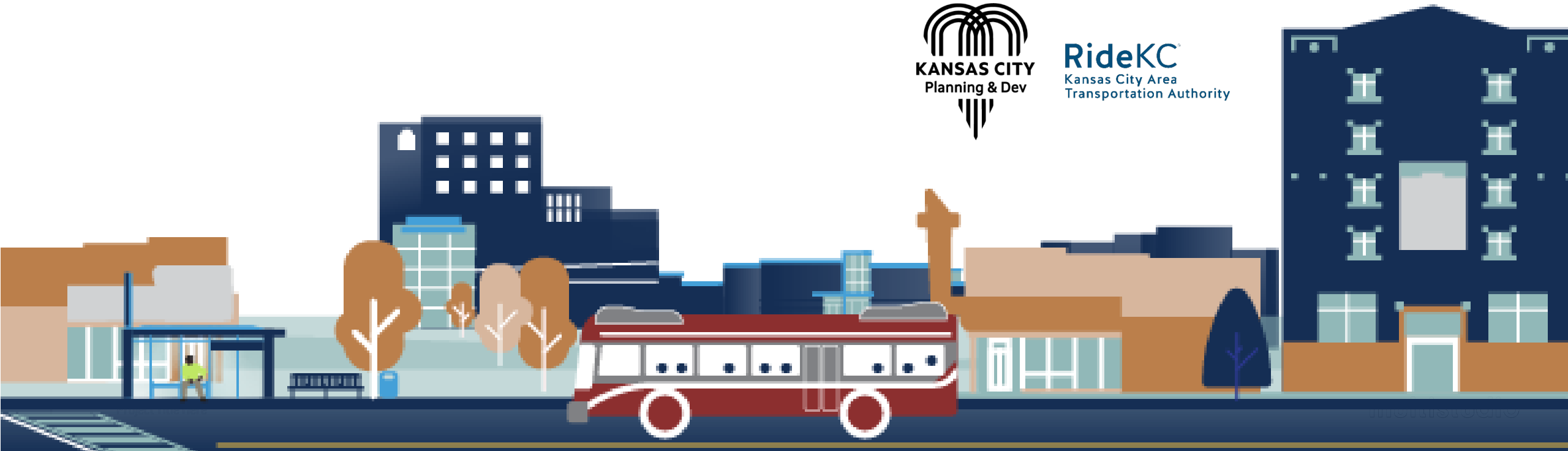# ProspectUS

creating equitable neighborhood development strengthened by walkable access to public transit

Neighborhoods & Housing Work Session

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

KANSAS CITY
Planning & Dev

RideKC
Kansas City Area
Transportation Authority

AGENDA

1. Project Overview

2. TOD Overlay District

3. Draft Recommendations – Building Design

4. Discussion

5. Next Steps

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PROSPECTUS OVERVIEW

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PROSPECTUS – MISSION STATEMENT

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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

SUMMER 2022	FALL 2022	WINTER 2023	SPRING 2023	SUMMER 2023	FALL 2023

Existing Conditions Analysis

Alternatives & Options

Recommendations & Implementation

⭐ Workgroups   ⭐ Community Meetings

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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

Tuesday, September 12th at 6:00-8:00PM
Gregg-Klice Community Center
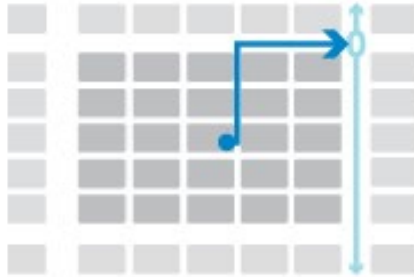
- IMPLEMENTATION STRATEGY DISCUSSION

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TRANSIT-ORIENTED DEVELOPMENT OVERLAY DISTRICT

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WHAT IS TRANSIT-ORIENTED DESIGN?

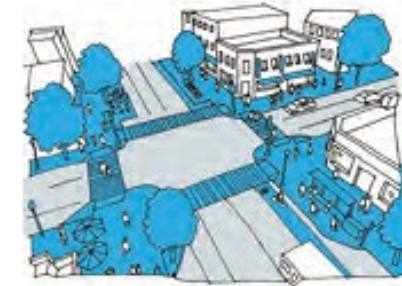**Transit-Oriented Development Is:**

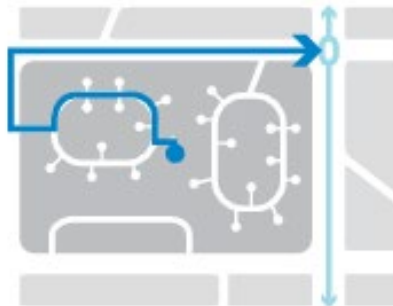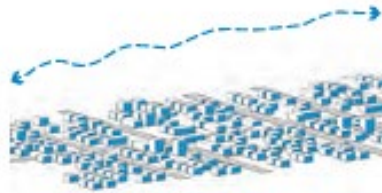Connected   Dense   Diverse   Designed
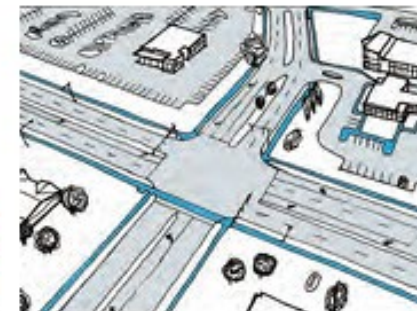
Transit-Oriented Development Is Not:
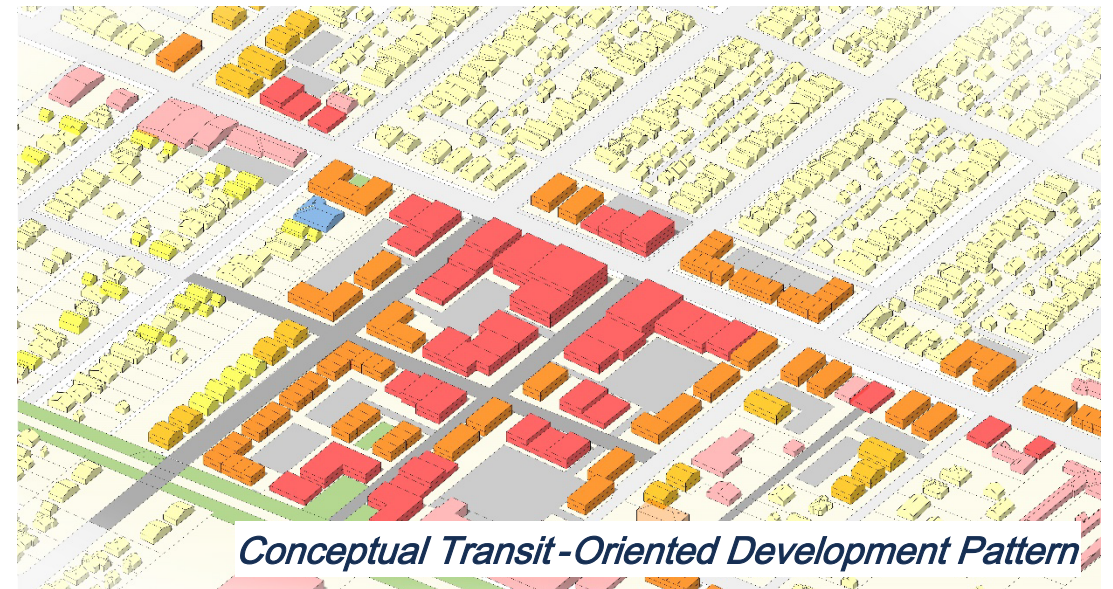
Isolated   Sparse   Homogeneous   Uncoordinated

KCMO Transit Oriented-Development Policy (2017)

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CURRENT ZONING

- Regulates height, density, use, and has standard site standards

- Allows for car-oriented site design (i.e. buildings setback far from sidewalk paths, etc.)

- Doesn't articulate based on contexts – nodes, corridors, neighborhoods

- Lacks standards that enhance pedestrian experience (street front buildings, entry features, transparency, etc.)

- Limited standards to improve design (materials, signage, etc.)

Conceptual Conventional Development Pattern

Conceptual Transit-Oriented Development Pattern

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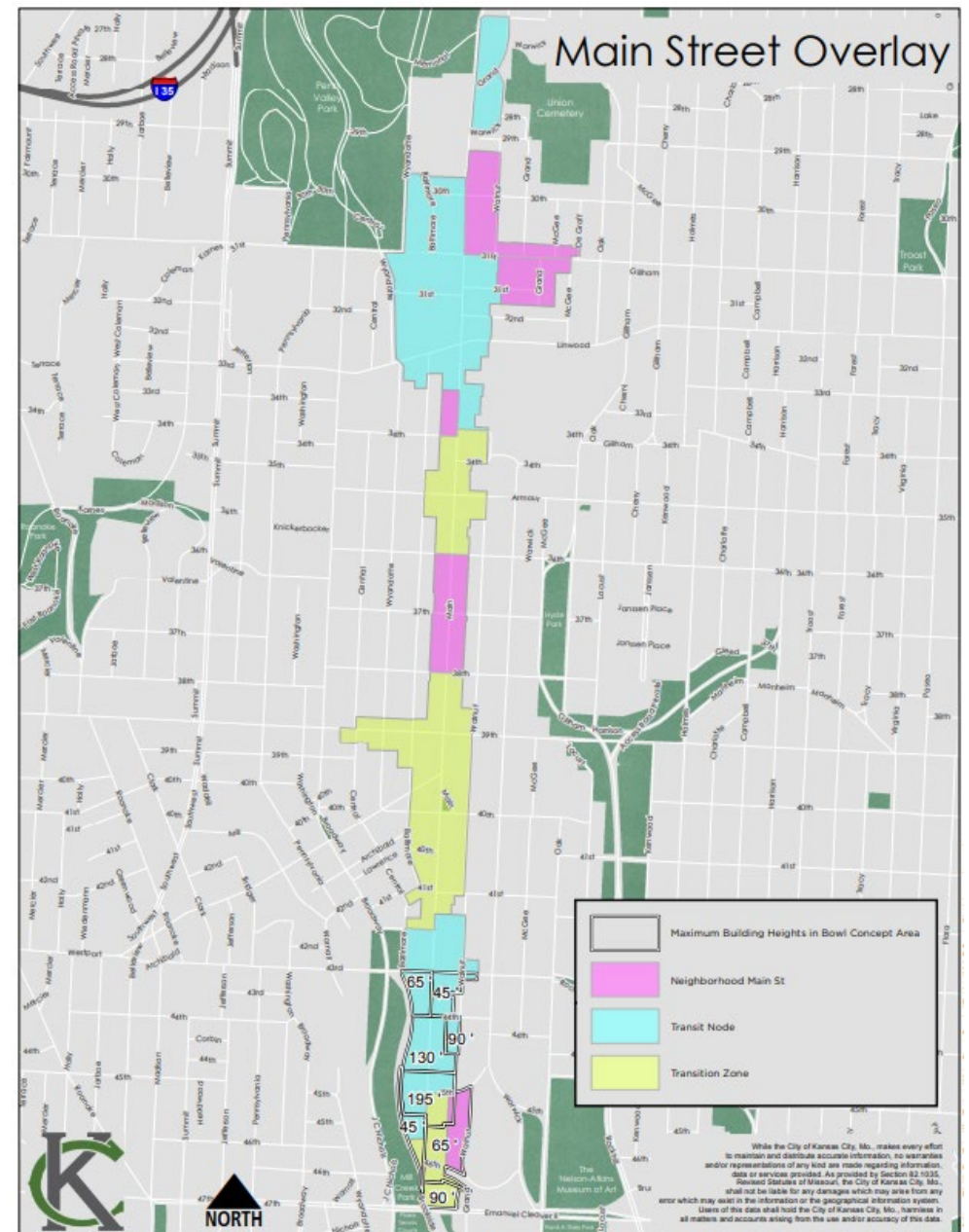
OVERLAY DISTRICT 101

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

Main Street Overlay

Overlay Is Not

Overlay Is

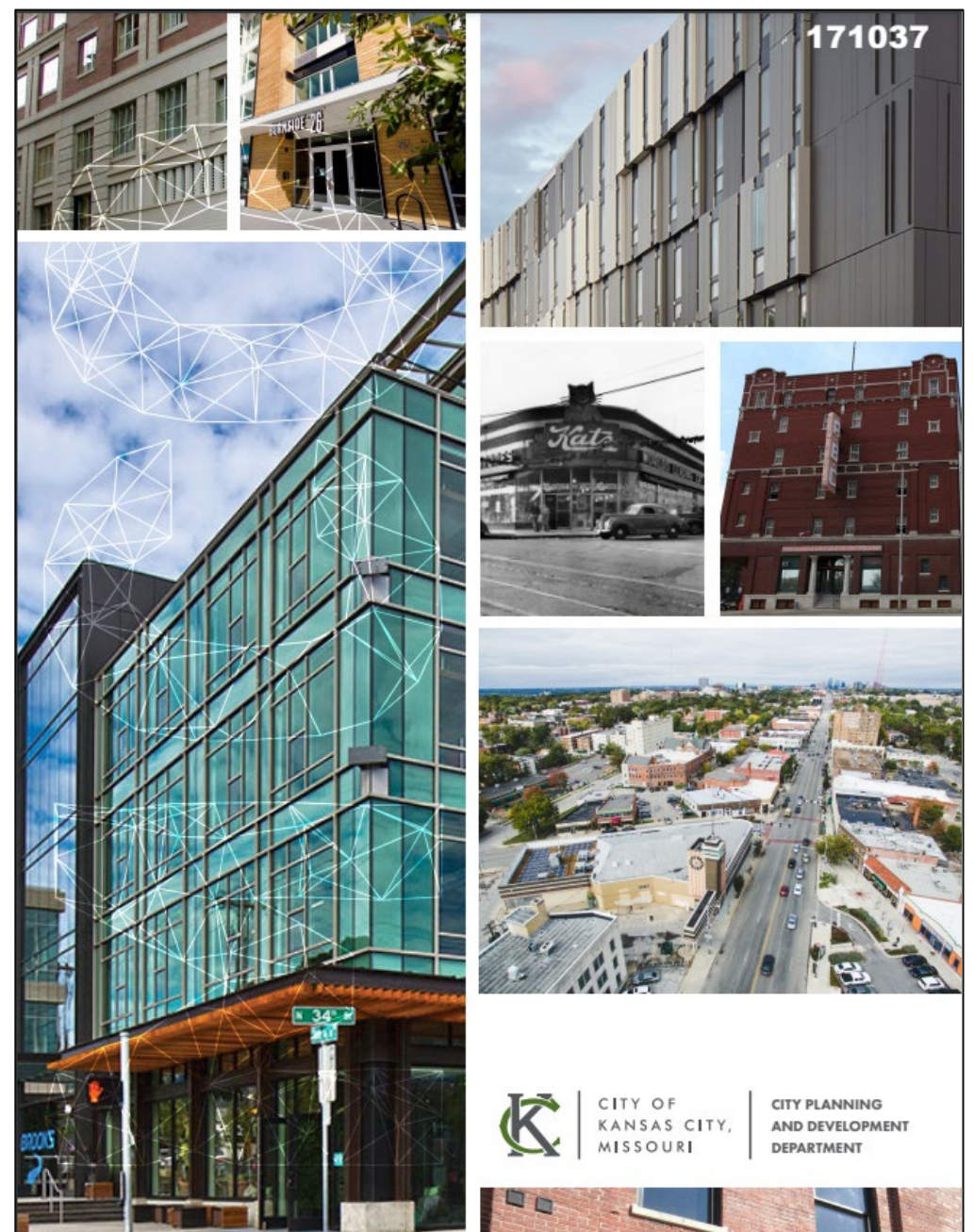A funding mechanism or tool like a tax incentive, UR District or CID

A zoning mechanism to control land uses and design guidelines only

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OVERLAY DISTRICT 101

Existing Overlay Districts in KCMO

- Main Street

- Independence Avenue

- Troost Avenue

- Westport District

- Country Club Plaza Area

CITY OF KANSAS CITY, MISSOURI | CITY PLANNING AND DEVELOPMENT DEPARTMENT

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BUILDING DESIGN: WHAT WE HAVE HEARD SO FAR FROM YOU

PROSPECTUS FEEDBACK:

- Allow increased height at Community Nodes and Urban Industrial Nodes

- Somewhat limit height at Neighborhood Nodes and in Transit Corridors

- Design Transit Corridors for residential contexts

- Design "Nodes" for active, highly pedestrian use

- Improve the quality of development, including materials

- Limit parking lots along streets/sidewalks

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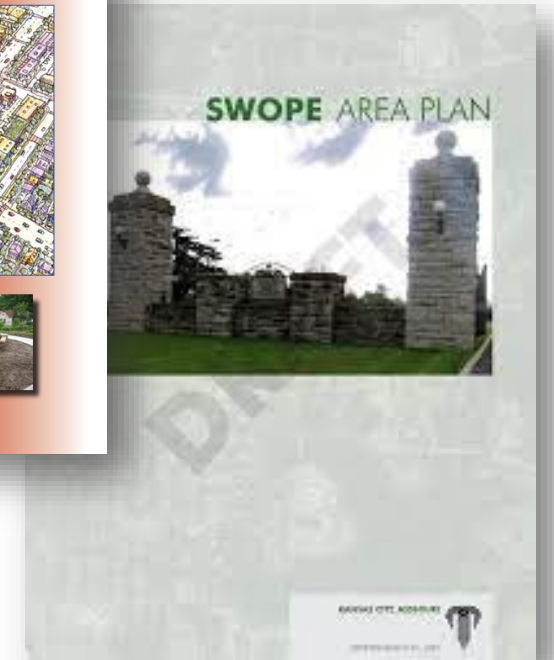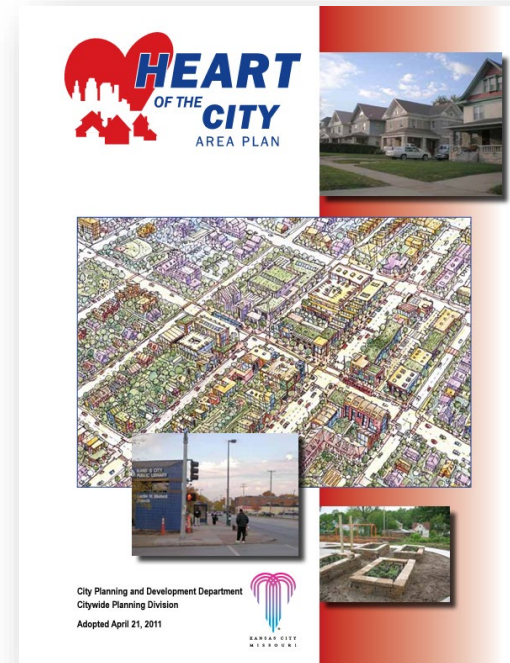# BUILDING DESIGN: WHAT WE HAVE HEARD SO FAR FROM YOU

Heart of the City Area Plan (2011):

- Design for pedestrians at major centers like Linwood/ 31st

- Emphasize pedestrian access to buildings, with parking lots behind

- Reduce parking requirements

- Focus higher density housing at transit stops

Swope Area Plan (2014):

- Maintain a connected street grid

- Promote transit-oriented design

HOW CAN AN OVERLAY DISTRICT MANAGE BUILDING DESIGN?

More Strict ← → Less Strict

RULES FOR ARCHITECTURAL STYLE, SIMILAR TO A HISTORIC DISTRICT

RULES FOR BUILDING DESIGN – ENTRY FEATURES, MATERIALS, BREAKING UP THE FACADES

BASIC RULES – HEIGHT, SETBACKS, ETC.

LOOSENING OF RULES FOR HEIGHT, DESIGN, ETC.

The approach to design may be different for each "subdistrict" within an overlay district.

OVERLAY IMPACT ON INDEPENDENCE AVENUE

IMAGE: PENDLETONARTBLOCK.COM

2016

2022

Independence & Park

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OVERLAY IMPACT ON TROOST AVENUE

2017

IMAGE: APARTMENTS.COM

2022

Troost & 55th

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OVERLAY IMPACT ON MAIN STREET

2011

2022

Main & 43rd

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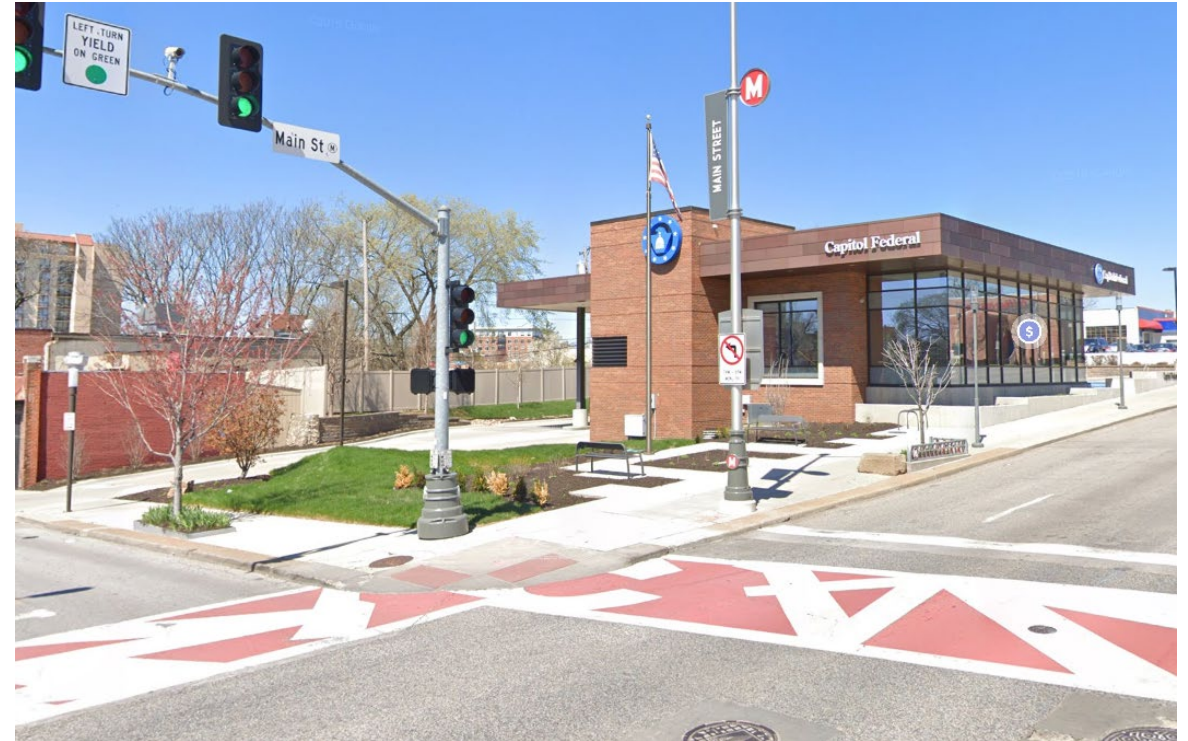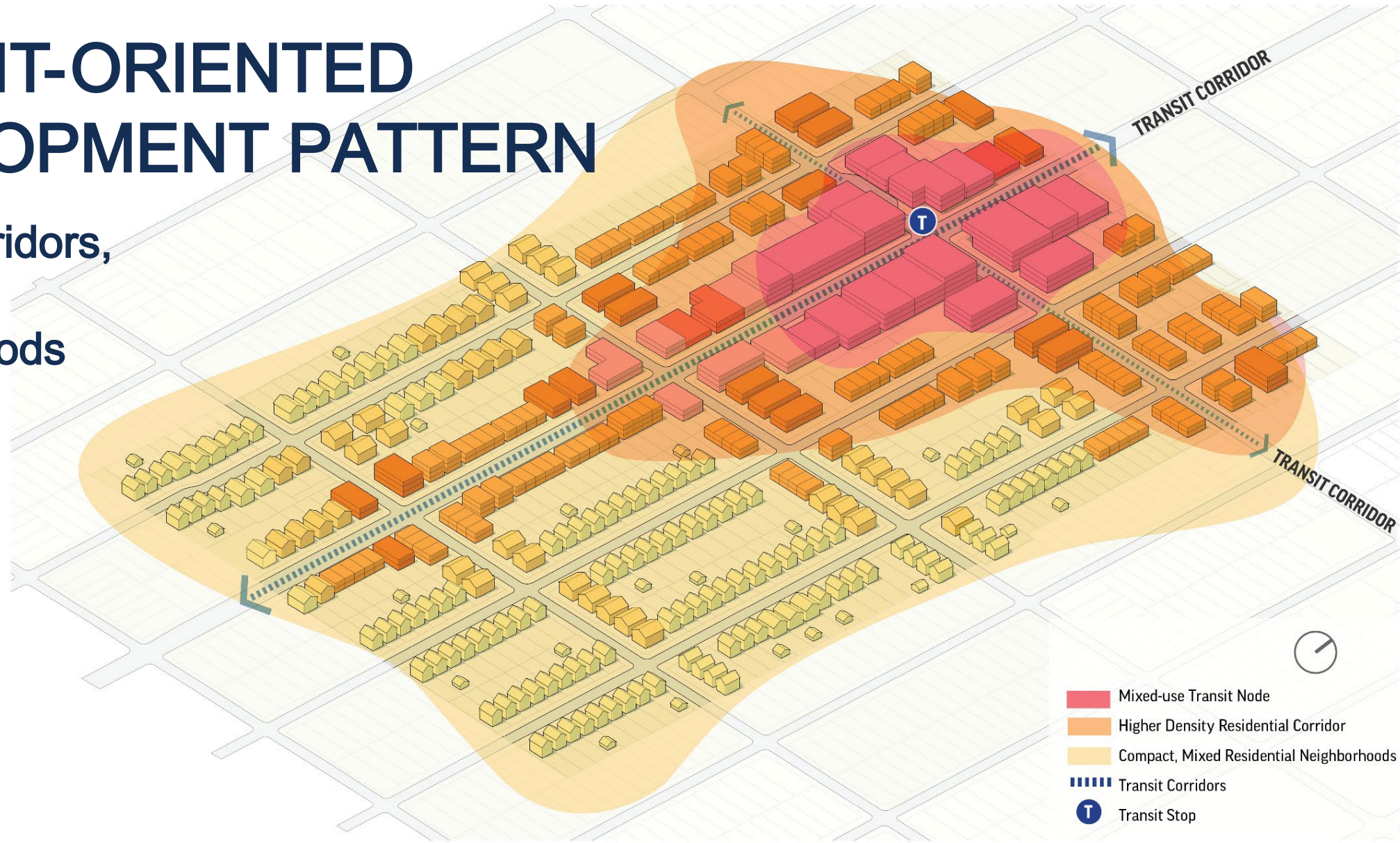
DRAFT RECOMMENDATIONS TO DISCUSS

TRANSIT-ORIENTED DEVELOPMENT PATTERN

Nodes, Corridors, Districts, Neighborhoods

TRANSIT CORRIDOR

TRANSIT CORRIDOR

- ■ Mixed-use Transit Node
- ■ Higher Density Residential Corridor
- ■ Compact, Mixed Residential Neighborhoods
- ▪▪▪▪▪▪ Transit Corridors
- **T** Transit Stop

CONCEPTUAL ILLUSTRATION OF TOD DEVELOPMENT PATTERN

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OVERLAY: SUBDISTRICTS

- Urban Community Node: more intense level of development, up to 6 stories and focused at major east/west connectors like Linwood, Brush Creek, and 63rd

- Urban Neighborhood Node: lower intensity mixed-use hubs at various neighborhood-character transit stops, limited to 4 stories

- Transit Corridor: areas between nodes, focused on development of housing, and limited to 4 stories

- Urban Industrial Node: more intense level of development, up to 10 stories, and focused at major future employment hubs

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Legend:
- ⬤ Urban Neighborhood
- ⬤ Urban Community
- ⬤ Urban Industrial
- ▮▮▮ Corridors
- ▪▪▪ Cross Corridor
- ▮ Neighborhoods
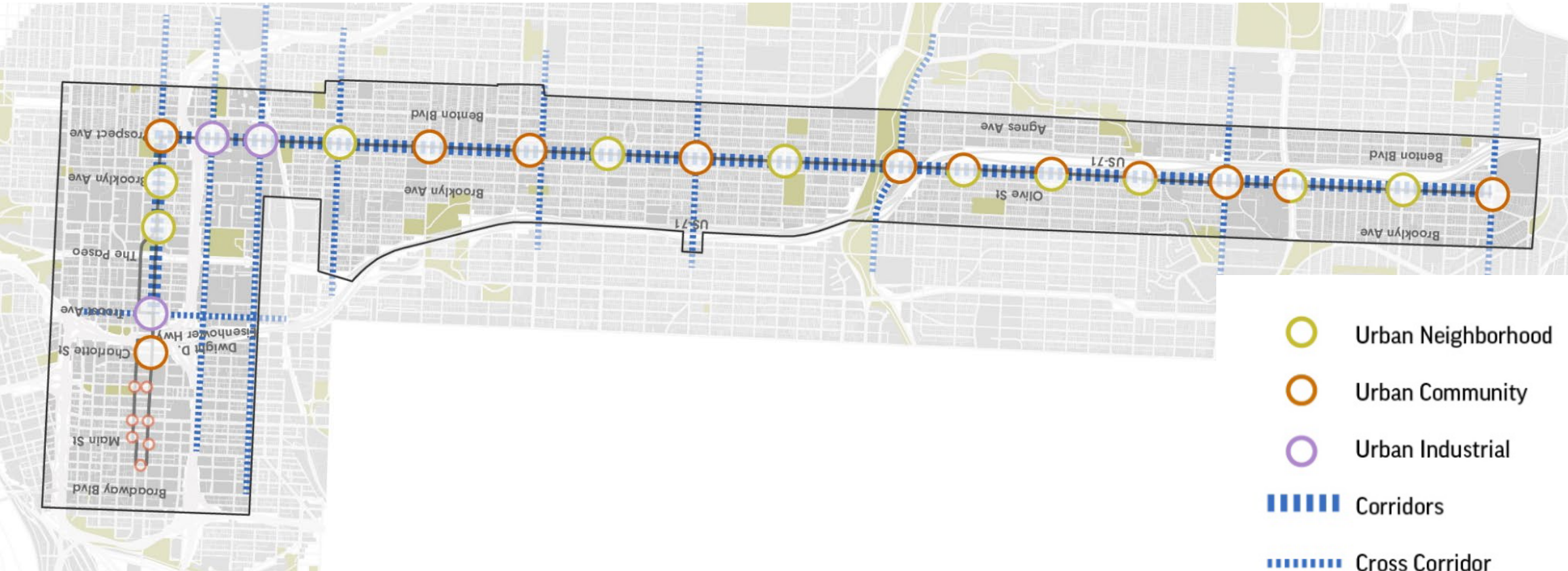
COMMUNITY WORKSHOP - PLACE TYPES

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REFINED DRAFT OVERLAY
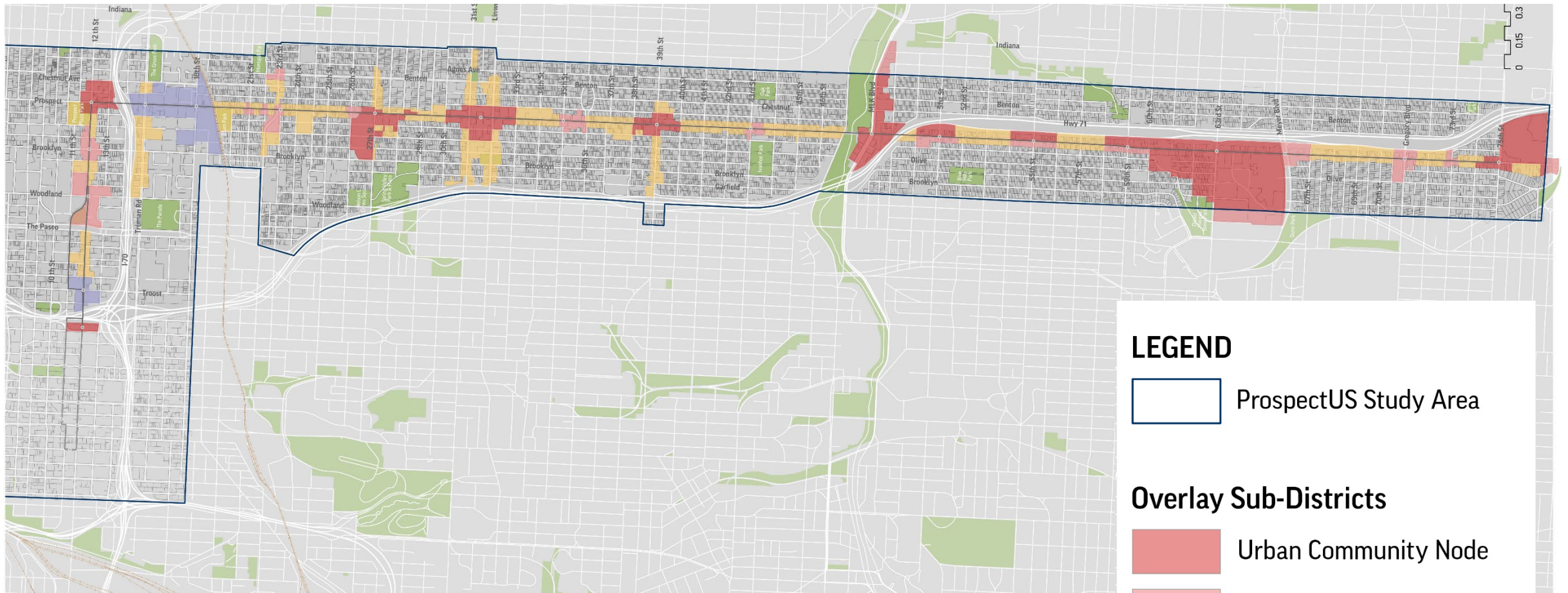
LEGEND

ProspectUS Study Area

Overlay Sub-Districts

Urban Community Node

Urban Neighborhood Node

Urban Industrial Node

Corridor / Cross Corridor

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BUILDING DESIGN 101

A. Front Setback

B. Side Setbacks

C. Rear Setbacks

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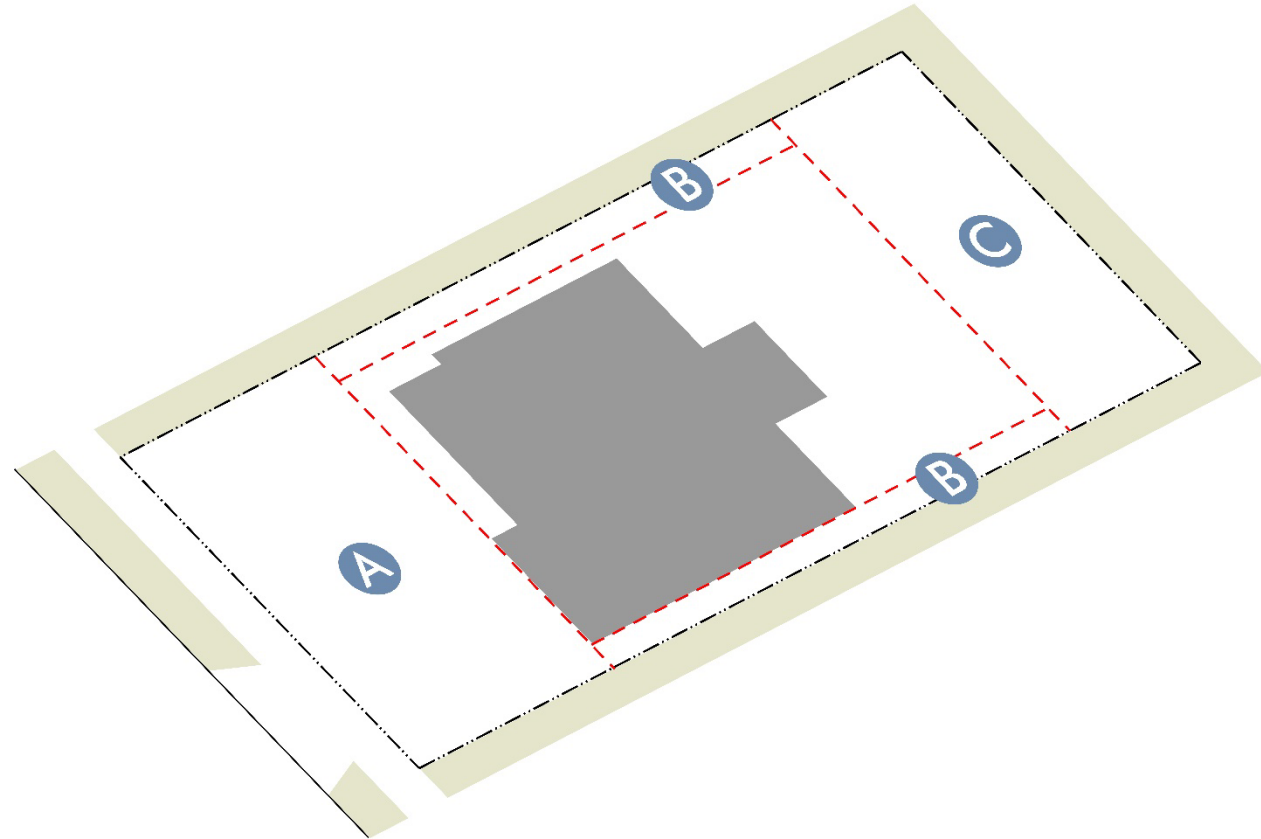
BUILDING DESIGN RECOMMENDATIONS

Vertical Articulation

Height

Materials

Transparency

Entry Features

Horizontal Articulation
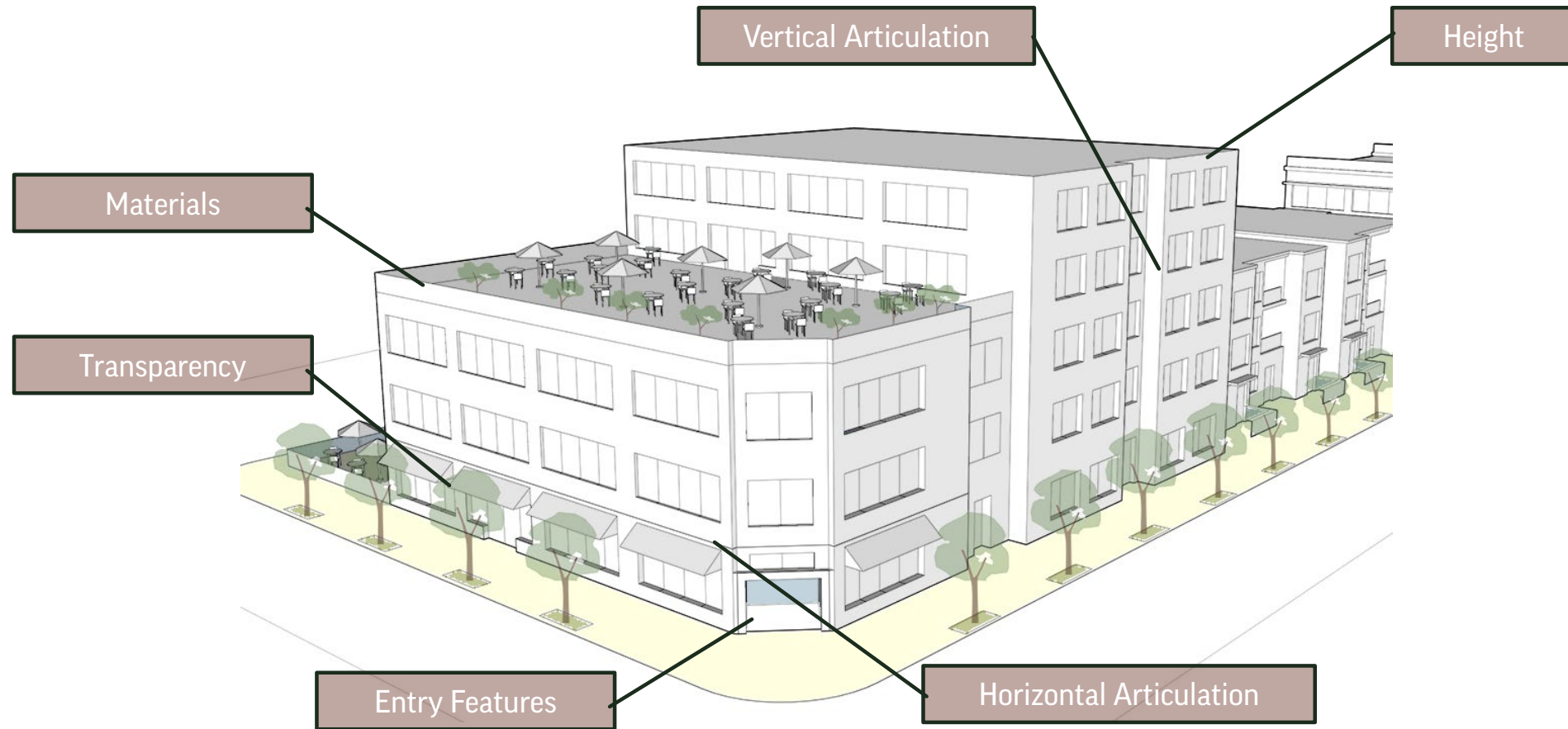
DEVELOPMENT STANDARDS

- ## Built to the street, generally

- Exception: Corridors would allow 20 foot setback

- Promotes usable open space along street (patios, courtyards, recreational areas, etc.)

Streetfront Open Space
(Max. 35% Lot Width)

Building Frontage
(85% Lot Width Minimum Modified by Streetfront Open Space Allowance)

Lot Width

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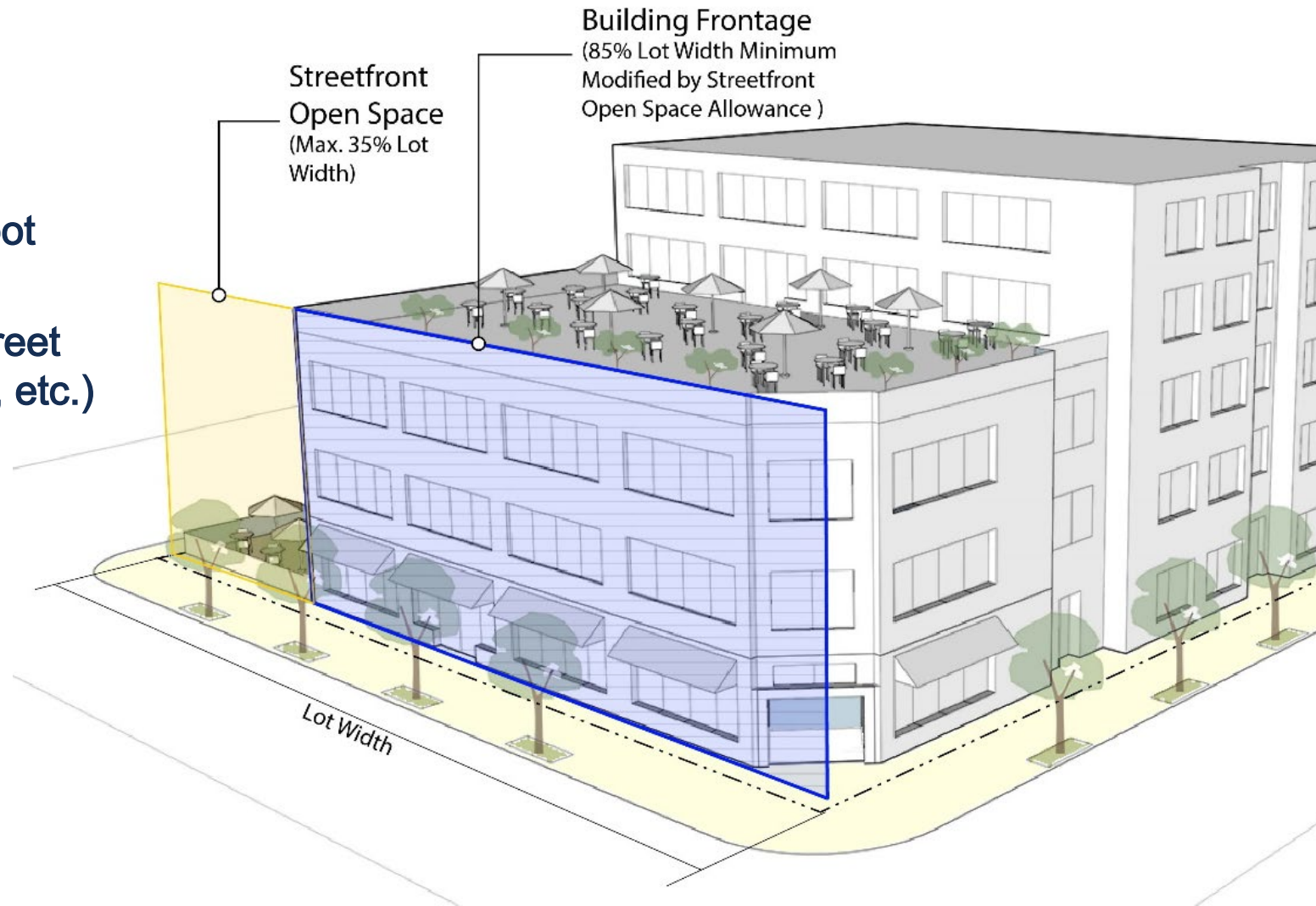
ARCHITECTURAL ARTICULATION

- Wall Plane Limits: mostly consistent in all sub-districts; blank wall limits do not apply in Industrial Nodes
- Blank Wall Limits: Requirements to break up blank walls with architectural changes like projections, recesses, offsets, windows, painted features, or blank window openings
- Composition: Requirement to establish base, body, and top of buildings

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ARCHITECTURAL ARTICULATION

- First Story & Upper Story Transparency: highest in Community & Neighborhood Nodes; lower in Transit Corridor & Industrial Nodes

- Entry Spacing: most frequent in Neighborhood Nodes; does not apply to Industrial Nodes

Upper Story Transparency (15% Minimum)

First Story Transparency (60% Minimum)

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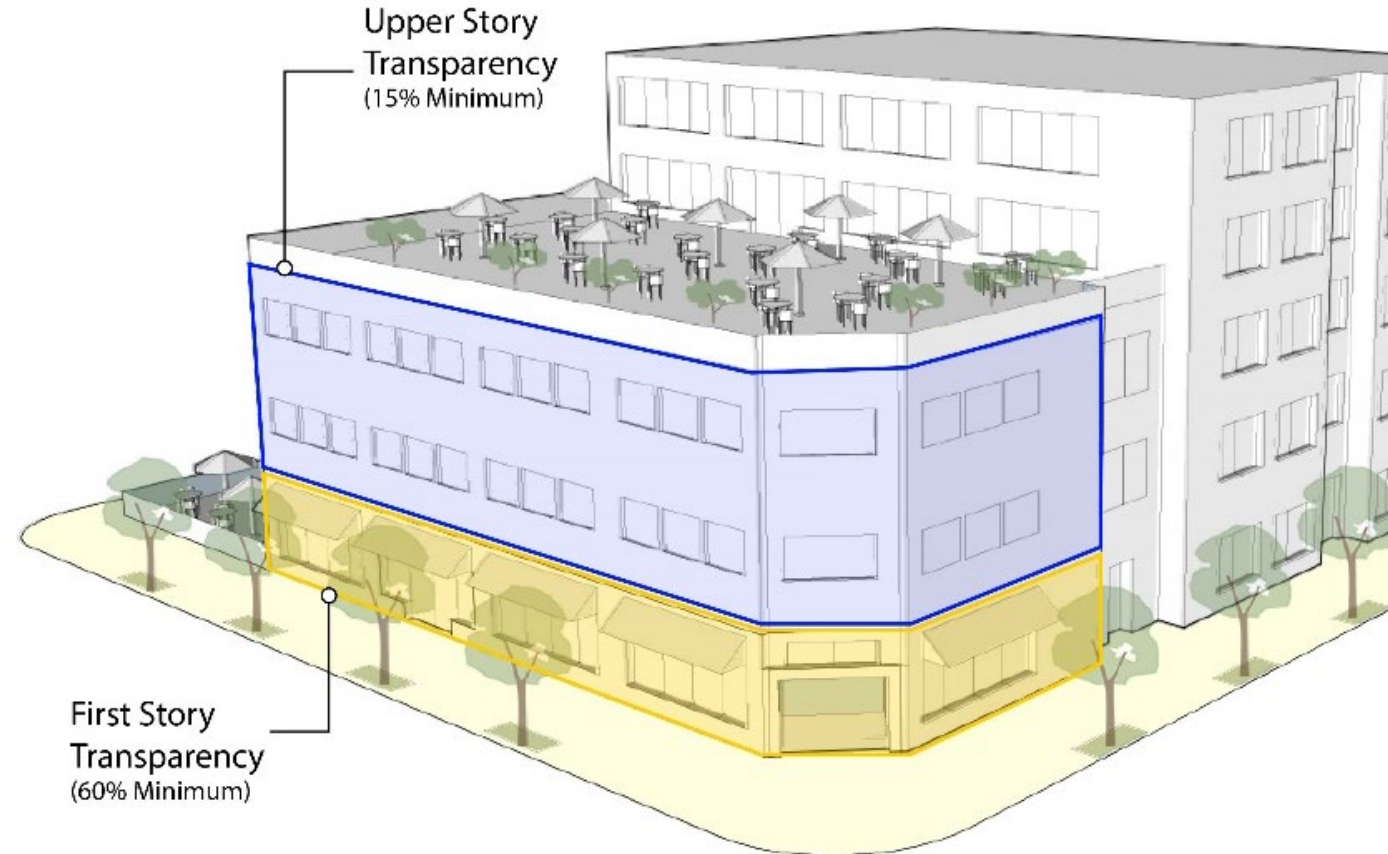
BUILDING MATERIALS

- Primary Materials: Brick, stone, cast stone, terra cotta, tile, façade glass, precast concrete, stucco, fiber cement panels

- Secondary Materials (street facing; upper floors or accent only): cast-in-place textured concrete, metal, wood, fiber cement clapboard siding, fiberglass replication

- Secondary Materials (side/rear; upper floors or accent only): concretes, stucco, wood, fiber cement products, split faced block, glass block, EIFS

- Prohibited Materials: Electronic/digital façade elements

BRICK

Concrete

EIFS

Stucco

Glass Façade

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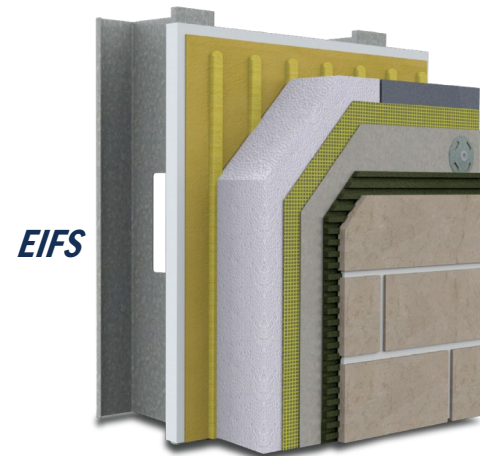
Brick

Concrete + Glass

Metal

Brick + Stucco

Concrete + Metal

Stucco + Glass + Stone

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SIGNAGE

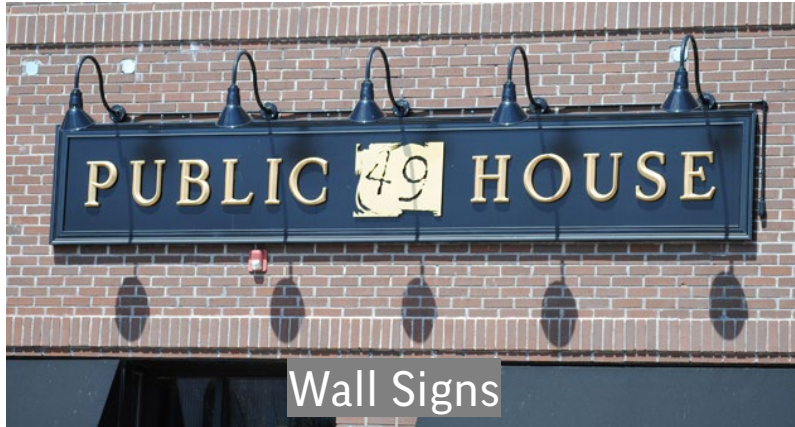- Goal: Provide more standards than current KCMO code, while also promoting eclectic signage

- Based on the Main Street & Westport Overlay Districts

- More restrictive than current code allows, but more flexible than Westport/Main Street

- Refined language for historical signage

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SIGNAGE

Wall Signs

Monument Signs

Awning or Canopy Signs

Projecting Signs

Marquee Signs

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SIGNAGE

TABLE 5: Sign Types & Allowances		
Sign Type	Number	Size
Wall Signs	1 sign per tenant with exterior entrance (multi-tenant building) – otherwise 3 signs per façade maximum	35% of façade area maximum
Awning or Canopy Signs	1 per tenant	30s.f. maximum
Marquee Signs	1 per tenant	24s.f. per face
Projecting Signs	1 per tenant	30s.f. maximum
Monument Signs	Prohibited	

PARKING

- Parking Location. Parking areas limited to areas beside (set back 15 feet) the building, behind the building, or in a screened parking garage

- Access. Access to parking limited directly on Prospect, and generally required on alternative streets

- Maximums. No use shall provide more than 20% of the required minimum parking counts

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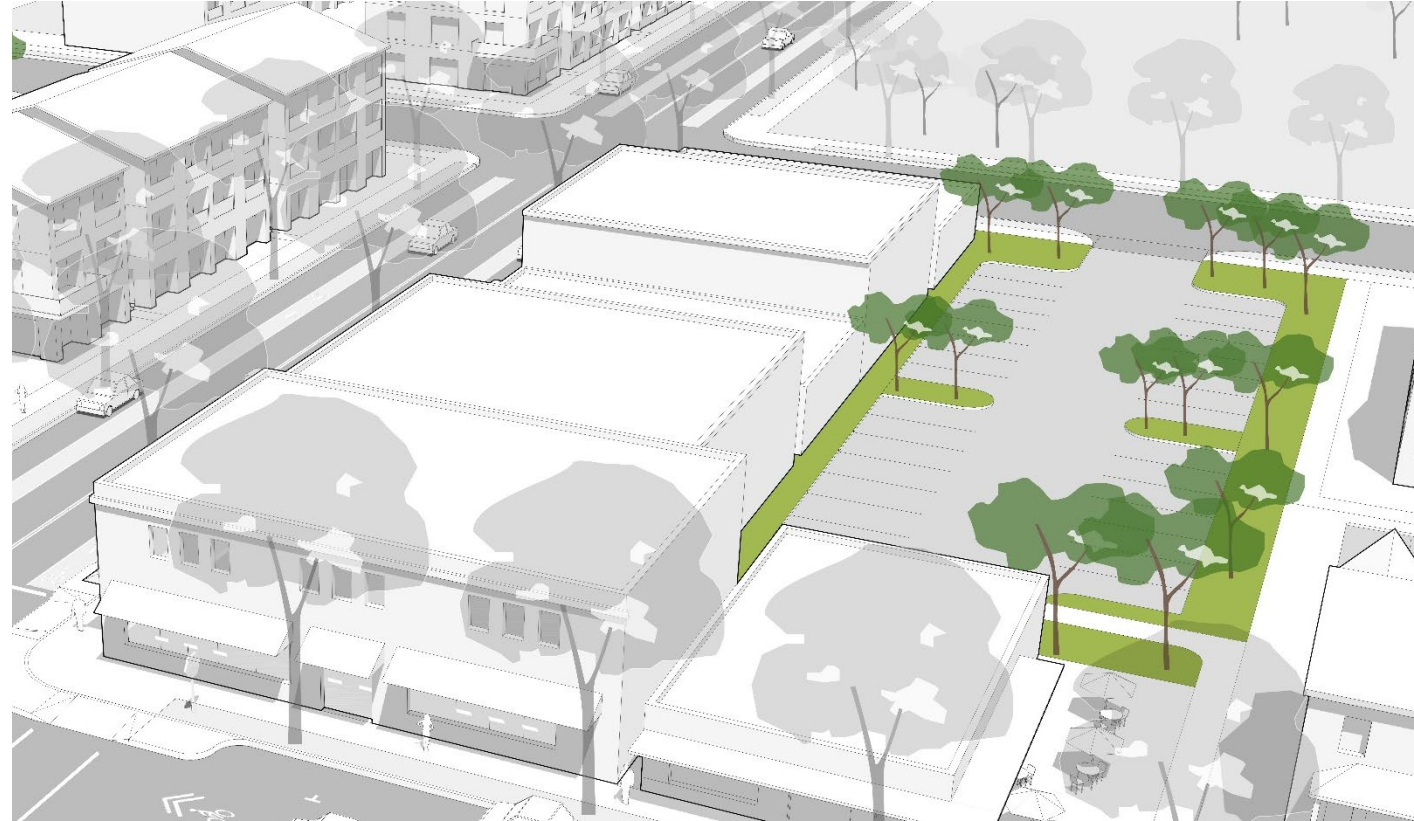
PARKING LOCATION EXAMPLES

Parking Location: Side

Parking Location: Rear

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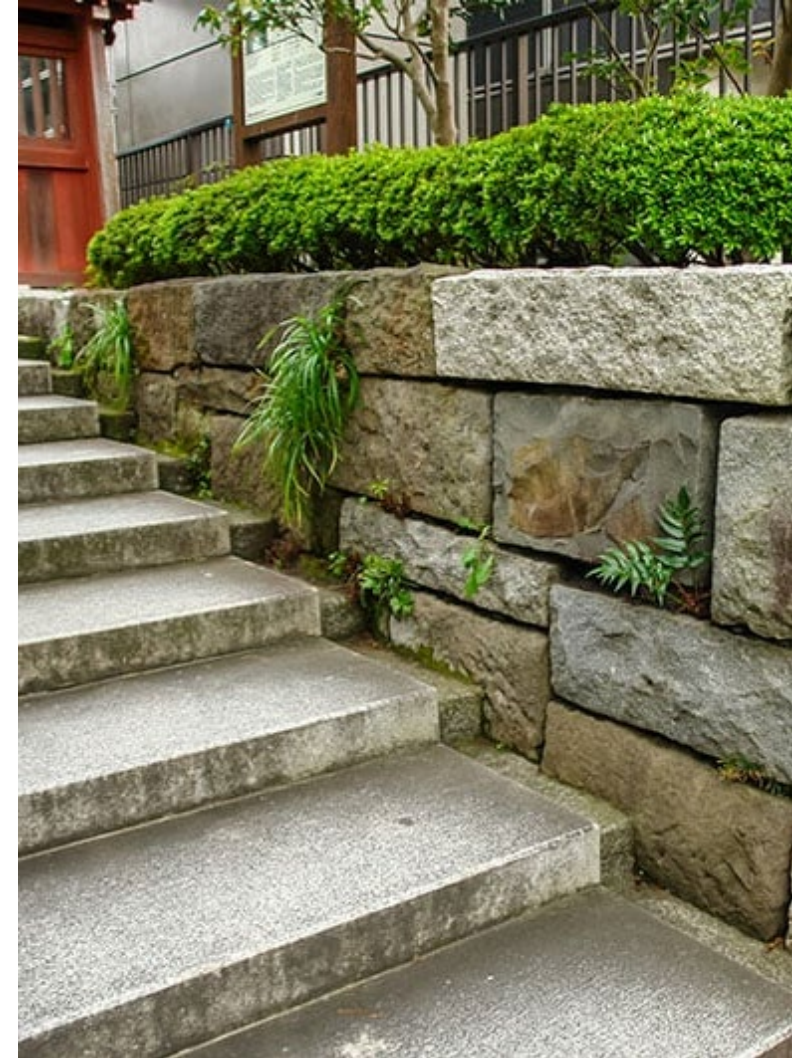
FENCING & Walls

- Fencing Height. Less than 9 feet

- Fencing Transparency. Meet or exceed 80%

- Fencing Materials. Barbed-wire, razor wire, metal sheeting and similar materials are prohibited

- Wall Height. Not exceed 36 inches.

- Wall Materials. Brick, pre-cast concrete, cast-in-place concrete-textured, stone or cast stone

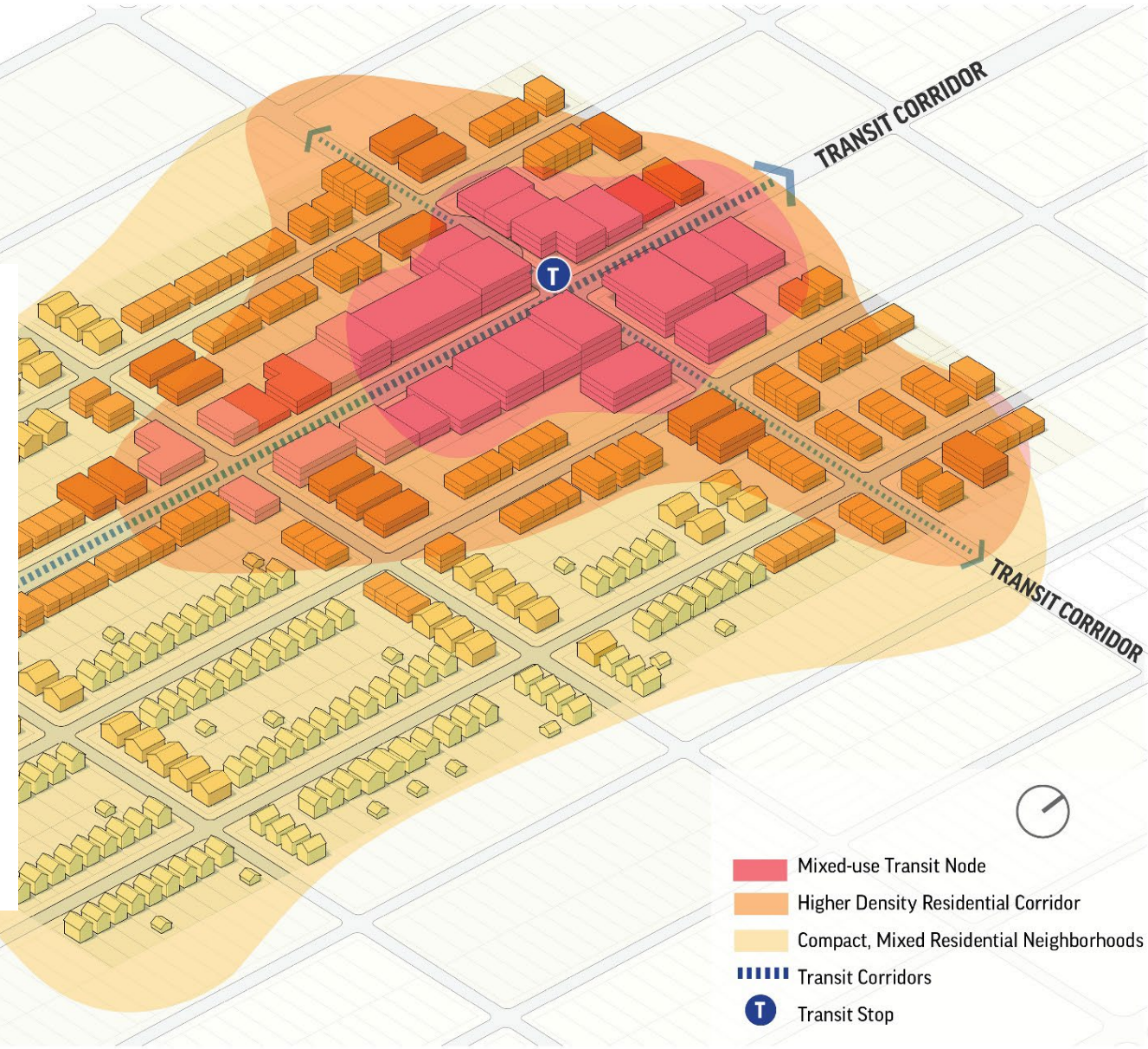**ProspectUS** *creating equitable neighborhood development strengthened by walkable access to public transit*

RETAINING WALL EXAMPLES

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DISCUSSION

- What do you like/dislike about new development you see in other parts of the urban core like Midtown and Downtown?

- What building design elements do you think are most important to address through the overlay district?

- Do you agree with the recommended standards for height for each sub-district?

- Do you think certain materials should be limited further, and why?

- What are your concerns with signage along Prospect?

TRANSIT CORRIDOR

TRANSIT CORRIDOR

T

Mixed-use Transit Node

Higher Density Residential Corridor

Compact, Mixed Residential Neighborhoods

Transit Corridors

T Transit Stop

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NEXT STEPS

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UPCOMING MEETINGS

Public Space Improvements

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

Neighborhoods & Housing

- Tuesday, September 12th at 6:00-8:00PM | Gregg-Klice Community Center

Final Community Meeting

- Tuesday, September 19th at 6:00-8:00PM | Mohart Center

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STAFF CONTACTS

Angela Eley
angela.eley@kcmo.org   513-2805

PROJECT WEBSITE

www.prospectUSKC.com

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