





City Planning and Development Department Citywide Planning Division Adopted January 5, 2012



RESOLUTION NO. 110976

Approving the Truman Plaza Area Plan as a guide for the future development, redevelopment and public investment within the area bounded generally by the Union Pacific Railroad Tracks on the north, Interstate 35, The Paseo and Woodland Avenue on the west, Interstate 70 on the south, and the Big Blue River, BNSF Railroad Tracks, and Belmont Avenue on the east; amending the Independence Avenue Corridor Plan, Truman Road Corridor Redevelopment Study, Blue Valley Industrial Plan by deleting the portion of these plans covered by the Truman Plaza Area Plan; and repealing and replacing the St. John Corridor Infrastructure and Land Use Plan, Garfield-Independence Plaza Area Plan, East 23rd Street Area Plan, and the Budd Park Area Plan. (693-S, 427-S-1, Ord. 001549, 517-S-2, 221-S-6, 622-S-1, 201-S-11, 216-S-5, 207-S-6)

WHEREAS, on April. 15, 1993, the City Council by Resolution No. 930026 approved the Independence Avenue Corridor Plan as a guide for the future development and redevelopment of the area generally located along the Independence Avenue Corridor from The Paseo to Interstate 435; and

WHEREAS, on November 11, 2000, the City Council by Resolution No. 001549 recognized the completion of the Truman Road Corridor Redevelopment Study; stating the City's interest in working with the neighborhoods and businesses towards achieving the goals stated in the Study; and directing the City manager to consider the recommendations of the Study at such time as amendments to area plans are made within the Corridor; and

WHEREAS, on April. 27, 2000, the City Council by Resolution No. 000443 approved the Blue Valley Neighborhood Plan as a guide for the future development and redevelopment of that area generally bounded by 12th Street on the north, Interstate 435 on the east, U.S. highway 40 on the south and Van Brunt Boulevard on the west; and

WHEREAS, the City Council amended said Blue Valley Neighborhood Plan by Resolution No. 110159 on April 21, 2011; and

WHEREAS, on January, 12, 1978, the City Council by Resolution No. 48603 approved the Blue Valley Industrial Area Plan as a guide for future development and redevelopment of that area generally bounded by Kansas City Terminal Railway on the north, Interstate 70 on the south, Independence city limits on the east and Topping Avenue on the west; and

WHEREAS, the City Council amended said Blue Valley Industrial Area Plan by Resolution No. 930262 on April, 15, 1993; and the City Council further amended said plan by Resolution No. 980945 on August, 27, 1998; and the City Council further amended said plan by Resolution No. 081172 on December, 12, 2008; and

WHEREAS, on March, 31, 2005, the City Council by Resolution No. 050298 approved the St. John Corridor Infrastructure and Land Use Plan as a guide for the future

RESOLUTION NO. 110976

development and redevelopment of that area generally bounded by Gladstone Boulevard on the west, Belmont Boulevard on the east, Windsor and Scarritt Avenues on the north, and Morrell and Anderson Avenues on the south; and

WHEREAS, on January, 28, 1977, the City Council by Resolution No. 46636 approved the Garfield-Independence Plaza Area Plan as a guide for future development and redevelopment of that area generally bounded by the Missouri Pacific Railroad Tracks, Interstate 35, Interstate 70, and Prospect Avenue; and

WHEREAS, the City Council amended said Garfield-Independence Plaza Area Plan by Resolution No. 930263 on April, 15, 1993; and the City Council further amended said plan by Resolution No. 981092 on September, 24, 1998; and the City Council further amended said plan by Resolution No. 990382 on April 15, 1999; and the City Council further amended said plan by Resolution No. 991463 on December 16, 1999; and the City Council further amended said plan by Resolution No. 020273 on April 4, 2005; and the City Council further amended said plan by Resolution No. 060096 on February 23, 2006; and the City Council further amended said plan by Resolution No. 090242 on April 23, 2009; and the City Council further amended said plan by Resolution No. 100049 on March 11, 2010; and

WHEREAS, on April, 22, 1977, the City Council by Resolution No. 47650 approved the East 23rd Street Area Plan as a guide for future development and redevelopment of that area generally bounded by the Kansas City Terminal Railway on the north, Topping Avenue on the east and Interstate 70 on the south and west; and

WHEREAS, the City Council amended said East 23rd Street Area Plan by Resolution No. 54866 on March 25, 1983; and the City Council amended said plan by Resolution No. 000633 on June 1, 2000; and the City Council amended said plan by Resolution No. 041089 on October 28, 2004; and

WHEREAS, on January, 21, 1977, the City Council by Resolution No. 47335 adopted the Budd Park Area Plan as a guide for future development and redevelopment of that area generally bounded on the north by the Missouri-Pacific Railroad Tracks, Kansas City Terminal Railway on the south, Belmont Boulevard on the east and Prospect Avenue, south of Independence Avenue, and Chestnut Trafficway, north of Independence Avenue on the west; and

WHEREAS, the City Council amended said Budd Park Area Plan by Resolution No. 930264 on April 15, 1993; and the City Council further amended said plan by Resolution No. 930300 on May 13, 1993; and the City Council further amended said plan by Resolution No. 010593 on May 31, 2001; and the City Council further amended said plan by Resolution No. 010863 on June 28, 2001; and the City Council further amended said plan by Resolution No. 050297 on March 31, 2005; and

WHEREAS, the City has determined that all or part of these plans should be combined into the Truman Plaza Area Plan; and

RESOLUTION NO. 110976

WHEREAS, legal notice for the public hearing before the City Plan Commission was published on Monday November 21, 2011, in conformity with State and local laws; and

WHEREAS, after all interested persons were given an opportunity to present testimony, the City Plan Commission did on December 6, 2011, recommend approval of the proposed repeals and amendments of existing plans and approval of the Truman Plaza Area Plan; and

WHEREAS, the policies within the Truman Plaza Area Plan, which will serve as the plan of record for this area, are consistent with the policies of the *FOCUS Kansas City Plan*; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Truman Plaza Area Plan is hereby adopted as a guide for the future development and redevelopment and public investment for that area generally bounded by the Union Pacific Railroad Tracks on the north; Interstate 35, The Paseo and Woodland Avenue on the west; Interstate 70 on the south; and the Big Blue River, BNSF Railroad Tracks, and Belmont Avenue on the east.

Section B. That the St. John Corridor Infrastructure and Land Use Plan, Garfield-Independence Plaza Area Plan, East 23rd Street Plan and the Budd Park Area Plan are hereby repealed and replaced with the Truman Plaza Area Plan.

Section C. That the Independence Avenue Corridor Plan, Truman Road Corridor Redevelopment Study, Blue Valley Neighborhood Plan and Blue Valley Industrial Area Plan are hereby amended by deleting the portion of these plans that are covered by the Truman Plaza Area Plan.

Section D. That the Truman Plaza Area Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section E. That the Council finds and declares that before taking any action on the proposed plan, all public notices have been given and hearings have been held as required by law.

Authenticated as Passed

James, Mayor

Vickie Thompson-Carr, City Clerk

JAN 05-2011

Date Passed

CREDITS and acknowledgments

Mayor:

The Honorable Sly James

City Manager:

Troy Schulte



City Council:

Dick Davis	Ist District
Scott Wagner	Ist District-at-Large
Russ Johnson	2 nd District
Ed Ford	2 nd District-at-Large
Jermaine Reed	3 rd District
Melba Curls	3 rd District-at-Large
Jan Marcason	4 th District
Jim Glover	4 th District-at-Large
Michael Brooks	5 th District
Cindy Circo	5 th District-at-Large
John A. Sharp	6 th District
Scott Taylor	6 th District-at-Large

PREPARED BY:

The City of Kansas City, Missouri Planning & Development Department

City Planning and Development Contributing Staff:

Tom Coyle, AICP, Director

Jade Liska, ASLA / RLA, Division Manager

Randy Dunn, Project Manager

Kellie Johnston, AICP, Project Manager

Bryan Foster, Planning Technician

Steve Lebofsky, AICP, Planner

Ron Simmons, Graphic Design Specialist

Bradley Wolf, Landmarks/Preservation Administrator

ASSISTING TECHNICAL STAFF

Jocelyn Ball-Edson,

Parks and Recreation Department

Diane Binkley, City Planning and Development Department

Clyde Bolton, Health Department

Officer Jason Cooley, Kansas City Missouri Police Department

John DeBauche, City Planning and Development Department

Tom Degenhardt,

Public Works Department

Gerri Doyle, Missouri

Department of Transportation

Kyle Elliott, City Planning and Development Department

Jared Gulbranson,

Area Transportation Authority

Lee Ann Kell, Missouri

Department of Transportation

David Macoubrie, Economic Development Corporation

Sherri McIntyre, City Manager's Office; Public Works Department

Danny O'Connor,

Area Transportation Authority

Scott Overbay,

Parks and Recreation Department

David Park, Neighborhood and Community Services Department

James Walton.

Water Services Department

Gerald Williams, City Planning and Development Department

Allan Zafft, Missouri

Department of Transportation

STEERING COMMITTEE

(persons appointed to or who participated with the Steering Committee)

Farah Abdi, Somali Foundation

Bobbi Baker-Hughes, Northeast Chamber of Commerce

Forestine Beasley, Independence Plaza Neighborhood Association

Gary Bertoncin, Passantino Brothers Funeral Home

David Biersmith, Truman Road Corridor Association

DeWayne Bright, Historic East Neighborhood Coalition

Dennis Caroll, Sheffield Neighborhood Association

Daniel Cline, Truman Road CID

Officer Jason Cooley, Kansas City Police Department

Rev. Daniel Doty, City Union Mission

John Engelmann, Northeast Industrial Association

Katie Greer, Indian Mound Neighborhood Association

Ron Heldstab, Lykins Neighborhood Association

Father Tom Holder, Holy Cross Church

John Freshnock, American Intsitute of Architects

John Jimmerson, CAM Neighborhood Association

Nancy Jones, Kansas City University of Medicine and Biosciences

Micah Kubic, LISC

Lee Lambert, Independence Plaza Neighborhood Association

Tracy Marriott, Indian Mound Neighborhood Association

Gary Marsh, Kansas City Museum

Kay Miller, Forgotten Homes Neighborhood Association

Bernardo Ramirez, Hispanic Economic Development Corporation

Crispin Rea, Mattie Rhodes Northeast / Kansas City Missouri School District

Joyce Riley, East 23rd Street PAC

Billie Robleado, Pendleton Heights Neighborhood Association

Jacky Ross, Blue Valley Neighborhood Association

Verniece Ross, Blue Valley Neighborhood Association

Adam Schieber, Scarritt Neighborhood Association

Nicholas Scielzo, Don Bosco Community Center

Daniel Silva, LISC

Robert Stout, East 23rd Street PAC

Charlotte Tillman, Forgotten Homes Neighborhood Association

Tim Vance, Blue Valley Business Association

Larry Williams, St. Paul School of Theology

table of **CONTENTS**

Introduction	1
Purpose of the Plan	5
Truman Plaza Boundaries	6
Introduction to the Area	7
Vision Statement	8
Achieving the Vision - 5 Primary Goals	8
The Participation Process	10
Housing and Neighborhoods	11
Vision Statement	11
Area Goals	11
Housing ans Neighborhoods Guiding Principles	12
Recommendations by Neighborhood Classification	14
Economic Development	17
Vision Statement	17
Area Goals	17
Economic Development Guiding Principles	18
Land Use and Development	21
Vision Statement	21
Area Goals	21
Land Use Guiding Principles	23
Recommended Land Use Map	26
Future Land Use Definitions	27
Independence & Prospect	30
Transportation	35
Vision Statement	35
Area Goals	35
Transportation Guiding Principles	37
Implementation	43
Implementation	
•	43
Area Plan Oversight Committee	43

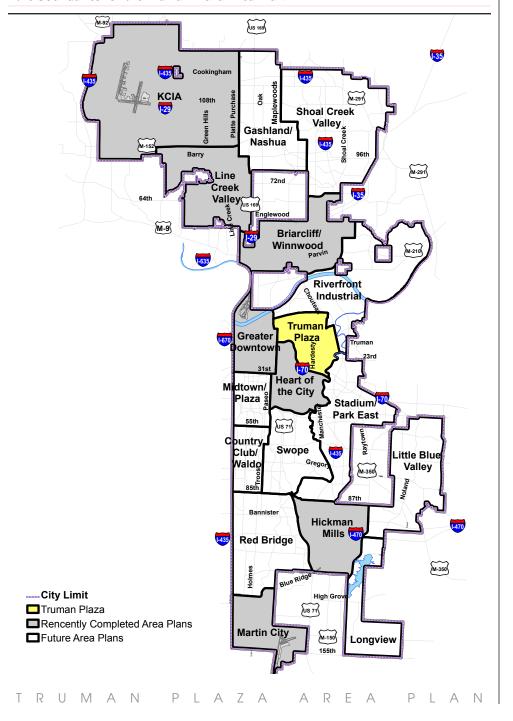


INTRODUCTION



Purpose of an Area Plan

The city is divided into 18 geographic areas for which area plans are prepared. These plans implement the policies of the *FOCUS Kansas City Plan*, Kansas City's Comprehensive Plan, on an area basis. An area plan is a road map that recommends strategies to help a community reach their goals and vision for the future. Area Plans provide a proactive, comprehensive framework to guide public decisions on land use, housing, infrastructure, community development, and public services. Area plans also provide reactive guidelines, to direct the evaluation of projects and proposals. The map below shows the 18 area plan boundaries and the boundaries for the *Truman Plaza Area Plan*.





Truman Plaza Boundaries:

North: Union Pacific (UP) Railroad Tracks

South: Independence Avenue between The Paseo and Woodland Avenue; I-70 east of

Woodland Avenue to the Big Blue River

East: Belmont Boulevard, the BNSF Railroad Tracks, and the Big Blue River

West: I-35 to The Paseo between UP Railroad Tracks and Independence Avenue;

Woodland Avenue between Independence Avenue and I-70



INTRODUCTION

TRUMAN

Introduction to the Area

This Plan represents the collective vision and road map for the Truman Plaza area. Many neighborhoods make up the area, and they are as diverse in character as in their needs. One broad stroke cannot effectively address the varying range and scale of wants and needs within the Truman Plaza area, and that is acknowledged in this document with a variety of recommendations that reflect the diversity of neighborhoods, people, cultures, jobs, streets, and institutions.

Truman Plaza is urban. Neighborhoods are dense and commercial and industrial areas are adjacent to those neighborhoods. The population is diverse - residents of Truman Plaza speak approximately 52 different languages, and approximately 20% are foreign born. Truman Plaza is connected, both socially and in physical connections (infrastructure). Residents can walk to destinations, play in neighborhood parks, and have a short commute to work. Truman Plaza is vibrant. Buildings are unique, neighborhoods have character, and there is life.

A portion of the area is known as the "Old Northeast." The *Truman Plaza Area Plan* and its boundaries are not to take the place of or diminish the "Old Northeast" moniker or its existing efforts and partnerships. Indeed, there are many organizations currently working within the Truman Plaza area. The implementation of this Plan will, in part, depend on their partnership and continued hard work.



Single family residences back to industrial uses in the Blue Valley neighborhood.





Two residential units, both within Truman Plaza, illustrate different conditions within the plan area.









Participants in the first Steering Committee identified the key statements for the Vision Statement.

Vision Statement

During the process of creating this plan, considerable thought was given to the future of Truman Plaza. The following vision statement emerged from public workshops, steering committee meetings, and the planning team's observations. The City, plan participants, area stakeholders, and residents will work to make the following vision statement a reality for Truman Plaza:

Truman Plaza residents, businesses, and stakeholders take pride in and promote their vibrant, self-sustained community which consists of diverse, safe, historic and affordable neighborhoods with easy access to area services, resources, and jobs.

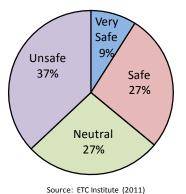
Achieving the Vision - 5 Primary Goals

The following goals support the Vision Statement and are the core components of the Plan. These are the goals by which all future recommendations and actions are based. To further develop the plan, a survey was conducted of area residents. The corresponding graphs show the respondents' perception of the area as it relates to the 5 Primary Goals listed below. Guiding principles and specific recommendations on how to achieve the goals are described in the chapters.

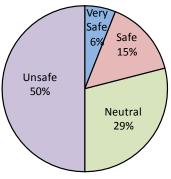
1. Promote safe and clean neighborhoods and decrease the crime rates.

Truman Plaza experiences a high crime rate. Overcoming this is a top priority, because the accomplishments of all the other goals depend on having a safe and clean environment. Non-residents of the area also need to recognize the strengths of the area and respect the residents, property owners, and businesses.

Perception of safety in your neighborhood



Perception of safety in adjacent neighborhoods



Source: ETC Institute (2011)

INTRODUCTION



2. Promote Truman Plaza as the ethnic and cultural hub of Kansas City, Missouri

Nowhere in the region is there such a rich variety of races and ethnicities as there is here in Truman Plaza. Twenty percent of residents are foreign born, and approximately 52 different languages are spoken. Many cities have culture specific areas, "Little Italy" or "China Town," but with Truman Plaza, cultures from all over the world are represented and intermixed. Truman Plaza will become to culture what the Crossroads District is to art.

3. Attract businesses and organizations that increase employment for area residents.

Attraction and retention of any business is positive, but businesses and organizations that employ area residents is a primary objective for Truman Plaza. Truman Plaza is one of the few areas in the City that has a mix of service, production, education, and many other job sectors within close proximity to a large resident pool of potential employees. Truman Plaza will showcase a proper work/live balance.

Capitalize on and encourage a walkable layout of the community and promote multi-modal transportation.

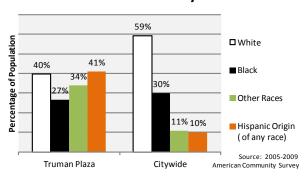
Sidewalks are the norm in the Truman Plaza area, not the exception; and transit service is bustling. To capitalize on this, improvements are needed to enhance the system, and new development must adhere to a complementary form of urban development.

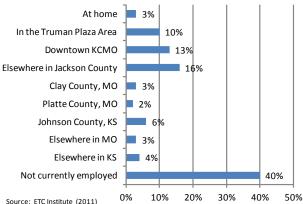
5. Emphasize, promote, and protect the attractive and historic character of the area's neighborhoods and corridors.

Truman Plaza is an urban neighborhood full of architectural jewels. While change is inevitable, the attractive historic character of the area cannot be compromised. This means respecting the architectural styles, neighboring structures' mass and scale, and site layout and orientation that responds appropriately to the surrounding area.

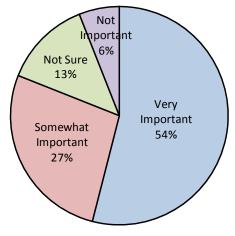
Great things are happening in Truman Plaza. With residents, stakeholders, and the City working together, Truman Plaza's future is sure to be as rich as its history.

Race & Ethnicity





How important is it to preserve the historic buildings and heritage of the Truman Plaza Area?



Source: ETC Institute (2011)

While reading this document, the terms "development" and "redevelopment" are to be used interchangeably, as are "cultural" and "ethnic".





The Participation Process

Planning is a process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on land use, infrastructure, public services, and zoning. In order to be successful, an area plan must address the community's primary issues. Therefore, public participation was essential for preparing this plan. The concepts, direction and final recommendations in this plan are a result of an inclusive public process that identified and addressed the weaknesses, challenges, strengths and opportunities in the plan area. The planning process included the following:

STEERING COMMITTEE

A citizen-based steering committee appointed by the mayor articulated overall directions and reviewed principles and concepts throughout the planning process. The steering committee included residents, property owners, business owners, and representatives from area institutions.

TECHNICAL ADVISORY COMMITTEE

Technical expertise and guidance was provided by staff members from the City of Kansas City, and representatives of the Economic Development Corporation of Kansas City, Missouri Department of Transportation (MoDOT), Kansas City Area Transportation Authority (KCATA), Northeast Chamber of Commerce, and Kansas City Missouri School District.

PUBLIC MEETINGS

Three meetings with the public were held throughout the planning process to provide open dialogue and to help stakeholders and residents shape the vision of the area.

MINDMIXER

Using the MindMixer platform, an online town hall meeting was utilized throughout the planning process to gather additional feedback and facilitate a continued dialogue. This outlet was utilized at different stages of the planning process. This method was instrumental in gathering feedback from persons who do not attend public meetings or are not comfortable giving feedback during public meetings. This method also facilitated discussions among participants. Internet access was provided at the library for those with no access from home.

COMMUNITY SURVEY

A statistically significant survey was conducted by ETC Institute to further gage public opinions, wants, and needs while creating this Area Plan.

SUPPORTING INFORMATION

The *Truman Plaza Data Book* provides a detailed analysis of existing conditions related to land use and development, demographics, housing and neighborhoods, transportation and infrastructure, economic incentives and other supporting information. This document provided a frame of reference for the plan vision and the foundation for the Plan's recommendations.

Prior to the initial public meeting, staff attended the official neighborhood meetings for all of the neighborhood organizations within the Plan boundaries. Numerous one-on-one meetings were held with a variety individuals throughout the planning process. Their individual expertise on specific topics was utilized in developing the Plan.

HOUSING

and neighborhoods

Strong and stable neighborhoods help build successful and sustainable communities. Thirteen distinct neighborhoods with unique characteristics are included in the Truman Plaza Plan Area. This chapter provides a framework from which to work to address their needs and help them ensure a successful future.

Vision Statement

Truman Plaza residents, businesses, and stakeholders take pride in and promote their vibrant, self-sustained community which consists of diverse, safe, historic and affordable neighborhoods with easy access to area services, resources, and jobs.

With the Vision Statement as the end target, the City, stakeholders, and residents, will reach the following area goals, guided by the following housing and neighborhood principles. All of the guiding principles are based on the area goals. Each guiding principle has a set of recommendations to implement that guiding principle, and thus, the area goals.

Area Goals

PROMOTE SAFE AND CLEAN NEIGHBORHOODS AND DECREASE THE CRIME RATES.

In order to realize the vision for the community, the crime rate in the area must decrease. A step to reduce crime is to clean up the neighborhoods and improve the image of the area.

PROMOTE TRUMAN PLAZA AS THE ETHNIC AND CULTURAL HUB IN THE CITY OF KANSAS CITY.

The neighborhoods of Truman Plaza are some of the most ethnically and culturally diverse of any in the City. Increasing cultural knowledge, understanding, and communication will help ensure this characteristic is an attribute to the area.

ATTRACT BUSINESSES AND ORGANIZATIONS THAT INCREASE EMPLOYMENT FOR AREA RESIDENTS.

Strong, safe and stable neighborhoods will attract new businesses. Appropriate new businesses will provide employment, services, and amenities that are desired by area residents.

CAPITALIZE ON AND ENCOURAGE A WALKABLE LAYOUT OF THE COMMUNITY AND PROMOTE MULTI-MODAL TRANSPORTATION.

An important component of a livable community is an efficient multi-model transportation system (inclusive of pedestrian, bicycle, transit and automobile). The provision of infrastructure for these systems is not enough - the community must be safe and the systems must be maintained and easy to use.

EMPHASIZE, PROMOTE, AND PROTECT THE ATTRACTIVE AND HISTORIC CHARACTER OF THE AREA'S NEIGHBORHOODS AND CORRIDORS.

Truman Plaza is one of the most historic areas of the City and the unique housing stock and styles, attractive corridors and boulevards, and registered historic districts and structures make Truman Plaza a true gem.





Vacant homes are negatively impacting the image of the area.



This mural on Independence Avenue shows various ethnic groups playing soccer.



The USPS Procsesing & Distribution Center is a major employer in the area.



Although sidewakls are present on this street, they are not maintained, therefore, not useable.



The Kansas City Museum is a gem within the city and icon of the Old Northeast.





This residence is a showcase of the historic character in Truman Plaza.

Housing and Neighborhoods Guiding Principles

- 1. PRESERVE AND ENHANCE NEIGHBORHOOD CHARACTER.
- 2. BUILD CAPACITY AND WORK WITH ORGANIZATIONS TO CARRY OUT THE PLAN GOALS.
- 3. TARGET STRATEGIC AREAS FOR REDEVELOPMENT.

Below are recommended actions needed to accomplish or follow through on each guiding principle and goal. This is the recipe for how to implement the housing and neighborhood goals and guiding principles for Truman Plaza. There are many other feasible and needed actions, but these are the priorities for the area for the next 7-10 years. These recommendations are intended to broadly cover the entire plan area. More specific, strategic recommendations are listed under "Recommendations by Neighborhood Classification."

PRESERVE AND ENHANCE NEIGHBORHOOD CHARACTER.

- Incorporate minimum design standards into the development code and enforce the standards equally throughout the area.
- Encourage new market rate housing and ensure the design is consistent with the character of the existing housing stock (architectural style, setbacks, massing, and scale).
- Support the development of the Northeast Community Center at 9th & Van Brunt Boulevard.
- Preserve and maintain existing and future parks and boulevards to the highest standards.
- Program area parks to fit the current and future needs and wants of area residents.
- Perform a CPTED (Crime Prevention Through Environmental Design) review of all area Parks and make recommended improvements.
- Utilize CPTED when designing and redesigning area parks.
- Implement and enforce a curfew in Parks.



The floor lines, roof, windows, and entry of the house do not align with those typically found along this street.



Although the second house reflects alignment in the placement of the windows, entry, cornice, and roof – its proportion are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.

HOUSING

and neighborhoods

- Ensure that new non-residential development is respectful of the building design, site layout, density, massing and scale of surrounding neighborhoods. (See Land Use and Development Chapter for design recommendations.)
- Wherever feasible, rehabilitate vacant structures.
- Avoid concentrating subsidized housing, social service housing, and social services. Look at an entire neighborhood and its characteristics and needs prior to locating subsidized housing, social service housing, and social services. Focus on building neighborhoods, not houses or housing units.
- Market individual area neighborhoods for their unique character and assets.
- Maintain vacant lots and explore alternative uses such as urban agriculture and storm water retention.
- Improve sidewalk maintenance by repairing where needed, installing where missing, and cleaning where unpleasant.
- Discourage liquor permits for bars, nightclubs, and late-night operations; particularly when adjacent to residential neighborhoods.
- Work with regional municipalities to pass an ordinance (one for each municipality) that requires retailers to stock spray paint behind glass (to reduce shoplifting of spray paint that could be used for graffiti).

BUILD CAPACITY AND WORK WITH ORGANIZATIONS TO CARRY OUT THE PLAN GOALS.

- Increase capacity of area organizations to implement the Plan.
- Support the creation of Community Improvement Districts (CIDs) along major corridors, including Independence Ave.
- Continue to host, expand, and start new community events within Truman Plaza (for example, the Ethnic Enrichment Festival).
- Create a marketing plan for the identified commercial nodes (see the identified commercial nodes in the Land Use & Development Chapter).
- Continue and expand the neighborhood/CDC program for mowing vacant lots.
- Continue and expand the neighborhood code enforcement for vacant properties.
- Implement a neighborhood/CDC program for graffiti removal.
- Teach neighborhoods how to track code violation complaints on the City's website.
- Improve availability and accessibility of translation services to assist in communication between non English speaking business owners, property owners, developers, City staff, and neighborhoods (to convey the regulations of the City and desires of the neighborhood).
- Proactively provide translation, visual documentation (pictures), and referrals to agencies for financial assistance with notices of code violations.
- Increase the understanding that building permits are required to better ensure enforcement of development code and special review district regulations.
- Provide opportunities for citizens to increase their knowledge of City property code requirements so they know what is required of/at their property and so persons know when they should report a violation.
- Provide and promote cultural education opportunities and classes to increase understanding between the various cultures. Classes should be available for both U.S. natives and the foreign born population. A greater understanding of each other will facilitate better relationships and a better community.





Sidewalk maintenance and replacement is needed throughout the plan area.



Graffiti on a stop sign along St. John Avenue.



Services Department, neighborhood organizations can mow vacant lots - often a more timely solution.















The varying conditions of housing within the plan area was one reason nieghborhood indicators were analyzed.

TARGET STRATEGIC AREAS FOR REDEVELOPMENT.

- Create a Land Banking Program that proactively purchases, maintains, and sells vacant/under utilized property. Target redevelopment areas as identified in the Land Use & Development Chapter.
- When incentives are used for new non-residential developments or redevelopments, initiate a program that will divert a portion of the financial benefits from the incentivised development into the surrounding neighborhood to fund improvements.
- When incentives are used for new non-residential development/redevelopment, include a requirement to employ a minimum percentage of persons residing within five miles of the site.
- Track neighborhood typology indicators listed below to identify changes in housing and neighborhood livability.

Recommendations by Neighborhood Classification

Truman Plaza neighborhoods vary greatly. Neighborhoods that are the most distressed (Rehabilitation Areas) require the most intervention. However, if all relevant resources are devoted to these areas, "Stable" and "Transitional" areas may fall prey to blighting influences. To avoid "pushing the problems," a continuum of care should be employed to ensure appropriate responses are targeted based upon neighborhood needs.

To determine neighborhood typology, the following indicators were tabulated by using data from the American Community Survey 2005-2009, 2010 Census, Police Department, Jackson County, and Neighborhood and Community Services Department:

- 1. Median Income
- 2. Unemployment Rate
- 3. Poverty Rate
- 4. Residential Vacancies
- 5. Home Ownership
- 6. Population Change

- 7. Median Housing Value
- 8. Crime
- 9. Dangerous Buildings
- 10. Jackson County Land Trust Lots
- 11. High School Education and Above

Information was available by Census Tract boundaries, not neighborhood boundaries. Therefore, in some neighborhoods there is more than one classification. Neighborhoods should still work on the strategic recommendations where indicated on the map.

An analysis of the above factors resulted in the neighborhood classifications shown on the Neighborhood Classification Map.

Stable - Areas identified as "Stable" generally score the best on the 11 indicators listed above. While these tracks are the healthiest according to the indicators used, continued maintenance and actions are needed to ensure they remain "Stable."

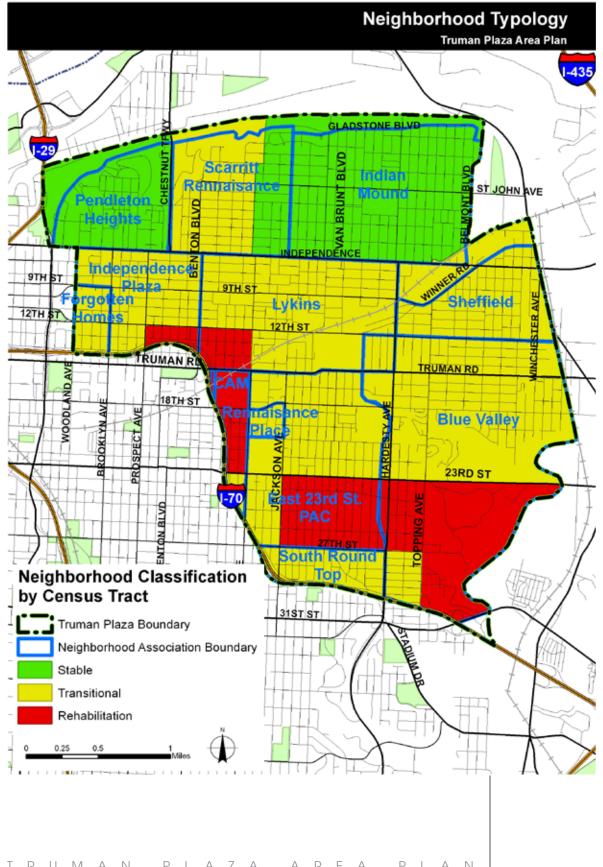
Transitional - Areas identified as "Transitional" generally have average scores on the 11 indicators used. Attention is needed in these areas to ensure they improve to the "Stable" category and do not slip into the "Rehabilitation" category.

Rehabilitation - Areas identified as "Rehabilitation" generally score the lowest on the 11 indicators and have the greatest need. The goal in the Rehabilitation area is to first stabilize the declining conditions.

HOUSING

and neighborhoods













Agriculture is already replacing vacant lots in Lykins, infill housing is construced in South Round Top, and Pendleton Heights is already producing marketing materials.

To address the needs of the different types of neighborhoods in Truman Plaza, the following table gives actions for each neighborhood classification. These are the efforts upon which each classification of neighborhood should focus. A similar exercise (neighborhood assessments) was utilized in *FOCUS Kansas City*, but the neighborhood classifications were: Redevelopment, Stabilization, and Conservation. Plan participants felt Rehabilitation, Transitional, and Stable were better descriptors for the Plan.

Action	Rehabilitation	Transitional	Stable
Target clean sweeps. 1	X		
Participate in the Trash Cart Program. 2		Х	
Promote City's Paint Program and Minor Home Repair Program.	Х	Х	
Partner with area organizations to assist with the redevelopment and occupation of vacant properties.	Х	Х	
Establish neighborhood watch groups to cooperatively work with Police.	Х	Х	Х
Identify chronic problem areas with illegal dumping and other concerns and target for elimination.	Х	Х	
Target vacant lots for urban gardens, urban forestry and /or storm water management.	Х		
Redevelop vacant lots with infill housing.		Х	Х
Work with area realtors to market neighborhoods.			Х
Promote and utilize existing tax incentive programs.		Х	Х
Establish new tax incentive programs to assist with renovations and redevelopments.	Х		



¹ Clean sweeps are targeted efforts for trash and bulky item pick up.

² The Trash Cart Program is a curbside waste disposal program that utilizes City provided trash carts and recycle bins.

ECONOMIC DEVELOPMENT

This chapter is intended to provide an outline for economic development related strategies and provide a framework for priorities that support the guiding principles and area goals.

Vision Statement

Truman Plaza residents, businesses, and stakeholders take pride in and promote their vibrant, self-sustained community which consists of diverse, safe, historic and affordable neighborhoods with easy access to area services, resources, and jobs.

With the Vision Statement as the end target, the City, stakeholders, and residents, will reach the following area goals, guided by the following economic development principles. All of the guiding principles are based on the area goals. Each guiding principle has a set of recommendations to implement that guiding principle, and thus, the area goals.

Area Goals

PROMOTE SAFE AND CLEAN NEIGHBORHOODS AND DECREASE THE CRIME RATES.

There are numerous ways economic development impacts the safety and cleanliness of an area. One of the most important impacts in Truman Plaza is improving the visual appearance of the area by redeveloping or reusing a property. Increasing productive uses within Truman Plaza will decrease the unproductive activities.

PROMOTE TRUMAN PLAZA AS THE ETHNIC AND CULTURAL HUB IN THE CITY OF KANSAS CITY.

The unique ethnic and cultural diversity of the Truman Plaza should make it a destination within the City. Economic development strategies should be utilized to promote it as the hub of said activities.

ATTRACT BUSINESSES AND ORGANIZATIONS THAT INCREASE EMPLOYMENT FOR AREA RESIDENTS.

It is through economic development strategies that jobs can be created which could potentially be filled by area residents.

CAPITALIZE ON AND ENCOURAGE A WALKABLE LAYOUT OF THE COMMUNITY AND PROMOTE MULTI-MODAL TRANSPORTATION.

New development in Truman Plaza should capitalize on and extend the connected street grid, network of sidewalks, planned bike accommodations and transit service.

EMPHASIZE, PROMOTE, AND PROTECT THE ATTRACTIVE AND HISTORIC CHARACTER OF THE AREA'S NEIGHBORHOODS AND CORRIDORS.

The attractive and historic character of the area's neighborhoods and corridors should be respected by any new development which occurs. Architectural types, styles, building setbacks and building materials should be compatible with the area's historic character and improve the overall aesthetics of the area.







Replacing the existing fence and adding landscaping, greatly improve the visual appearance along this street



An existing ethnic business on Lexington Avenue.



Belefonte, an employer within the plan area.



Bike landes are desired within the plan area.



Economic Development Guiding Principles

Target key industries and focus job attraction efforts to sectors which show the most promise.

- 1. TARGET KEY INDUSTRIES AND FOCUS JOB ATTRACTION EFFORTS TO SECTORS THAT ARE MORE LIKELY TO EMPLOY EXISTING AND FUTURE AREA RESIDENTS.
- 2. PROMOTE THE ABUNDANCE OF ETHNIC BUSINESSES.
- 3. ENSURE THAT DEVELOPMENT TOOLS AND REVITALIZATION PROGRAMS ARE ADDRESSING AREA NEEDS AND PLAN GOALS.
- 4. REVITALIZE COMMERCIAL NODES AND CORRIDORS.

The following lists are actions needed to achieve each guiding principle. There are many other feasible and needed actions, but the list states the priorities for the area for the next 7-10 years.

TARGET KEY INDUSTRIES AND FOCUS JOB ATTRACTION EFFORTS TO SECTORS THAT ARE MORE LIKELY TO EMPLOY FUTURE AND EXISITING AREA RESIDENTS.

- Utilize demographic data when determining which new businesses to solicite for the plan area. Using this information effectively will maximize the compatibility of area residents' skills and education with employer needs, to ensure that area residents have the opportunity to take advantage of new jobs.
- Encourage existing business assistance. Create the business environment that fosters business development and growth by proactively engaging with businesses and entrepreneurs to provide the necessary resources for successes.
- Encourage an incubation initiative for new businesses to build a customer base, business skills, and ensure future success.
- Provide recruiting and job training assistance to area businesses and residents by linking them with area organizations and agencies that offer the needed and appropriate resources.
- Attract and establish desired businesses and services in the planning area (see list below).

PROMOTE THE ABUNDANCE OF ETHNIC BUSINESSES.

- Market the area as the hub of ethnic and cultural businesses.
- Target job attraction and retention efforts to ethnic businesses.
- Provide and promote cultural education opportunities and classes to increase understanding of U.S. business practices
 - \sim The classes should focus on teaching businesses practices that will help ensure success in the local business market.
- Continue to host, expand, and start new community events (for example, the Ethnic Enrichment Festival).
- Continue and promote training and educational programs for new businesses.

ECONOMIC DEVELOPMENT

ENSURE THAT DEVELOPMENT TOOLS AND REVITALIZATION PROGRAMS ARE ADDRESSING AREA NEEDS AND PLAN GOALS.

- Conduct a Citywide Economic Development Study to determine area strengths and needs.
- Proactively promote and apply development incentive tools in target areas, as shown on the Redevelopment Priority Map (page 20).
- Research and implement a micro-lending program for area businesses.
- Ensure developments utilizing incentives and revitalization programs meet the standards and guidelines recommended in the Land Use and Development, Transportation, and Housing and Neighborhoods chapters.

REVITALIZE COMMERCIAL NODES AND CORRIDORS.

- Support the creation of a Community Improvement District (CID) along major corridors, including Independence Ave.
- Utilize CIDs to help maintain commercial nodes and corridors, remove graffiti, provide security and address other needed activities and services.¹
- Focus large redevelopment efforts at the "Hardesty Federal Complex" at Independence Ave. and Hardesty Ave., and between Truman Road and the Railroad tracks, from Cleveland and Elmwood.
- Encourage funding for and utilization of a façade rebate program.
- Incorporate minimum design standards into the development code and enforce equally throughout the area.
- Revise the Independence Avenue Special Review Districts to include more stringent design guidelines for Independence Avenue.

Below is a list of desired businesses and services as determined by the Steering Committee and the community survey:

- Grocery
- Deli
- Multi-National Restaurants
- Coffee Shops
- Clothing Stores
- "World Markets"
- Ethnic Foods Grocery
- Italian Bakery
- "Nice" Liquor Store- Wine Store
- Boutiques

- Bed and Breakfasts
- Sports Bar
- Breakfast Restaurant (not fast food)
- Fine Dining
- Child Based Entertainment Center
- Recreation Center
- Spa
- Doctor or Dentist
- Clothing and clothing accessory store





This location off of 13th & Jackson is a target area for redevelopment.

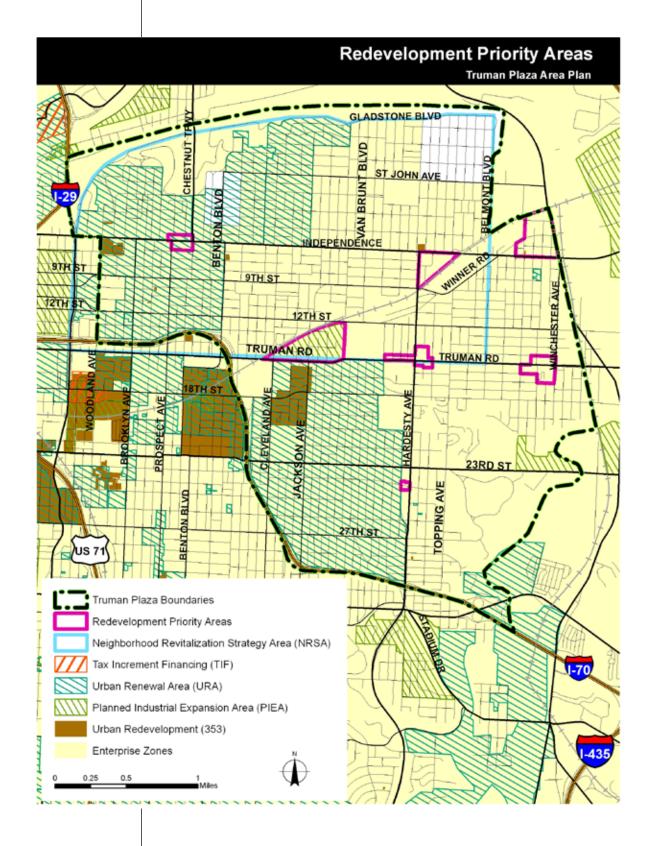




Minor improvements to the facade of buildings can make major impacts, as the above example

¹ There is one existing Community Improvement District in Truman Plaza, the Truman Road CID. Boundaries of the Truman Road CID are generally from Cleveland to Topping.





LAND USE

and development



Vision Statement

This chapter provides the guide for future development within the plan area which is based in economic reality, and balances protection of neighborhoods, the natural environment, infrastructure considerations, and the area's existing character with the need to create jobs and improve economic conditions.

Truman Plaza residents, businesses, and stakeholders take pride in and promote their vibrant, self-sustained community which consists of diverse, safe, historic and affordable neighborhoods with easy access to area services, resources, and jobs.

With the Vision Statement as the end target, the City, stakeholders, and residents, will reach the following area goals, guided by the following land use principles. All of the guiding principles are based on the area goals. Each guiding principle has a set of recommendations to implement that guiding principle, and thus, the area goals.

Area Goals

PROMOTE SAFE AND CLEAN NEIGHBORHOODS AND DECREASE THE CRIME RATES.

Safety and cleanliness are closely related. In the community survey completed for this Plan, residents thought the issue that should receive the most emphasis from City leaders over the next two years was "maintenance of residents in your neighborhood." The most imprtant issue to responders is "Vacant buildings maintenance/security/demolition." Strategies are needed to cleanup and reuse vacant lots and buildings.

PROMOTE TRUMAN PLAZA AS THE ETHNIC AND CULTURAL HUB IN THE CITY OF KANSAS CITY.

Cultural uses already exist in Truman Plaza, and in many areas, zoning will allow more cultural commercial uses. Many residents, however, are hesitant to enter some businesses because of the inconsistent hours of operation, appearance of the property, and overall unfamiliarity. To ensure the success of any area business residents need to patronize them.

Percentage of "Very Important"		
Vacant buildings	olition 72%	
maintenance/security/demolition		
Graffiti prevention/removal	70%	
Vacant lot	ıse 69%	
maintenance/upkeep/reuse		
Streetlights	69%	
Sidewalk maintenance	61%	
Stormwater management (prevent		
flooding)	59%	
Code enforcement	55%	
Enhanced streetscapes	53%	
(sidewalks/lighting/seating)		
Public plazas, gathering spaces,	35%	
pocket parks		
Additional community gardens	33%	
Public art	30%	

Source: ETC Institute (2011)





Industrial uses in and adjacent to the plan area have potential as employment centers for area residents.



This walkway directly connects the building entry to a public street and sidewalk.

ATTRACT BUSINESSES AND ORGANIZATIONS THAT INCREASE EMPLOYMENT FOR AREA RESIDENTS.

This plan recommend a variety of commercial and industrial locations within Truman Plaza. These businesses will find a ready pool of potential employees within a short distance. Truman Plaza is a dense urban environment, where places of employment and residences are within close proximity, a bonus for both employer and employee.

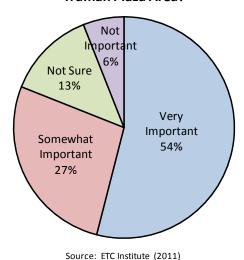
CAPITALIZE ON AND ENCOURAGE A WALKABLE LAYOUT OF THE COMMUNITY AND PROMOTE MULTI-MODAL TRANSPORTATION.

A strength of Truman Plaza is its layout that easily allows a pedestrian, bicyclist, driver or transit user to meet their daily needs. All new development and redevelopment must connect into the various modes of transportation and provide the most direct routes possible for pedestrians.

EMPHASIZE, PROMOTE, AND PROTECT THE ATTRACTIVE AND HISTORIC CHARACTER OF THE AREA'S NEIGHBORHOODS AND CORRIDORS.

Survey responses (discussed on page 9) clearly show the importance and desire to emphasize, promote, and protect the attractive and historic character of Truman Plaza. To do so, regulations must be adopted to regulate design.

How important is it to preserve the historic buildings and heritage of the Truman Plaza Area?



LAND USE

and development

TRUMAN

Land Use Guiding Principles

- 1. FOCUS COMMERCIAL USES AT NODES.
- 2. PROMOTE HIGH QUALITY, COMPATIBLE DEVELOPMENT AND PREVENT ENCROACHMENT.
- 3. ENCOURAGE URBAN DEVELOPMENT.
- 4. ORIENT REDEVELOPMENT AND NEW DEVELOPMENT TO FACILITATE THE USE OF TRANSIT AND MULTI-MODAL TRANSPORTATION.
- 5. REDEVELOP VACANT/UNDER UTILIZED AREAS.

The following lists are actions needed to achieve each guiding principle. There are many other feasible and needed actions, but the list states the priorities for the area for the next 7-10 years.

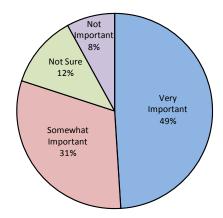
FOCUS COMMERCIAL USES AT NODES.

- Focus commercial and non-residential zoning at key nodes as recommended by the Recommended Land Use Map (page 26).
- Downzone or re-zone properties to match the Recommended Land Uses Map.
- Do not support commercial expansion unless supported in the Recommended Land Use Map.
- Improve and coordinate infrastructure at targeted nodes.

PROMOTE HIGH QUALITY, COMPATIBLE DEVELOPMENT AND PREVENT ENCROACHMENT.

- Perform a Crime Prevention through Environmental Design (CPTED) review on all site plans.
 - ~ CPTED examines the built environment and how criminal activity is facilitated or deterred based on how space is designed.
- Increase the understanding that building permits are required to better ensure enforcement of development code and special review district regulations.
- Downzone or create overlay districts (neighborhood conservation, pedestrian, historic district) where supported by the Recommended Land Use Map and as recommended by neighborhood residents and leaders.
- Revise the Independence Avenue Special Review Districts to include more strinqent design quidelines for Independence Avenue.
- Incorporate minimum design standards into the development code and enforce equally throughout the area.
- Enforce these design recommendations, specific to the Truman Plaza area with all new development and redevelopment proposals:
 - Make buildings interesting to walk past. Ensure transparent windows are at the street level of all buildings, reflective glass and widows covered with signs do not meet the intent of this recommendation.
 - Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots, building entrances on both sides are encouraged.

The importance of establishing design guidelines for new development and redevelopment, so development is compatible with current character.



Source: ETC Institute (2011)





The back of this commercial structure faces residential uses in Indian Mound, and no screening is provided. This large blank wall offers no transition between the commercial structure and residential structures.





Improving screening and adding landscaping can create a transition between industrial uses and single family residences, as shown in the illustration.



This building entrance directly faces and is accessible from a public street.



This CVS is built up to the sidewalk, has a front entry at the street intersection, and has parking behind the

- ~ Emphasize pedestrian access to buildings by placing parking lots behind buildings and placing non-single-family buildings as close to the street as possible.
- ~ Ensure direct walkways are delineated from sidewalks and/or public right-of-way to entries, including through parking lots.
- Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. Some possible treatments include art or vertical trellises for vines or plant materials.
- ~ Create transitions between areas of different scales and intensities that are as seamless as possible and avoid abrupt transitions.
- ~ Architectural materials should complement and improve the character of the existing built environment.
- ~ The design of signs should complement the character of the building or structure and the surrounding neighborhood, and not obscure important architectural features.
- ~ Access to non-residential uses should not be designed as to route non-residential traffic through residential areas.

ENCOURAGE URBAN DEVELOPMENT.

- Encourage a dense and diverse mix of buildings and uses situated on compact
 pedestrian scale blocks with high lot converge, and typically at a higher scale
 and intensity than other areas of the City.
- Small pedestrian scale blocks should be utilized in development projects. Large
 "superblocks" degrade the existing street connections and are discouraged.
 Preserve, enhance, and restore the existing grid network of streets. Avoid street
 closures and vacations, as they erode the connectivity of the area.
- Promote the preservation of historically and/or architecturally significant structures.
- Support the listing of historically and/or architecturally significant structures on the National and/or Local Register of Historic Places.
- Add a dense, urban single family classification into the Development Code or promote the use of the neighborhood conservation overlays.
 - ~ Currently, some neighborhoods in Truman Plaza (for example, Indian Mound) are zoned in a way that does not allow new residential construction that is similar to the majority of existing residences. This places an increased burden on a person trying to build a home that is compatible with the existing neighborhood character. Also, almost all of the residential zoning districts allow multi-family structures. An urban single family classification or neighborhood conservation district could allow smaller lots, smaller setbacks, (similar to the existing development pattern), while still ensuring new development is single family.

ORIENT REDEVELOPMENT AND NEW DEVELOPMENT TO FACILITATE THE USE OF TRANSIT AND MULTI-MODAL TRANSPORTATION.

- Encourage new non-residential development/redevelopment to site buildings abutting streets, orient building access points to streets and sidewalks, and provide a direct, delineated connection to transit locations, where relevant.
- Apply the concepts of transit-oriented development (TOD)¹ along the primary transit corridors and near future transit stations. Independence is a primary transit corridor, and stops at Belmont & St. John, and Hardesty & 24th are primary, due to the high number of boardings. The Redevelopment Priorities Map on Page 20 indicates key areas to redevelop, and should be explored for their potential redevelopment as a transit station/stop.
- Buildings should have a primary entrance facing and directly accessible from the
 public street, rather than oriented towards side or rear parking areas. For corner
 lots, building entrances on both sides are encouraged.
- Emphasize pedestrian access to buildings by placing parking lots behind buildings and placing non-single-family buildings near the street.

LAND USE

and development

REDEVELOP VACANT/UNDER UTILIZED AREAS.

- Create a program that proactively purchases, maintains, and sells vacant/under utilized property (Land Banking Program).
 - A Land Banking Program differs from the Jackson County Land Trust. A land banking program would proactively purchase, maintain, combine (if necessary), market, and sell properties. The Jackson County Land Trust is a governmental corporation established to sell properties that have failed to sell on the courthouse steps to satisfy unpaid taxes.
- Implement the ordinance that allows the City to serve as the victim/prosecuting party when illegal activities occur on vacant properties.
- Identify vacant/underutilized properties and promote/incent redevelopment at these sites. Priority areas include:
 - ~ Redevelopment priorities (See Redevelopment Priority Map)
 - ~ Employment areas
 - ~ Lots with the greatest potential for a quick redevelopment
 - Lots that have the greatest negative impact on the attractive and historic character of the area's neighborhoods and corridors
- Until redeveloped, utilize vacant lots for organized urban agriculture programs.
- Work with the Water Department to make improvements as outlined in the Overflow Control Plan to eliminate flooding in the plan area.



The former "Hardesty Federal Complex" is a target area for redevelopment.



Urban agriculture is replacing vacant lots in Lykins.



¹ Transit-oriented development:

- Focuses density around a transit stop or station
- Encourages a variety of uses and housing types and prices.
- Creates an environment that is accessible by and designed for cycling and walking, with adequate facilities and attractive street conditions.
- Reduces parking requirements.
- Includes a transit stop or station that is a center of activity, convenient, comfortable and secure.
- Provides transit supportive uses (those that cater to convenience goods and service needs of residents, employees, and transit stop users).

Not transit "adjacent" development:

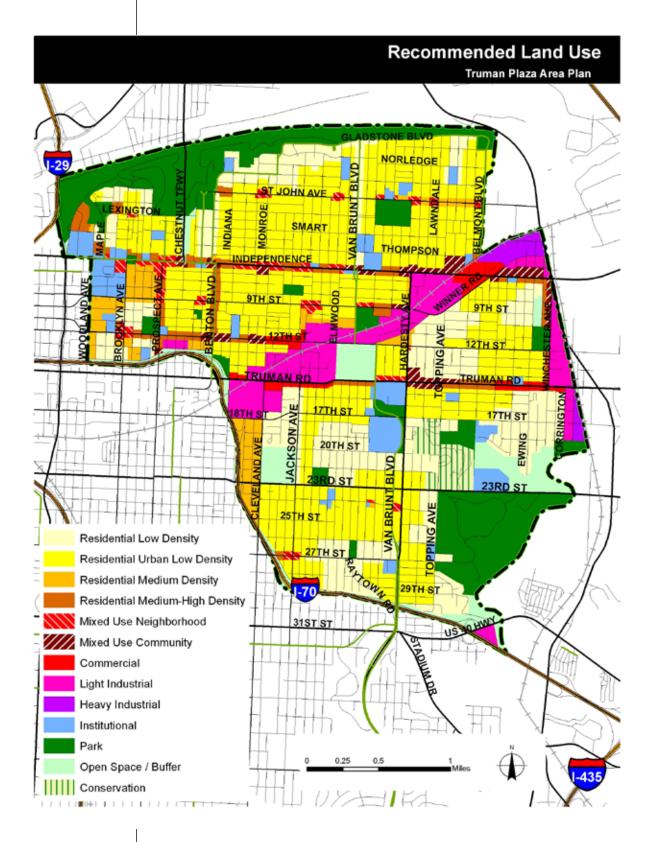
 Development near transit that is not oriented to or connected to transit and has the same parking ratio, roadway design, density, mix of uses and auto usage as any other development.

Land Trust of Jackson County Ownership in the Plan Area

Parcels	740
Acres	102

Among all property owners in the plan area, the Jackson County Land Trust owns the highest number of parcels and the third highest number of acres. A Land Banking program would have the ability to manage and sell vacant properties differently than the Land Trust.





LAND USE

and development

TRUMAN

Recommended Land Use Map

The Recommended Land Use Map and tables provide the framework for the appropriate land use, character, scale, and intensity of future development.

The Recommended Land Use Map promotes dense single family throughout the area, neighborhood scale mixed-use developments that are consistent with the surrounding character, and transitions between industrial and residential uses.

The following Recommended Land Use Map is the guide for future land use and zoning decisions and does not represent a change to the existing zoning. The map is based upon the values and aspirations of area residents, stakeholders, and others who participated in the planning process. The land use categories, related zoning districts, and definitions are described on the following pages.

Future Land Use Definitions

RESIDENTIAL LOW

Primarily intended for single family detached residential building types up to 7.2 units per acre. This land use classification corresponds with the "R-6," "R-7.5," and "R-10" zoning categories within the zoning ordinance.

RESIDENTIAL LOW (URBAN)

Primarily intended for single family detached residential development at typically higher densities that are consistent with the historic development of urban single family neighborhoods. This land use classification generally corresponds to the building types in the R-6, R-7.5 and R-10 zoning categories within the new zoning ordinance, but not the associated lot requirements. Currently, there is not a zoning category that restricts the building type to primarily single family development at these higher densities. The application of Neighborhood Conservation Overlay zoning is recommended - to more effectively match the density, intensity or established character of an area.

RESIDENTIAL MEDIUM

Intended for a variety of single family, semi-attached, townhome, and two-unit building types that allow up to 8.7 units per acre. This land use classification corresponds with the "R5"zoning category within the zoning ordinance.

RESIDENTIAL MEDIUM-HIGH

Includes small lot single-family development, townhomes, two-unit houses, and multi-unit houses (3 to 8 dwelling units) up to 17.4 units per acre. This land use classification corresponds with the "R-2.5" zoning category within the zoning ordinance.





















MIXED USE NEIGHBORHOOD

Primarily intended to accommodate and promote neighborhood serving retail sales or service uses, as well as mixed-use development consisting of business uses on a building's lower floors and residential uses on upper floors. This type of vertical, mixed-use development that includes a variety of business and residential choices should enhance the pedestrian environment of the community. Encouraging residential development in mixed-use areas provides increased housing choice and promotes higher density housing. This land use classification corresponds with the "BI" zoning category within the zoning ordinance.

MIXED USE COMMUNITY

Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than what is allowed in Mixed Use Neighborhood areas. This category should include a mix of business and residential uses designed to enhance the pedestrian environment of the community and correspond with the "B2" zoning category within the zoning ordinance.

COMMERCIAL

Primarily intended to accommodate "heavier" commercial activities and/or operations that are not found in or compatible with mixed-use neighborhood oriented environments. Included are large-scale commercial development targeted in designated areas along major arterials with highway access. This land use classification corresponds with the "B3" and "B4" zoning category within the zoning ordinance.

LIGHT INDUSTRIAL

Primarily intended for industrial uses that might include light manufacturing, warehousing, wholesale storage, distribution centers, office parks and will allow on-site customers and other less intensive industrial uses. These areas are intended to promote the economic viability of industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification corresponds with the "MI" zoning category within the zoning ordinance.

HEAVY INDUSTRIAL

Primarily intended to accommodate "heavier" industrial (generally of a higher intensity and larger scale than what is allowed in Light Industrial areas) uses which may accommodate manufacturing, warehousing, wholesale and other industrial uses. The purpose of this district is to establish and preserve areas for heavy industrial and related uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification corresponds with the "M2," "M3," and "M4" zoning categories within the zoning ordinance.

LAND USE

and development

INSTITUTIONAL

Areas designated as Institutional include a variety of public and quasi-public uses and facilities including but not limited to: schools, churches, and public facilities that are government owned. More intensive uses like hospitals, and large government office buildings should be limited to appropriate non-residential areas. Institutional uses are allowed in a variety of zoning categories, depending on their specific use and intensity.

PARKS

Public or private land reserved for parks and parkways that is intended to accommodate active and passive parklands, trails, recreational uses, or any other lands reserved for permanent park or recreation purposes.

OPEN SPACE/BUFFER

Consists of private or public lands that are in some way either temporarily or permanently reserved from development, including lands unsuitable for development. This includes but is not limited to creeks and stream buffers, floodplains, woodlands, severe slopes, and buffer zones around natural resources (areas difficult for development due to topography, hydrology, aged woodlands, archeological findings, etc.).

CONSERVATION DISTRICT

Conservation Districts are areas intended for conservation or open space developments. Conservation and Open Space Districts are intended to encourage flexibility in design standards (example: reduced lot sizes or increased density) in exchange for 60% or 30% open space preservation. These areas will provide additional open space and recreational amenities for residents, preserve environmentally sensitive resources as well as reduce stormwater runoff and water pollutants. This land use classification corresponds with the Conservation Development option for "R" Districts within the zoning ordinance.

OVERLAYS

Overlays may be used to further subdivide the established categories into subcategories or to indicate characteristics other than land use which may be significant on a particular map or in a particular plan. Examples of this are height, floor area ratio, special districts, types of structures (i.e. single family detached), and conservation areas.















The historic structure, in the middle of this picture, burned down, concern over what would take its place started this conversation.



The north side of Independence at Prospect is part of a Historic District



This building is uniquely curved to the intersection.

Independence & Prospect

In light of a recent fire and resulting demolition of a historic building on the prominent Independence & Prospect intersection, the Truman Plaza Area Plan staff, City Council, and Northeast Chamber of Commerce hosted a charrette to discuss the corridor. The specific corridor discussed was from Wabash to Chestnut, but implications were further in reach.

During the charrette goals were identified for the area, "end products" were discussed, a site analysis was presented, attendees discussed building design using a visual preference survey, building use / land use was discussed, and next steps were identified.

GOALS:

- 1. Protect the historic structures in the area.
- 2. Require infill development to adhere to the historic, pedestrian friendly layout of the area.
- Proactively seek out and establish uses in the node that residents desire and will use.
- 4. Require a standard of urban design that is pedestrian friendly and inviting.
- 5. Build this intersection as the historic main street of the northeast.
- 6. Encourage environmentally sustainable ("green") construction.
- 7. Promote local, organic redevelopment.
- 8. Revise zoning and / or zoning tools to require new development and redevelopment to adhere to the desired design of the corridor.

END PRODUCTS:

- 1. Make the discussion a component of the Truman Plaza Area Plan.
- 2. Revise the Independence Avenue Special Review Districts¹ guidelines to better reflect the vision for the corridor.

SITE ANALYSIS:

ZONING REGULATIONS

The following map shows the zoning districts along Independence Avenue from Wabash to Chestnut. R-6, R-2.5, and R-I.5 are residential districts, R3-2 is a community business district, and B4-5 is a heavy business/commercial district.

¹ There are currently two Special Review Districts along Independence Avenue, one from Paseo to Van Brunt and one from Van Brunt to (roughly) Cambridge. The Special Review Districts apply to commercially zoned properties.

LAND USE

and development

TRUMAN

SPECIAL REVIEW DISTRICT GUIDELINES

Currently, the commercial structures along the corridor are within the Independence Avenue West Special Review District (Paseo to Van Brunt).

A Special Review District (SRD) supplements zoning and defines physical characteristics of property. An SRD is an overlay district. It applies to property repair, rehabilitation or new construction. The review is triggered by building permit process.

Typical guideline elements include:

- Height, mass and location of buildings
- Landscaping of property and parking lots
- Building entrances
- Fencing materials
- Signage guidelines
- Building materials
- Awning materials and colors
- Roof lines
- Lighting



This map shows the general boundaries for the discussion (Olive to Chestnut). The colors show the zoning and the zoning is labeled, as well.

How does an SRD work?

- Plans are submitted detailing any proposed improvements.
- Staff determines conformance with guidelines.
 A SRD Committee reviews all applications for compliance with the guidelines and approves or denies the proposal.
- The committee is made up of property owners, employees or others appointed by the Mayor. The committee must operate under rules and regulations establish by the City Council.





This building is built up to the street (sidewalk), and on-street parking is adjacent to the sidewalk.



Signage on windows blocks a persons view into a store and does not allow persons inside a store to keep an eye on the street.



Utilizing different materials and treatments on streets where pedestrians walk, will indicate to drivers that they are passing through a special area, and hopefully slow down traffic.

BUILDING DESIGN

Attendees were shown a variety of buildings and were asked what they liked; their comments are below.

- Pedestrian Friendly Buildings built up to the street (sidewalk)
- On-Street Parking
- A destination place (not a destination building) where people can come and walk to many services
- Transparent windows (not covered by signage)
- Residential above businesses
- Unified signage
- City, not suburban layout
- Eco-friendly
- Transit friendly
- Businesses have individual uses and hours
- More uses, less space
- Character
- Different street materials (defined pedestrian walkways)
- Buildings that complement the history of the area
- Eclectic urban community
- Architecture/design that is specific to Kansas City
- Landscaping on/around sidewalks and in parking lots
- Shared Parking not one lot for each building or use
- Parking behind buildings
- Multi-use destination not single use or building destination
- Architectural design
- Historic architecture
- Unique facades
- Continuous storefronts (along street edge)
- Fewer access points easier for traffic (fewer turning points into traffic), more continuous sidewalks (fewer interruptions)
- Wide sidewalks, ensure sidewalks are wide enough in future developments, may need wider sidewalks for sidewalk cafes
- Use roofs (for gardens, terraces, etc.) don't waste the space

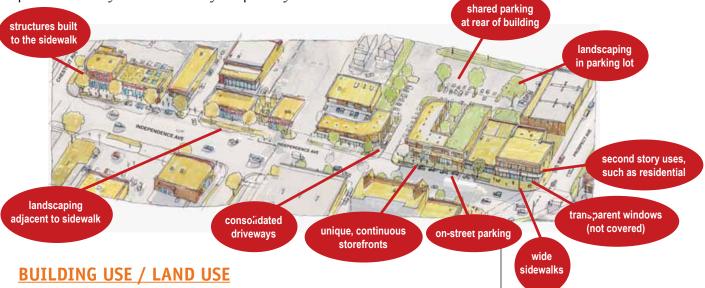
LAND USE

and development



Sketches were used to illustrate attendee's ideas regarding the corridor. The following was the preferred illustration from Chestnut to Prospect (south side of Independence Boulevard). The south side of Independence was used in this exercise because the north side (in this location) is part of a Historic District. Historic Districts require an additional design review.

The illustrations were used purely for descriptive purposes; there are currently no plans to alter any structure, as they are privately owned.



DESIRED USES ALONG THE CORRIDOR:

- Coffee Shop
- Nice liquor store
- Small businesses
- Nice ethnic restaurant
- White table cloth restaurant
- Uses similar to 39th Street West and artisan businesses like on 18th Street
- Farming Coop (where neighborhood gardens could sell produce)
- Responsible Franchise (franchise that is successful and respects unique areas, does not just apply their "model")

UNDESIRABLE USES ALONG THE CORRIDOR:

- Any "Adult" use
- Scrap Yards
- Junk Yards
- Check Cashing
- Pawn Shops
- Fast Food

IMPLEMENTATION

Attendees indicated their desire to revise the Independence Avenue Special Review District Guidelines. Revising the guidelines is included as an implementation item of the *Truman Plaza Area Plan*.





Truman Plaza has an existing street grid network, sidewalks, and bus service. However, improvements and maintenance are needed to ensure long-term sustainability and use of the systems. Also, additions are needed to accommodate bicyclists, and alternative transit service is currently being studied.

Vision Statement

Truman Plaza residents, businesses, and stakeholders take pride in and promote their vibrant, self-sustained community which consists of diverse, safe, historic and affordable neighborhoods with easy access to area services, resources, and jobs.

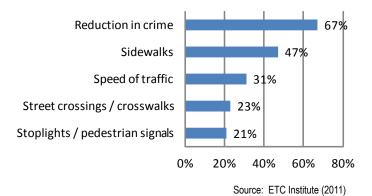
With the Vision Statement as the end target, the City, stakeholders, and residents, will reach the following area goals, guided by the following transportation principles. All of the guiding principles are based on the area goals. Each guiding principle has a set of recommendations to implement that guiding principle, and thus, the area goals.

Area Goals

PROMOTE SAFE AND CLEAN NEIGHBORHOODS AND DECREASE THE CRIME RATES.

In the resident survey completed while preparing this plan, over 67% of residents indicated a "reduction in crime" would make their neighborhood more pedestrian friendly. Having safe and clean neighborhoods will reduce crime, and a reduction in crime will help residents leave their homes and cars and use sidewalks, bikes, and buses.

What improvements would make your neighborhood pedestrian friendly?





Railroad tracks are a barrier in the plan area, and improvements are needed to facilitate mobility around these barriers.



Streetcars and automobiles once traveled together throughout Kansas City.

PROMOTE TRUMAN PLAZA AS THE ETHNIC AND CULTURAL HUB IN THE CITY OF KANSAS CITY.

Truman Plaza is already home to the most diverse population in Kansas City. To function as a destination, Truman Plaza must be easily accessible to all residents.

ATTRACT BUSINESSES AND ORGANIZATIONS THAT INCREASE EMPLOYMENT FOR AREA RESIDENTS.

An interconnected multi-modal transportation system will not only aid in attracting businesses, but will also serve residents accessing jobs outside of Truman Plaza. Ideally, many Truman Plaza residents are employed within the area, but easy access through the boundaries of this plan area will serve those that do not.

CAPITALIZE ON AND ENCOURAGE A WALKABLE LAYOUT OF THE COMMUNITY AND PROMOTE MULTI-MODAL TRANSPORTATION.

Sidewalks are the norm in the Truman Plaza area, not the exception; and transit service is bustling. Bike accommodations are planned and funded and boulevards are cherished. Better connections across barriers are needed to facilitate mobility throughout the plan area. Any new development will capitalize on these assets and must fit within the layout of the community.

EMPHASIZE, PROMOTE, AND PROTECT THE ATTRACTIVE AND HISTORIC CHARACTER OF THE AREA'S NEIGHBORHOODS AND CORRIDORS.

The attractive and historic character of the area's neighborhoods and corridors relate directly to the historic transportation system. Generations ago, corridors were established around the streetcar line and significant structures were built on the Boulevard system. This shows the level of impact the transportation system has on how the community develops. With any changes to the transportation system, we must emphasize, promote, and protect the attractive and historic character of the area's neighborhoods and corridors and make sure future transportation changes are sensitive to existing neighborhoods, businesses, institutions, and natural features.



Transportation Guiding Principles

- 1. MODIFY THE TRANSPORTATION SYSTEM TO ENSURE IT SERVES ALL MODES OF TRANSPORTATION ("COMPLETE STREETS" OR "LIVABLE STREETS").
- 2. REINFORCE AND EXTEND THE BOULEVARD SYSTEM.
- 3. IMPROVE PEDESTRIAN ACCESS (WALKABILITY).
- 4. ENHANCE THE PUBLIC TRANSPORTATION SYSTEM LOCALLY AND REGIONALLY TO IMPROVE ACCESS AND RIDEABILITY.

The following lists are actions needed to achieve each guiding principle. There are many other feasible and needed actions, but the list states the priorities for the area for the next 7-10 years.

MODIFY THE TRANSPORTATION SYSTEMT TO ENSURE IT SERVES ALL MODES OF TRANSPORTATION ("COMPLETE STREETS" OR "LIVABLE STREETS").

- Eliminate or reduce the negative impacts barriers have in the area. The major roadway barriers are shown on the Proposed Connectivity Improvements Map (page 38).
- Study the addition of rapid rail through the area and pursue future steps, as outlined in the Alternatives Analysis (study managed by the Mid-America Regional Council (MARC)).
- Ensure any proposed transit addition meets the goals, and follows the recommendations of this Plan.
- Preserve, enhance, and restore the existing grid network of streets. Avoid street closures and vacations, as they erode the character and connectivity of the area.
- Capitalize on the rail lines through the area by supporting rail-served developments
 and industry, in addition to transit oriented development where the proposed land
 use is consistent with the Recommended Land Use Map.
- Complete the *Trails KC Plan*: Blue River Trail, Katy Trail Extension, Van Brunt Trail, Northeast Trail, connection to Riverfront Heritage Trail, and Chouteau Trail, as shown on the Proposed Bike Routes & Trails Map (page 39).
- Add bike lanes along routes as designated in the *Bike KC Plan*, and add recommended routes to Bike KC, as shown on the Proposed Bike Routes & Trails Map.
- Modify the *Major Street Plan* to more accurately depict the current and future conditions in the area, as shown on the Proposed Major Street Plan Map (page 40).
 - ~ The Major Street Plan identifies a network of major streets that move large volumes of traffic from one place to another.
- Recognize the collector street system, as shown on the proposed Major Street Plan Map.
 - Collector streets provide linkages between major streets and neighborhoods or provide a continuous connection between neighborhoods. While these are not major streets, they are important to the connectivity of areas.

REINFORCE AND EXTEND THE BOULEVARD SYSTEM.

- Reinforce the Kessler Plan.
- Enforce the Boulevard & Parkway Standards.
- Extend the "Boulevard" designation on Independence from the River Market through the entire plan area.





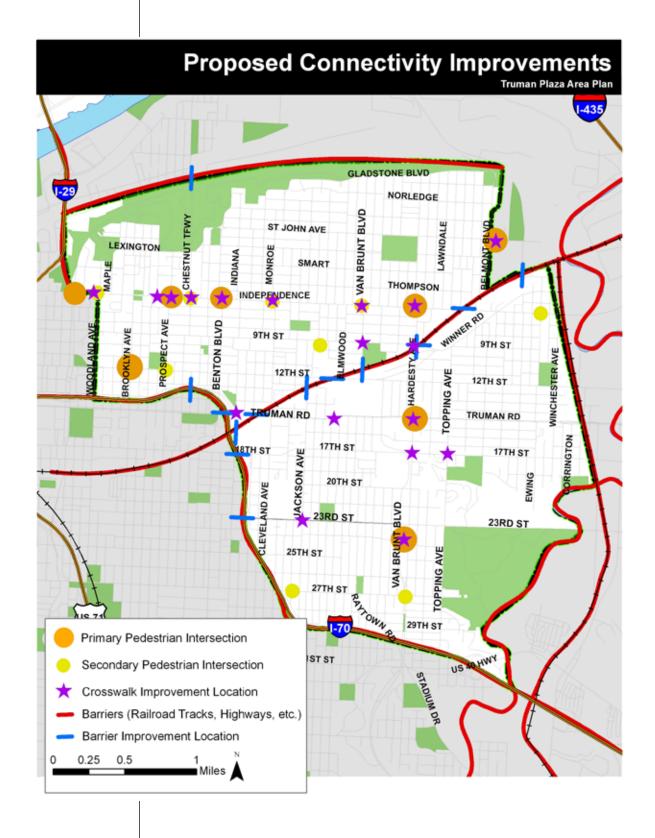
The presence of railroads can also improve commerce and transit oriented development opportunities in the plan area



Currently, bicyclists are using sidewalks. Forty-nine percent of area residents think bike lanes would make their neighborhood more bicycle friendly (highest response).

Steep slopes, interstate highways, rivers, and railroad tracks are barriers along the edges of the plan area.















IMPROVE PEDESTRIAN ACCESS (WALKABILITY).

- Perform a Crime Prevention through Environmental Design (CPTED) review on all site plans.
 - ~ CPTED examines the built environment and how criminal activity is facilitated or deterred based on how a space or thing is designed.
- Pursue traffic calming in neighborhoods. Traffic calming techniques are used to slow down automobile traffic. Key locations for traffic calming include:
 - ~ Benton Boulevard, south of 9th street (for southbound traffic)
 - ~ Truman Road at Elmwood Avenue
 - ~ 17th Street, between White Avenue and Belmont Avenue
 - ~ 9th & Prospect
 - ~ Independence Avenue/Boulevard
- Add and/or improve crosswalks in key locations, as shown on the Proposed Connectivity Improvements Map. Primary and Secondary Pedestrian Intersections
 (as identified on the Proposed Connectivity Map) should receive the best (most enhanced) crosswalk treatments. Key locations for improved crosswalks include:
 - ~ Independence & Paseo to Woodland
 - ~ Independence & Prospect
 - ~ Independence & Benton
 - ~ St. John and Belmont
 - ~ 24th Street, between Van Brunt & Hardesty
 - ~ Independence & Wabash
 - ~ Truman & Indiana
 - ~ 23rd & Jackson (cemetery wall)

- ~ 17th & Topping
- ~ 17th & Hardesty (by Van Brunt Park)
- ~ Independence & Hardesty
- ~ Truman Road & Hardesty
- ~ Independence & Van Brunt
- ~ 9th & Van Brunt
- ~ 9th & Hardesty
- ~ Truman Road & Elmwood
- Using the Kansas City Walkability Plan as a guide, ensure new development provides adequate pedestrian access and connections. Ensure all buildings have primary access with direct and delineated pedestrian connections onto every street frontage, and sidewalks should run parallel to every abutting street.

ENHANCE THE PUBLIC TRANSPORTATION SYSTEM LOCALLY AND REGIONALLY TO IMPROVE ACESS AND RIDEABILITY

- Perform a Crime Prevention through Environmental Design (CPTED) review on vertical transit improvements (shelters, benches, signage, etc.).
- Ensure transit stops are equipped with adequate lighting.
 - ~ Considering there is more activity at transit stops, the typical City lighting standard may not provide sufficient lighting. Perceptions of safety should be the primary consideration when determining transit stop lighting levels.
- Make it easier for people to know how to use the bus by increasing the availability of transit related information (maps, schedules, ticket purchasing locations, etc.) and market the recommended improvements.
- Evaluate the bus service to ensure service is efficient and accommodating, in this area there is currently a deficiency in North-South service.
- Make aesthetic improvements to bus stops, so they are consistent in design and complementary to the architecture and character of the area.











Crosswalk improvements are needed throughout the plan area, priorities are mapped on page 38.





Introduction

This section provides the tools and steps to implement the guidelines, recommendations and actions outlined within the Area Plan, and assigns responsibilities for implementation.

Area Plan Implementation Committee

Although the City will be an active partner in efforts to implement the recommendations and strategies of the Area Plan, the success of the Plan will be the direct result of sustained leadership and support by citizens and other community groups. To begin the implementation process, it is recommended a planning leadership group be formed, hereafter referred to as the Truman Plaza Area Plan Implementation Committee. This community-based committee should include interested citizens, neighborhood organizations, business owners, business organizations, non-profits, and other community organizations/agencies. The Committee should be formed following the adoption of the Plan by the City Council.

Summary of Financing Programs

There are a variety of funding sources which governmental agencies, local business owners, and developers can pursue to meet the financial needs of the proposed recommendations. The following section lists the currently available financing techniques open to the community to pursue for implementation of the recommendations. It should be noted that this list is not exhaustive and other funding mechanisms may be available in the future.

1. COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Eligible Projects/Programs: Housing and Neighborhood Improvements.

2. ENTERPRISE ZONE/EMPOWERMENT ZONE

Eligible Projects/Programs: Economic Development and Jobs Creation.

3. PUBLIC IMPROVEMENT ADVISORY COMMITTEE (PIAC)

Eligible Projects/Programs: Transportation and Infrastructure.

4. SPECIAL BUSINESS DISTRICTS

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

5. COMMUNITY IMPROVEMENT DISTRICT (CID)

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure Security.

6. NEIGHBORHOOD IMPROVEMENT DISTRICT (NID)

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

7. TRANSPORTATION DEVELOPMENT DISTRICT (TDD)

Eligible Projects/Programs: Transportation and Related Urban Design.



8. THE SAFE, ACCOUNTABLE, FLEXIBLE AND EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA)

Eligible Projects/Programs: Transportation and Related Urban Design.

9. PLANNED INDUSTRIAL EXPANSION AUTHORITY (PIEA)

Eligible Projects/Programs: Economic Development and Housing (Abatement)

10. MISSOURI HISTORIC TAX CREDITS

Eligible Projects/Programs: Economic Development (Historic Rehabilitation)

11. CHAPTER 353 INCENTIVE (URBAN REDEVELOPMENT CORPORATIONS)

Eligible Projects/Programs: Urban Design, Transportation, Infrastructure, Housing

Implementation Matrix

The following matrix divides the recommendations from this Plan into three categories:

First Year Priority Projects: The recommendations that, through the planning process, were identified as the first priorities to pursue.

Ongoing Implementation Items: The recommendations that are ongoing and have no defined start or end date.

Initiated Implementation Items: The recommendations that need someone to initiate the action.

The work plan for implementation is summarized in the following matrix elements:

ACTION STEPS

First steps in implementing Plan recommendations.

PAGE

The page number that specifically mentions the recommendation, the place to look for more details.

IMPLEMENTATION RESPONSIBILITIES

Lead organizations and partners responsible for initiation, oversight, and monitoring. These may include:

- **City/Govt Agencies**: various city and other governmental departments, boards, and commissions.
- Implementation Committee: implementation committee, as defined above.
- Neighborhoods: citizens and neighborhood organizations.
- Property Owners/Developers: property owners or developers.
- **Community/Social Service Agency**: community, social services, faith-based, non-profit organizations, etc.
- **Business Community**: businesses, business associations, chambers of commerce, community improvement district, etc.



First Year Priority Projects

First fear Priority Pr	-,		Respo	nsik	le Part	y/Partic	es
	_	(X = Lea				
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community
Support the development of the Northeast Community	12	Χ	0	0		0	
Center at 9th and Van Brunt Boulevard.							
Downzone or re-zone properties to match the	23	0	Х	0	0		0
Recommended Land Use Map.							
Revise the Independence Avenue Special Review Districts to	23	0	Х	0	0	0	0
include more stringent design guidelines for Independence							
Avenue.							
Incorporate minimum design standards into the	23	Х					
development code and enforce equally throughout the							
area.	4.0	_		_	_		
Support the creation of a Community Improvement District	19	0	0	0	0	0	Х
(CID) along major corridors including Independence.							
Proactively promote and apply development incentive tools	19	Х			0		
in target areas, as shown on the Economic Development	19	^			U		
Map on page (20). Including the research and							
implementation of a micro-lending program, and façade							
Market the area as the hub of ethnic and cultural	18		0	0	0	Х	0
businesses.				•			
Provide opportunities for citizens to increase their	13	0	Х	0	0	0	0
knowledge of City property code requirements so they							
know what is required of/at their property and so persons							
know when they should report a violation.							
Create a program that proactively purchases, maintains,	25	Χ	0	0	0	0	0
and sells vacant / underutilized property (Land Banking							
Program).							
Identify vacant / underutilized properties and promote /	13, 25	Х	0	0	0	0	0
incent redevelopment at these sites. Until redeveloped,							
maintain vacant lots and explore alternative uses such as							
urban agriculture and storm water retention.							
Work with regional municipalities to pass an ordinance (one	13	Х	0				0
for each municipality) that requires retailers to stock spray	13	^					
paint behind glass (to reduce shoplifting of spray paint that							
could be used for graffiti).							
	12	V		0		0	
Continue to expand the neighborhood / CDC program for	13	Х	0	0	0	0	0
mowing vacant lots, neighborhood code enforcement for							
vacant properties, and graffiti removal.	12	V		0			
Implement and enforce a curfew in Parks.	12	Х	0	0			



_	Ongoing Implementation Items Responsible Party/Parties										
		for	(X	= Lead F	arty; O	= Suppo	rting Pa	rty)			
Acti	ons Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community			
	Perform a Crime Prevention through Environmental Design	23	Х			0	0 0.				
	(CPTED) review on all site plans.										
	Encourage a dense and diverse mix of buildings and uses situated on compact pedestrian scale blocks with high lot converge, and typically at a higher scale and intensity than other areas of the City.	24	Х	0	0	0	0	0			
	Small pedestrian scale blocks should be utilized in development projects. Large "superblocks" degrade the existing street connections and are discouraged.	24	Х	0	0	0					
	Encourage new non-residential development / redevelopment to site buildings abutting streets, orient building access points to streets and sidewalks, and provide a direct, delineated connection to transit locations, where relevant.	25	X	0	0	0					
Review	Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots, building entrances on both sides are encouraged.	25	0	0	0	Х					
Development / Design Review	Emphasize pedestrian access to buildings by placing parking lots behind buildings and placing non-single-family buildings near the street.	25	0			Х					
evelopme	Using the Kansas City Walkability Plan as a guide, ensure new development provides adequate pedestrian access and connections.	41	0			Х					
ŏ	All buildings should have primary access with direct and delineated pedestrian connections onto every street frontage and sidewalks should run parallel to every abutting street.	41	0			Х					
	Ensure that new non-residential development is respectful of the building design, site layout, density, massing and scale of surrounding neighborhoods.	13	Х		0	0		0			
	Encourage new market rate housing and ensure the design is consistent with the character of the existing housing stock (architectural style, setbacks, massing, and scale).	12	Х	0	0	0					
	Avoid concentrating subsidized housing, social service housing, and social services.	13	Х		0	0	0				
	Focus commercial and non-residential zoning at key nodes as recommended by the Recommended Land Use Map.	23	0	X		0		0			



Ongoing Implementation Items Responsible Party/Parties										
		for		= Lead F	Party; O		rting Pa	rty)		
Actio	ons Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Owners/Developer s	Community/Social Service Agency	Business Community		
	Downzone or re-zone properties to match the	23	0	X	0	0	0 0,	0		
	Recommended Land Use Map.									
	Do not support commercial expansion unless supported in the Land Use Map.	23	Х	0	0	0		0		
	Enforce the Boulevard & Parkway Standards.	37	Х	0	0	0				
	Preserve, enhance, and restore the existing grid network of	24, 37	X	0		0				
W	streets. Avoid street closures and vacations, as they erode the character and connectivity of the area.	21,37	*)		,				
Revie	Recognize the collector street system, as shown on the Proposed Major Street Plan Map.	37	Х	0						
/ Design	Proactively promote and apply development incentive tools in target areas, as shown on the Economic Development Map on page (20).	19	Х			0				
Development / Design Review	When incentives are used for new non-residential developments or redevelopments, initiate a program that will divert a portion of the financial benefits from the incentivized development into the surrounding neighborhoods to fund improvements.	14	Х	0	0	0		0		
	When incentives are used for non-residential development/redevelopment, include a requirement to employ a minimum percentage of persons residing within five miles of the site.	14	0		0	Х	0	0		
	Ensure developments utilizing incentives and revitalization programs meet the standards and guidelines recommended in the Land Use and Development and Transportation Chapters.	19	Х	0	0	0				
_	et job attraction and retention efforts to the sectors that more likely to employ existing and future area residents.	18	Х					0		
Mar	ket the area as the hub of ethnic and cultural businesses.	18		0	0	0	Х	0		
	tinue and promote training and educational programs for businesses.	18	0	0			Х	0		
Prov and	reide recruiting and job training assistance to area businesses residents by linking them with area organizations and access that offer the needed and appropriate resources.	18	Х				0	0		
busi effe skills	ze demographic data when determining which new nesses to solicite for the plan area. Using this information ctively will maximize the compatibility of area residents' and education with employer needs to ensure area dents have the opportunity to take advantage of new jobs.	18	Х			0	0	0		



Ongoing Implementation Items											
			-	onsible	-						
	for		= Lead I	Party; O		rting Pa	rty)				
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Owners/Developer s	Community/Social Service Agency	Business Community				
Encourage existing business assistance. Create the business	18	Х				0	0				
environment that fosters business development and growth by											
proactively engaging with businesses and entrepreneurs to											
provide the necessary resources for success.											
Research and implement a micro-lending program for area	19	Х				0	0				
businesses.											
Identify vacant / underutilized properties and promote / incent	25	Х	0	0	0	0	0				
redevelopment at these sites.											
Target job attraction efforts to ethnic businesses.	18	Χ					0				
Attract and establish desired businesses and services in the	18	Х					0				
planning area.											
Capitalize on the rail lines through the area by supporting rail-	37	Χ			0		0				
served developments and industry in addition to transit oriented											
development, where the proposed land use is consistent with											
the Recommended Land Use Map.											
Improve and coordinate infrastructure at targeted nodes.	23	Χ	0	0	0						
Improve sidewalk maintenance by repairing where needed,	13	0	0	0	Х	0	0				
installing where missing, and cleaning where unpleasant.											
Eliminate or reduce negative impacts barriers have in the area.	37	Х	0								
Utilize CPTED when designing and redesigning area parks.	12	Χ									
Perform a Crime Prevention through Environmental Design	41	Х									
(CPTED) review on vertical transit improvements (shelters,											
benches, signage, etc.).											
Ensure transit stops are equipped with adequate lighting.	41	X	0	0	0	0					
Ensure any proposed transit addition meets the goals, and	37	Х	0	0	0	0	0				
follows the recommendations of this Plan.											
Complete the Trails KC Plan: Blue River Trail, Katy Trail	37	Х	0		0						
Extension, Van Brunt Trail, Northeast Trail, connection to											
Riverfront Heritage Trail, and Chouteau Trail, as shown on the											
Proposed Bike Routes & Trails Map.											
Add bike lanes along routes as designated in Bike KC, and add	37	Х	0								
recommended routes to Bike KC, as shown on the Proposed Bike											
Routes & Trails Map.			-				_				
Work with the Water Department to make improvements as	25	Х	0	0	0		0				
outlined in the Overflow Control Plan to eliminate flooding in											
the plan area. Preserve and maintain existing and future parks and boulevards	12	V		0							
•	12	Х	0	0							
to the highest standards.											



		Responsible Party/Parties (X = Lead Party; O = Supporting Party)						
	or	(X	rting Pa	rty)				
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community	
Program area parks to fit the current and future needs and wants of area residents.	12	Х	0	0				
Reinforce the Kessler Plan.	37	Χ	0		0			
Improve availability and accessibility of translation services to assist in communication between non English speaking business owners, property owners, developers, City staff, and neighborhoods (to convey the regulations of the City and desires of the neighborhood).	13	0	0			Х		
Provide and promote cultural education opportunities and classes to increase understanding between the various cultures.	13	0	0			Х	0	
Increase the understanding that building permits are required to better ensure enforcement of development code and special review district regulations.	23	0	0	0	0	Х	0	
Provide opportunities for citizens to increase their knowledge of City property code requirements so they know what is required of/at their property and so persons know when they should report a violation.	13	0	Х	0	0	0	0	
Downzone or create overlay districts (neighborhood conservation, pedestrian, historic district) where supported by the Recommended Land Use Map and as recommended by neighborhood residents and leaders.	23	0	Х	0	0			
Promote the preservation of historically and / or architecturally significant structures.	24	0	Х	0	0	0	0	
Support the listing of historically and /or architecturally significant structures on the National and/or Local Register of Historic Places.	24	0	X	0	0	0	0	
Provide and promote cultural education classes to increase understanding of US business practices. The classes should focus on teaching businesses practices that will help ensure success in the local business market.	18	0	0	0	0	Х	0	
Continue to host, expand, and start new community events in Truman Plaza (for example, the Ethnic Enrichment Festival).	18		0	0		Х	0	
Market individual area neighborhoods for their unique character and assets.	13	0	0	Х	0	0	0	
Wherever feasible, rehabilitate vacant structures.	13	0		0	Х	0		



Ongoing Implement	ationit	ems					
			arties				
	ъ	(X	= Lead F	arty; O		rting Pa	rty)
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community
Until redeveloped, maintain vacant lots and explore alternative	13, 25	Х	0	0	0	0	0
uses such as urban agriculture and storm water retention.							
Discourage liquor permits for bars, nightclubs, and late-nigh operations; particularly when adjacent to residential neighborhoods.	13	Х	0	0	0	0	0
Increase capacity of area organizations to implement the Plan.	13	Х	0	0	0	0	0
Create a marketing plan for the identified commercial nodes as identified on the Economic Development Map.	13	0			0		Х
Teach neighborhoods how to track code violation complaints on the City's website.	13	Х	0	0		0	0
Provide and promote cultural education opportunities and classes to increase understanding between the various cultures.	13	0	0	0	0	Х	0
Proactively provide translation, visual documentation (pictures), and referrals to agencies for financial assistance information with notices of code violations.	13	Х					
Add a dense, urban single family classification into the Development Code or promote the use of the neighborhood conservation overlay.	24	Х	0	0	0	0	
Implement the ordinance that allows the City to serve as the victim / prosecuting party when illegal activities occur on vacant properties.	25	Х	0	0	0	0	
Apply the concepts of transit-oriented development (TOD) along the primary transit corridors and near future transit stations.	25	0			Х		
Utilize CIDs to maintain commercial nodes and corridors, remove graffiti, provide security and address other needed activities and services.	19	0	0	0	0	0	Х
Continue to expand the neighborhood / CDC program for mowing vacant lots.	13	Х		0		0	
Continue and expand the neighborhood code enforcement program for vacant properties.	13	Х		0	0		0
Implement a neighborhood / CDC program for graffiti removal.	13	Х	0	0		0	0
Track neighborhood typology indicators (listed in the Neighborhoods and Housing Chapter) to identify changes in housing and neighborhood livability.	14	Х	0	0			



Initiated Implementation Items

Initiated Implementa		Responsible Party/Parties							
	ore	(X = Lead Party; O = Supporting Pa							
	Ę	(A = L	cau Pal	Ly, C	- عرب عدد - ر	ou ung	raity)		
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community		
Improve and coordinate infrastructure at targeted nodes.	23	Х	0	0	0				
Eliminate or reduce the negative impacts barriers have in the area.	37	Х	0						
Study the addition of rapid rail through the area and pursue future steps, as outlined in the Alternatives Analysis (study managed by the Mid-America Regional Council (MARC)).	37	Х	0	0	0	0	0		
Preserve, enhance, and restore the existing grid network of streets. Avoid street closures and vacations, as they erode the character and connectivity of the area.	37	Х			0				
Complete the Trails KC Plan: Blue River Trail, Katy Trail Extension, Van Brunt Trail, Northeast Trail, connection to Riverfront Heritage Trail, and Chouteau Trail, as shown on the Proposed Bike Routes & Trails Map.	37	Х	0		0				
Add bike lanes along routes as designated in Bike KC, and add recommended routes to Bike KC, as shown on the Proposed Bike Routes & Trails Map.	37	Х	0						
Pursue traffic calming in neighborhoods.	41	0	Х						
Add and improve crosswalks in key locations, as shown on the Proposed Connectivity Improvements Map.	41	0	Х	0	0				
Improve sidewalk maintenance by repairing where needed, installing where missing, and cleaning where unpleasant.	13	0	0	0	Х	0	0		
Program area parks to fit the current and future needs and wants of area residents.	12	Х	0	0					
Perform a CPTED review of all Parks and make recommended improvements.	12	Х	0						
Perform a Crime Prevention through Environmental Design (CPTED) review on vertical transit improvements (shelters, benches, signage, etc.).	41	Х							
Make aesthetic improvements to bus stops, so they complement the architecture and character of the area.	41	0	Х	0	0	0	0		
Modify the Major Street Plan to more accurately depict the current and future conditions in the area, as shown on the Proposed Major Street Plan Map.	37	Х	0						



Initiated Implementation Items

Initiated Implementati	on itei	Responsible Party/Parties									
	é		(X = Lead Party; O = Supporting								
	mor	(X =	Lead P	arty	; O = Su	pportin	ig I				
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community				
Recognize the collector street system, as shown on the	37	Х	0								
Proposed Major Street Plan Map.											
Downzone or create overlay districts (neighborhood conservation, pedestrian, historic district) where supported by the Recommended Land Use Map and as recommended by neighborhood residents and leaders.	23	0	Х	0	0						
Add a dense, urban single family classification into the Development Code or promote the use of the neighborhood conservation overlay.	24	Х	0	0	0	0					
Apply the concepts of transit-oriented development (TOD) along the primary transit corridors and near future transit stations.	25	0			Х						
Focus large redevelopment efforts at the "Hardesty Federal Complex" at Independence Ave. and Hardesty Ave., and between Truman Road and the Railroad tracks, from Cleveland Ave. and Elmwood Ave.	19	0	0	0	Х		0				
Encourage existing business assistance. Create the business environment that fosters business development and growth by proactively engaging with businesses and entrepreneurs to provide the necessary resources for success.	18	Х				0	0				
Encourage an incubation initiative for new businesses to build a customer base, business skills, and ensure future success.	18	0				Х	0				
Provide recruiting and job training assistance to area businesses and residents by linking them with area organizations and agencies that offer the needed and appropriate resources.	18	Х				0	0				
Provide and promote cultural education classes to increase understanding of US business practices. The classes should focus on teaching businesses practices that will help ensure success in the local business market.	18	0	0	0	0	X	0				
Continue and promote training and educational programs for new businesses.	18	0	0			Х	0				
Conduct a Citywide Economic Development Study to determine area strengths and needs.	19	Х	0	0	0	0	0				



Initiated Implementation Items

Initiated Implementatio	11100111	Responsible Party/Parties						
	ore					Support		
Actions Steps	Page # in Plan (see for more details)	City/Govt Agencies	Implementation Committee	Neighborhoods	Property Owners/Developers	Community/Social Service Agency	Business Community	
Research and implement a micro-lending program for area	19	Х				0	0	
businesses.								
Encourage funding for and utilization of a façade improvement program.	19	0	0		0	0	Х	
Create a marketing plan for the identified commercial nodes.	13	0			0		Х	
Provide and promote cultural education opportunities and classes to increase understanding between the various cultures.	13	0	0			Х	0	
Increase the understanding that building permits are required to better ensure enforcement of development code and special review district regulations.	23	0	0	0	0	Х	0	
Proactively provide translation, visual documentation (pictures), and referrals to agencies for financial assistance information with notices of code violations.	13	Х						
Make it easier for people to know how to use the bus by increasing the availability of transit related information (maps, schedules, ticket purchasing locations, etc.) and market the recommended improvements.	41	X	0					
Evaluate the bus service to ensure service is efficient and accommodating.	41	Х	0	0		0	0	
Extend the "Boulevard" designation on Independence from the River Market through the entire plan area.	37	0	Х	0	0	0	0	
Market individual area neighborhoods for their unique character and assets.	13	0	0	Х	0	0	0	
Initiate actions recommended by neighborhood typology.	16	0	Х					
Teach neighborhoods how to track code violation complaints on the City's website.	13	Х	0	0		0	0	
Provide and promote cultural education opportunities and classes to increase understanding between the various cultures.	13	0	0	0	0	X	0	
Work with the Water Department to make improvements as outlined in the Overflow Control Plan to eliminate flooding in the plan area.	25	X	0	0	0		0	