor:** “middle housing” types such as townhomes, colonnades/walk-ups, small apartments, etc.) to support the goods and services offered within the nodes

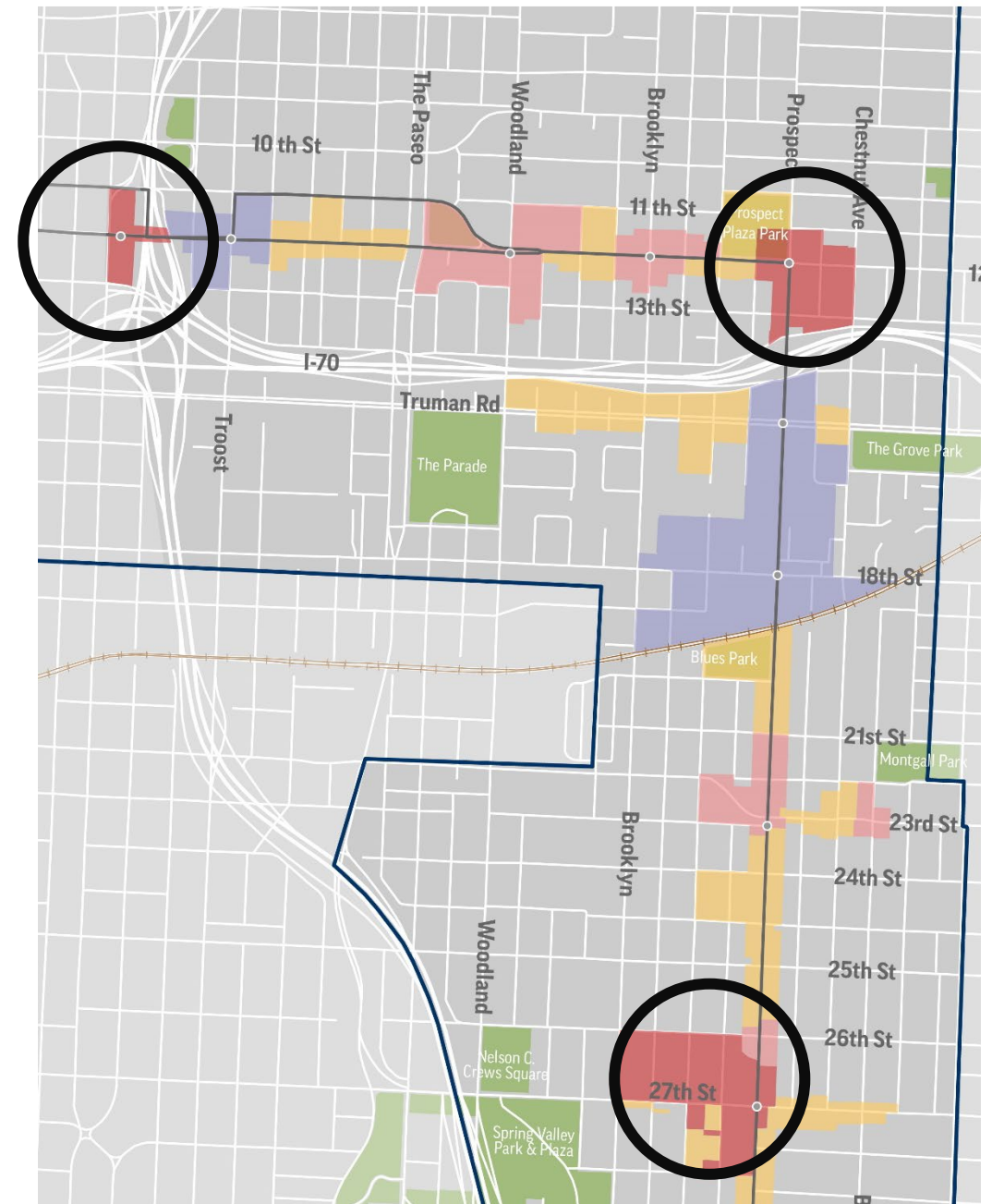
URBAN COMMUNITY NODE

Urban Community Nodes are intended to **create centralized community destinations at highly utilized transit centers**, particularly where east-west crossing transit corridors meet the Prospect MAX. The Urban Community Node enables a **broad range of pedestrian-friendly uses**, including retail and services, employment, institutions, and residential uses in a compact, walkable development pattern. District-wide parking strategies allow this district to serve as a community destination yet maintain pedestrian focus and transit accessibility.

NODES

Urban Community Nodes

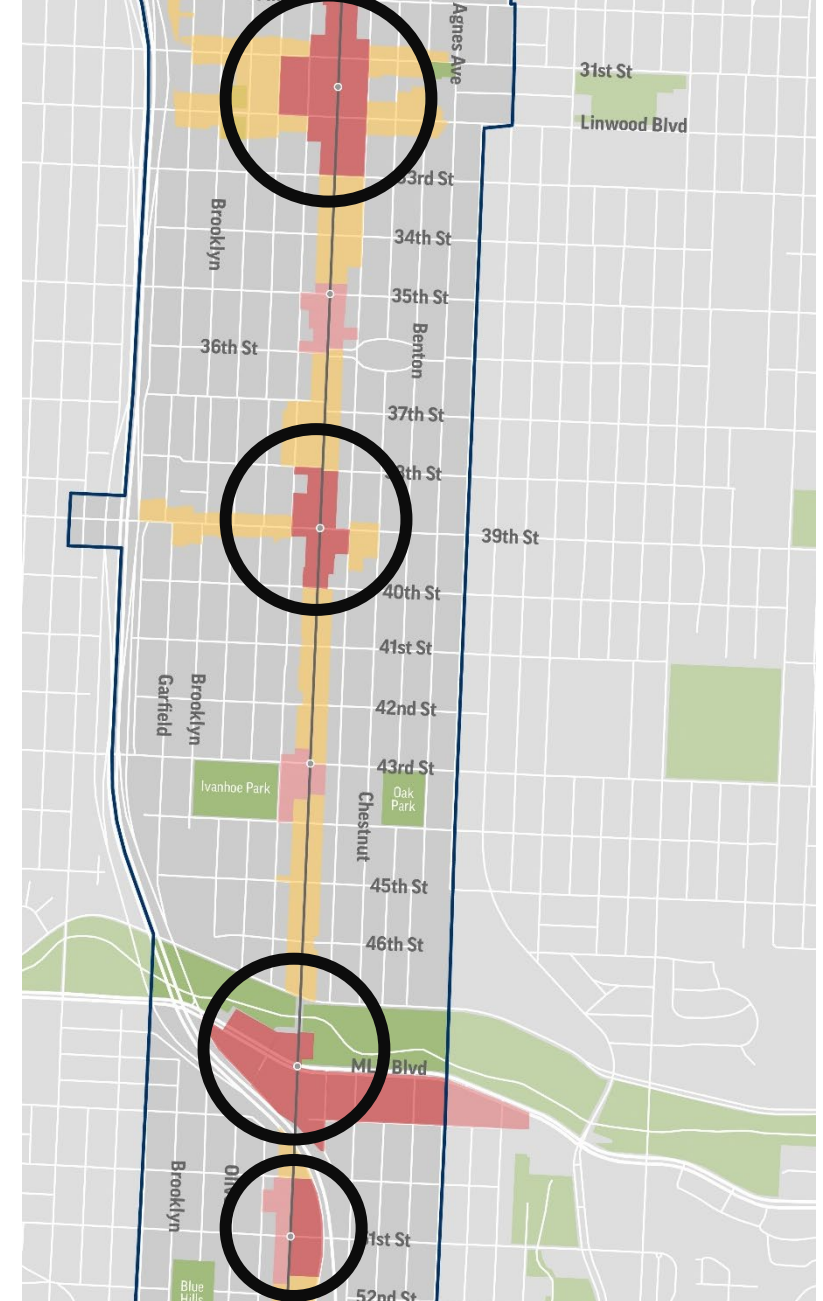
- 12th & Charlotte
- 12th & Prospect
- Prospect & 27th



NODES

Urban Community Nodes

- Prospect & Linwood
- Prospect & 39th
- Prospect & Dr. MLK
- Prospect & 51st (east side only)



NODES

Urban Community Nodes

- Prospect & 55th (east side only)
- Prospect & 59th to Meyer Blvd
- Prospect & 75th



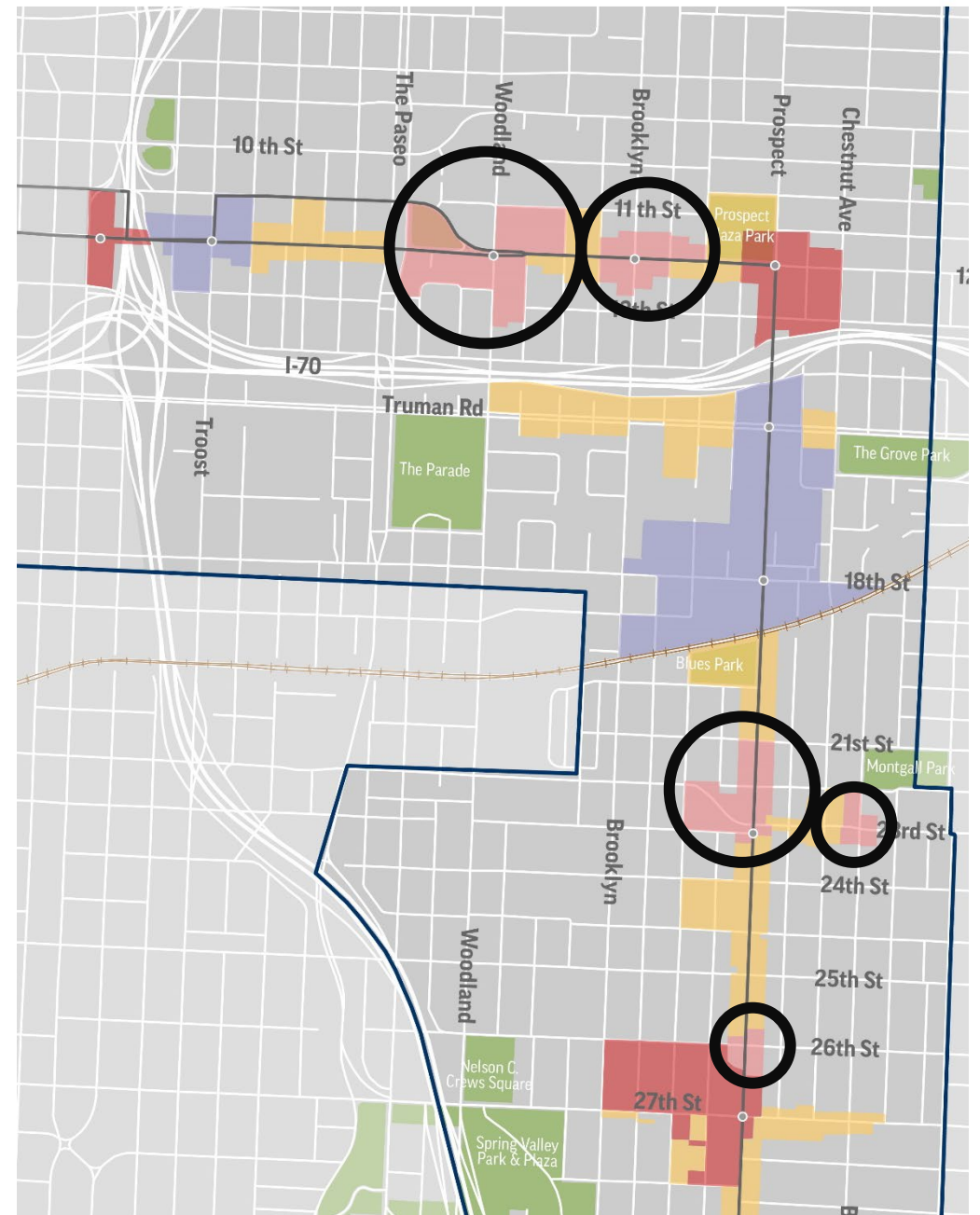
URBAN NEIGHBORHOOD NODE

Urban Neighborhood Nodes are intended to **establish smaller-scale, neighborhood-oriented commercial hubs** at Prospect MAX transit stops. This subdistrict enables **lower intensity commercial and institutional uses** to meet daily needs for surrounding neighborhoods. The Urban Neighborhood Node establishes a compact, walkable development pattern that is of a limited scale and height to complement adjacent neighborhood settings.

NODES

Urban Neighborhood Nodes

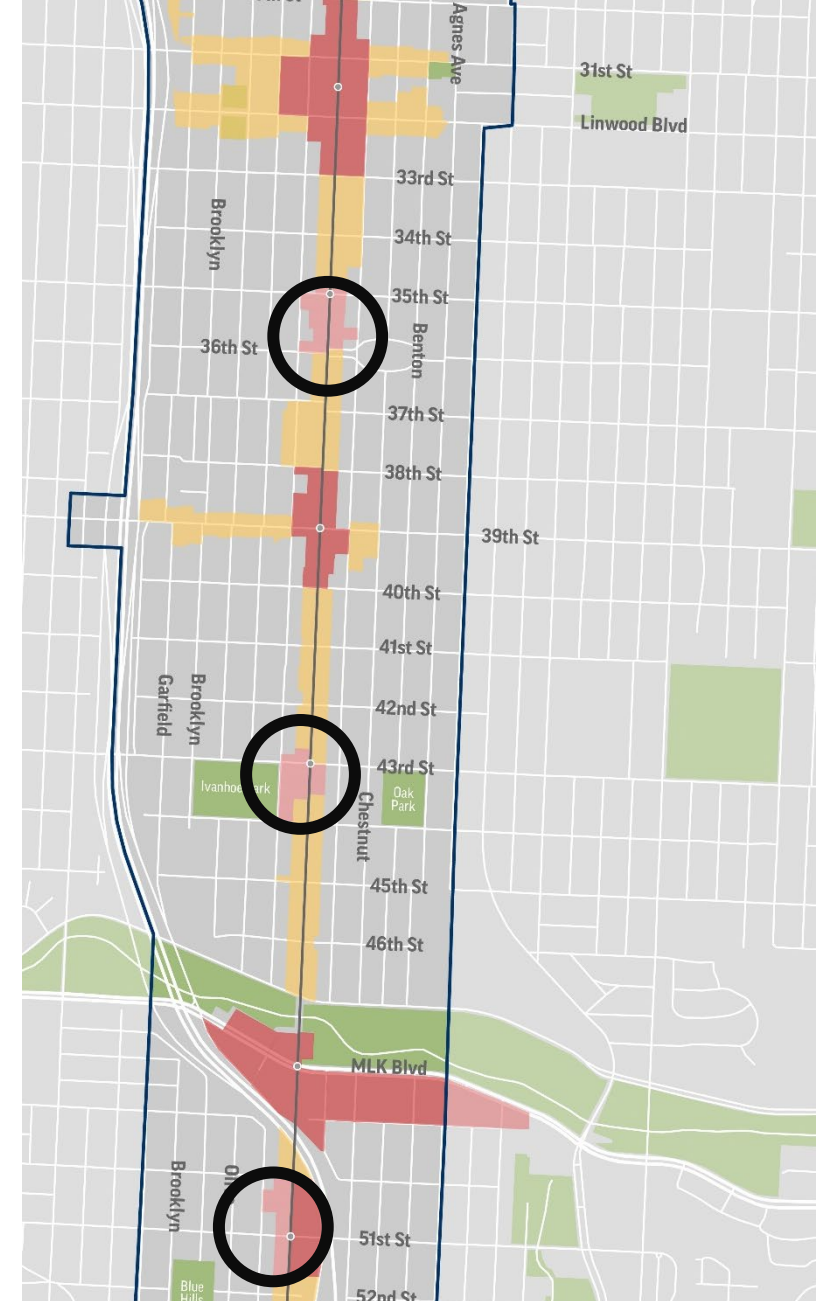
- 12th & Paseo/Woodland
- 12th & Brooklyn
- Prospect & 23rd
- Prospect & 26th



NODES

Urban Neighborhood Nodes

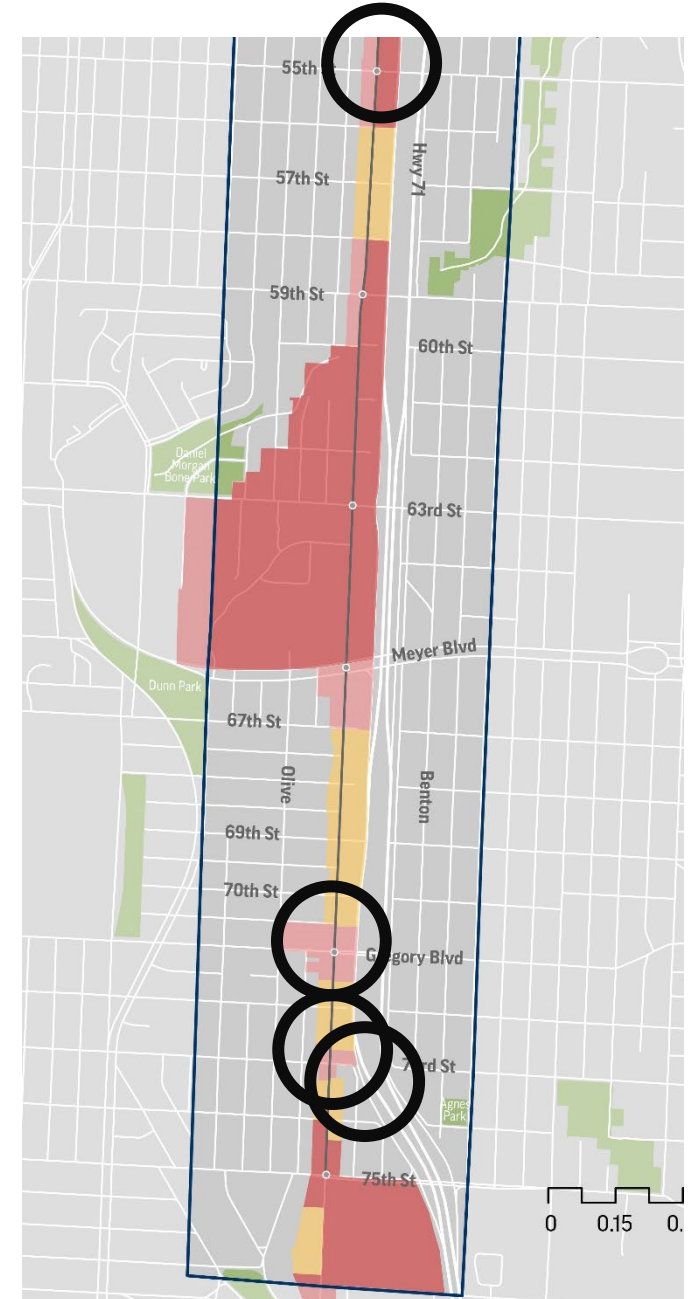
- Prospect & 35th
- Prospect & 43rd
- Prospect & 51st (west side only)



NODES

Urban Neighborhood Nodes

- Prospect & 55th (west side only)
- Prospect & 59th (west side only)
- Prospect & Meyer (south side only)
- Prospect & Gregory
- Prospect & 73rd



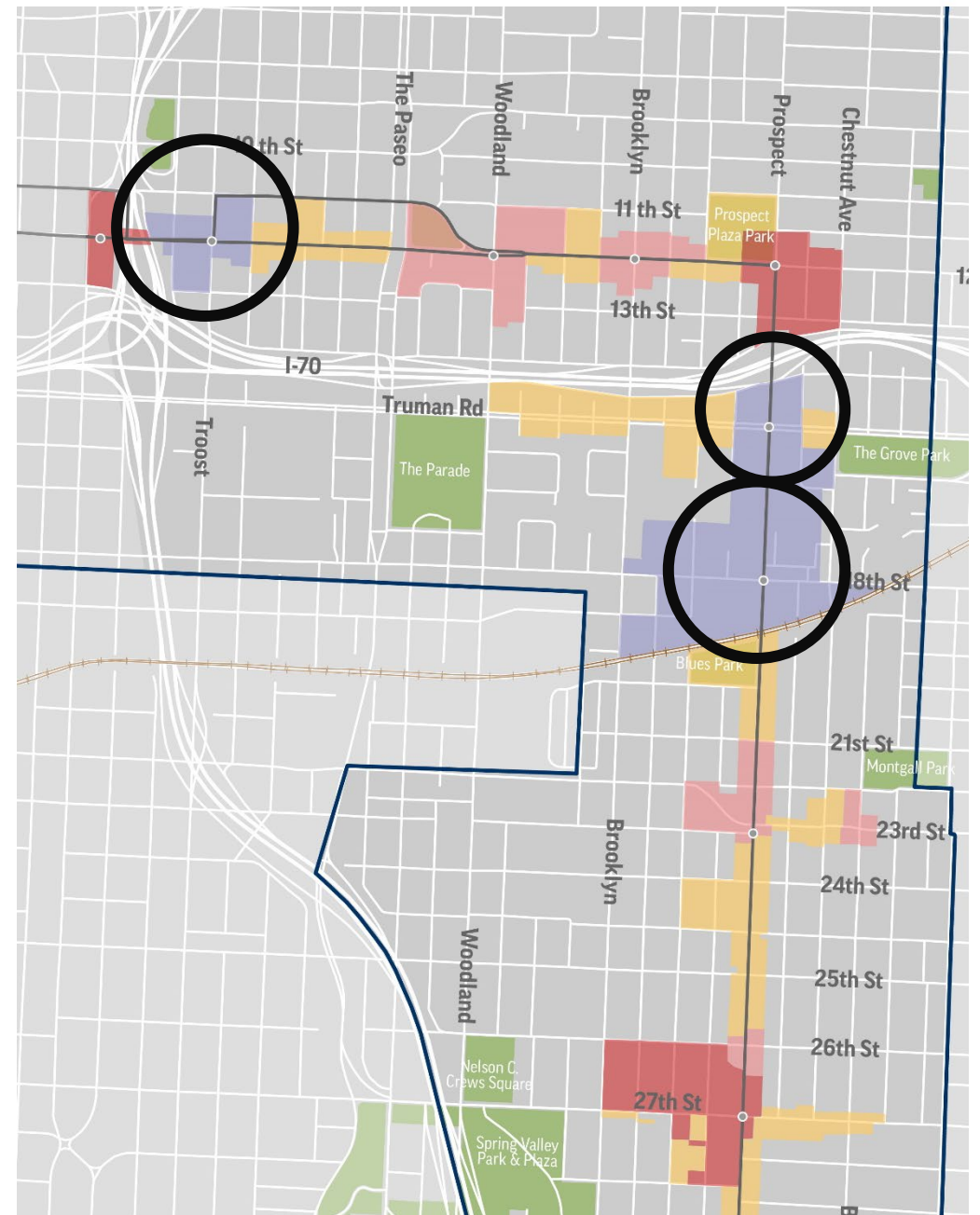
URBAN INDUSTRIAL NODE

Urban Industrial Nodes are intended to create **centers of regional employment opportunities accessible by transit**. This node includes a concentration of industrial, warehousing, distribution services, institutions, and commercial and service uses in a connected, walkable development pattern. The nodes are supported by the cross-transit corridors.

NODES

Urban Industrial

- 12th & Troost
- Prospect & Truman to 18th



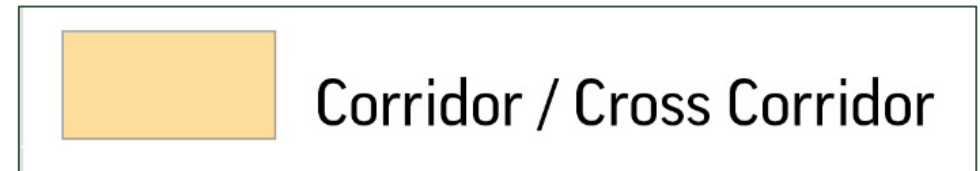
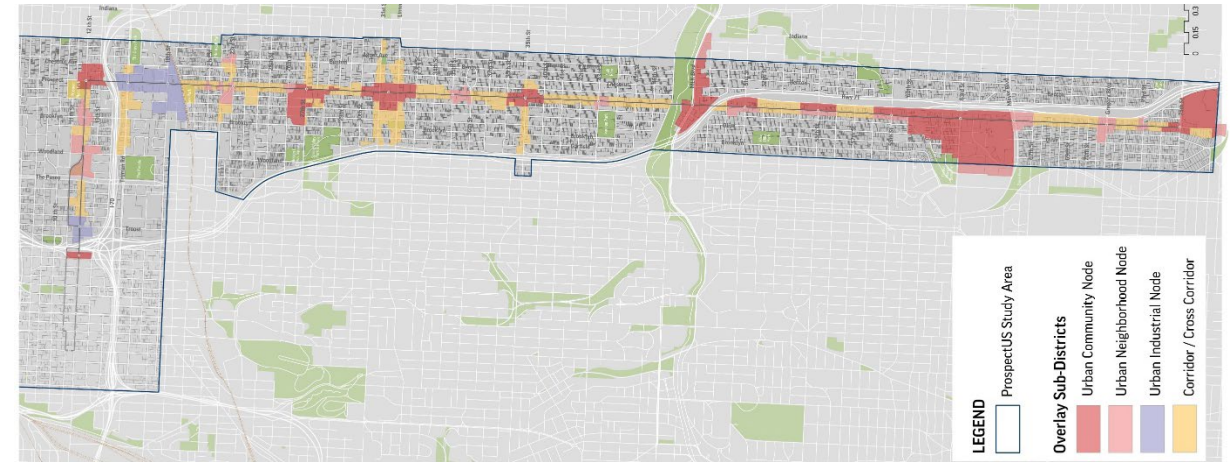
TRANSIT CORRIDORS

The Transit Corridor subdistricts are generally **established between the distinct nodes** of the Prospect MAX Corridor, as well as along major **east/west cross-streets**. This subdistrict provides an opportunity to allow for “**middle housing**” types such as townhomes, colonnades/walk-ups, small apartments, etc.) to support the goods and services offered within the nodes. This subdistrict is intended to be residential in nature, and reinforce walkable development patterns.

CORRIDORS

Recommendation – Promote “Middle” Housing Types

- Enable a variety of housing types – townhomes, duplexes, small apartments
- Allow for single-family to preserve existing single-family homes
- Limit commercial to neighborhood-friendly retail



RECOMMEND: LIMIT OR PROHIBIT IN OVERLAY DISTRICT

- Adult Businesses
- Drive-Through
- Pawn Shops
- Short-Term Loan Establishments
- Gas Stations
- Car Wash
- Heavy Equipment Sales/Rental
- Vehicle Repair Shop – General
- Vehicle Repair Shop – Limited
- Vehicle Storage & Towing
- Manufacturing – General
- Mining/Quarrying
- Recycling – General
- Self-Storage Warehouse
- Indoor Warehousing, Wholesaling, Storage, Freight Movement

*Exception for Urban Industrial Nodes

URBAN FORMAT DRIVE THROUGHS



SMALL-SCALE CAR-ORIENTED USES



NEIGHBORHOODS

Recommendation – NOT in overlay district

- Follow Underlying Zoning Category & Applicable Building Types
- Follow Historic Review Processes – Santa Fe Place Historic District
- Apply City’s Residential Infill Standards
- Evaluate R-5 and R-6 Districts to Ensure Allowed Housing Types are Aligned with Community Vision and Future Land Use



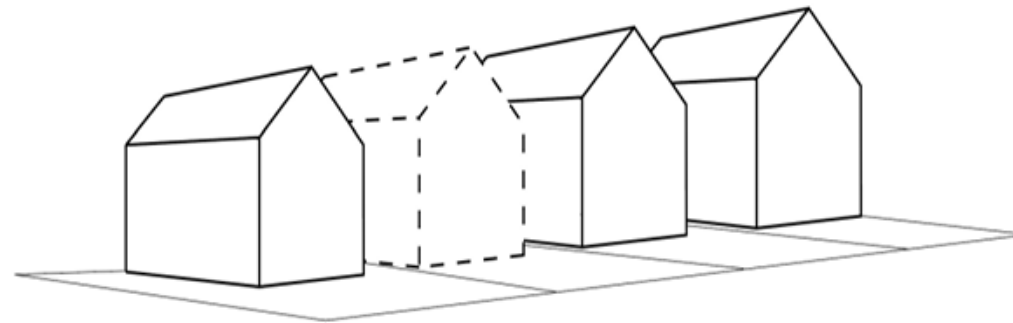
NEW INFILL ORDINANCE

Promotes housing consistent with the neighborhood character on small lots that were created prior to 1951

Residential Infill Development Ordinance

City staff have proposed amending the minor subdivision and lot and building standards ordinance to ensure that any new lot created or development proposed is contextually appropriate for the neighborhood in which it is located.

We collectively refer to these amendments as the "Residential Infill Development Ordinance" as the challenges it attempts to address pertain to established areas of the city where new development is colloquially referred to as "infill". It will apply only to residential lots and residential development.



NEW ADU ORDINANCE

Allows Accessory Dwelling Units in Residential Zoning Districts



DOWNTOWN

Recommendation – NOT in overlay district

- Area already have tools in place to encourage commercial and higher density development and design guidelines.



DISCUSSION

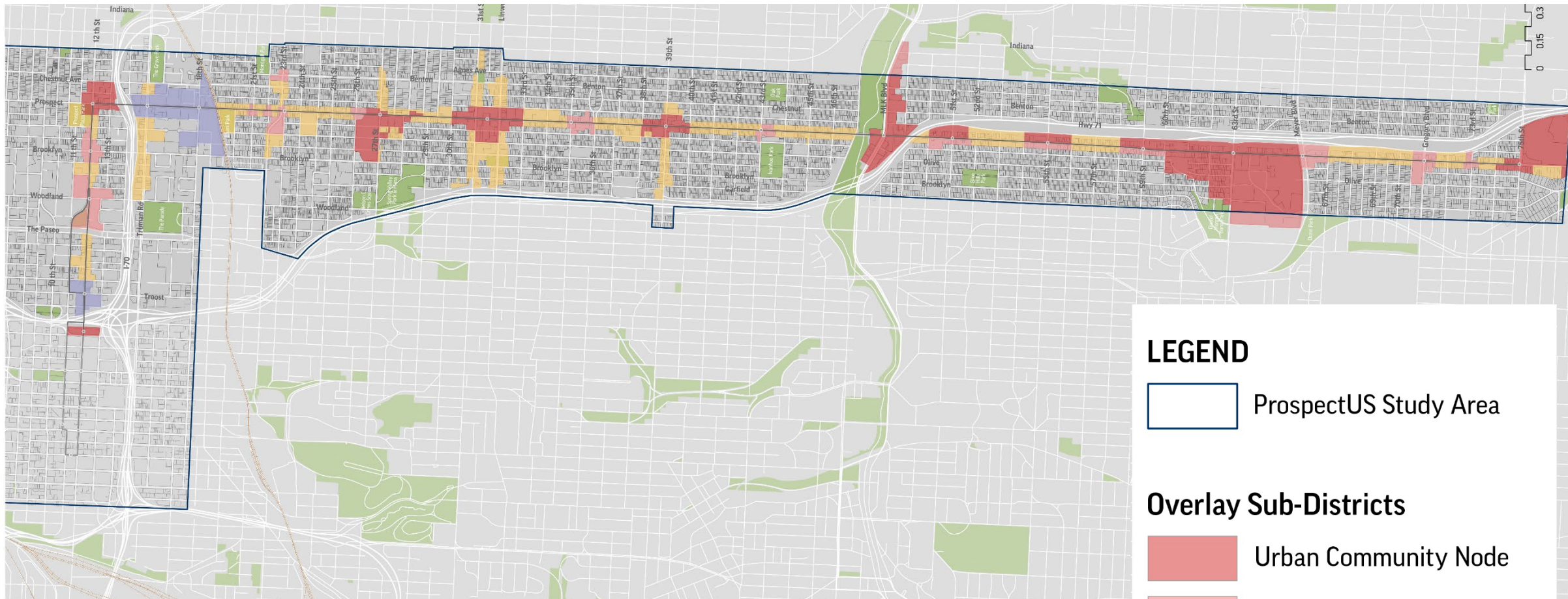
- ❑ Overlay District Boundaries
- ❑ Approach to Land Use in Each Subdistrict



DISCUSSION

- Using the land use table as a reference (handout), what kinds of uses would you consider to be non-transit-supportive?
- Do you agree with the uses we have identified so far? Why, or why not?
- Do you agree with the idea of nodes being more mixed-use and commercial, and corridors being more residential?
- What are some uses that you think are important to preserve?
- What type of uses do you think are appropriate at a neighborhood level? What type of uses do you think are appropriate at a regional or beyond neighborhood level?
- What uses do you think should require extra review before being allowed to be used? (Storage? Motor vehicle repair? Gas stations?)





RECOMMENDED DRAFT OVERLAY


LEGEND

 ProspectUS Study Area

Overlay Sub-Districts

 Urban Community Node

 Urban Neighborhood Node

 Urban Industrial Node

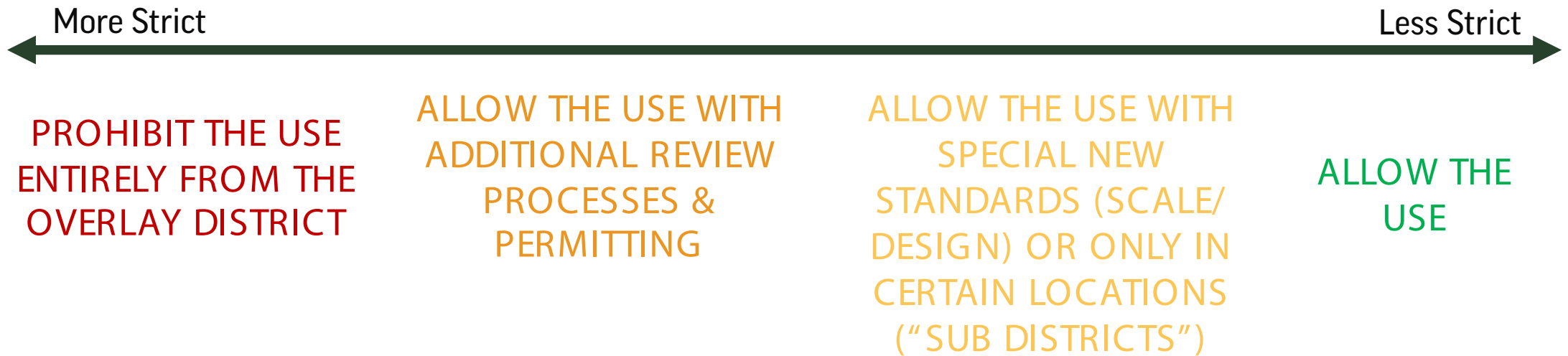
 Corridor / Cross Corridor

LIMIT OR PROHIBIT IN OVERLAY DISTRICT?

- Adult Businesses
- Drive-Thru
- Pawn Shops
- Short-Term Loan Establishments
- Gas Stations
- Car Wash
- Heavy Equipment Sales/Rental
- Vehicle Repair Shop – General
- Vehicle Repair Shop – Limited
- Vehicle Storage & Towing
- Manufacturing – General
- Mining/Quarrying
- Recycling – General
- Self Storage Warehouse
- Indoor Warehousing, Wholesaling, Storage, Freight Movement

*Exception for Urban Industrial Nodes

HOW SHOULD WE ADDRESS CERTAIN USES, WHERE AND WHY?



The approach to land use may be different for each "sub-district" within an overlay district.

NEXT STEPS



UPCOMING MEETINGS

Funding & Financing

- Tuesday, August 22 at 6:00-8:00PM | Southeast Community Center

Neighborhoods & Housing

- Thursday, August 24 at 6:00-8:00PM | Southeast Community Center

Public Space Improvements

- Tuesday, August 29 at 6:00-8:00PM | Mohart Center



STAFF CONTACTS

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PROJECT WEBSITE

www.prospectUSKC.com



RideKC[®]
Kansas City Area
Transportation Authority