

## NEIGHBORHOOD CONSERVATION OVERLAY 4

EXECUTIVE SUMMARY 4.1

PREVIOUS STUDIES & COMMUNITY INPUT 4.2

CORRIDOR PROFILE 4.3

REGULATORY CONCEPTS 4.4

DRAFT STANDARDS & GUIDELINES 4.5

APPENDIX 4.6

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EXECUTIVE SUMMARY 4.1

INTRODUCTION 01

STUDY OVERVIEW 02

NEXT STEPS 03

01 INTRODUCTION

> Background

Mattie Rhodes Center (MRC)

Mattie Rhodes Center (MRC) is a community-based not for profit organization located in the Historic Northeast community. Established in 1894, its mission is to enrich the lives of individuals, families, and communities in a respectful, multicultural environment. MRC serves as the fiscal agent for the “Historic Northeast – Sustainable Redevelopment Project” Planning Sustainable Places Grant from MARC on behalf of the NorthEast Alliance Together (NEAT).

Agencies located in or serving residents of the Northeast began meeting regularly in 2011 to explore opportunities for collaboration and to attract additional resources to the area. Over the course of 2012, this group was formalized into the NorthEast Alliance Together (NEAT), a strategic alliance of neighborhood associations. This group, facilitated by former Mayor Kay Barnes, has met for over two years and is working with business owners, property owners, city staff, elected officials, and private developers to develop strategies to improve the sustainability of the Historic Northeast and implement the recommendations of prior planning efforts.

Planning Sustainable Places Grant

When the Planning Sustainable Places grant opportunity arose, NEAT identified the grant as an opportunity to complete pre-development and business development activities in support of their overall mission. As the application developed, participants volunteered to support the effort. Local Initiatives Support Corporation (LISC), Hardesty Renaissance EDC, and the City of Kansas City committed to provide matching funds; Mattie Rhodes Center submitted the application; and additional alliance participants provided letters of support.

Sustainable Redevelopment Project Study Team

A multi-disciplinary team, led by el dorado inc, was selected to assist the Mattie Rhodes Center and its partners prepare a sustainable redevelopment project for the Independence Avenue Corridor including the following projects: Transportation System Priority Improvements, Real Estate Market Analysis, Hardesty Renaissance Planning and Feasibility Study, and Neighborhood Conservation Overlay District Assistance.

Vireo’s responsibility was preparation of draft Neighborhood Conservation Overlay District (NCOD) standards and guidelines utilizing the work prepared by the Kansas City Design Center (KCDC), the City, and a wealth of previous community input as a basis for planning and community input.



MATTIE RHODES CENTER, COMMUNITY EVENT



MULTI-MODAL TRANSPORTATION



URBAN GARDENING

### > Neighborhood Conservation Overlay District Assistance

#### Study Purpose

In 2012, the Truman Plaza Area Plan was adopted by City Council (Ordinance #110976). One of the top priorities of the Plan is to, “Revise the Independence Avenue Special Review Districts to include more stringent design guidelines for Independence Avenue.”

Upon discussing the various types of overlays, the community decided that a Neighborhood Conservation Overlay District was more appropriate to meet their needs than the existing Special Review District Overlay. The rationale behind this decision was that the Neighborhood Conservation Overlay can limit the flexibility of the underlying base zoning to more effectively match the density, intensity, or established character of an existing area and may establish specific design guidelines, while the Special Review District Overlay only addresses design guidelines.

The purpose of the overlay is to establish special land use and design regulations, standards and/or procedures, for new

development, to ensure the rich historic, cultural, and multi-ethnic character of the area is preserved and property values are enhanced. While the Kansas City Development Code allows Neighborhood Conservation Overlays (Section 88-225), this will be the first application.

This report documents the study process to date, provides background information on the character and context of the corridor, summarizes community input collected since 2011, presents regulatory options, and presents draft standards and guidelines for further refinement.

#### Study Resources

In 1998, the City Council passed two ordinances establishing Special Review District Overlays along Independence Avenue. The Independence Avenue West Special Review District (Ordinance #981058) is bound by Lydia Avenue on the west, Sixth Street on the south, Van Brunt Boulevard on the east and Roberts Street on the north. The Independence Avenue East Special Review District (Ordinance #981059) is bound by Van Brunt Boulevard on the west, Sixth Street on the south, Winchester Avenue on the east and Roberts Street on the north.

In 2008, City Council adopted a new Development Code (adopted by Ordinance #081033, last amended by Ordinance #120939). The Development Code allows for the adoption of Overlay Districts to address specific aspects of land use control or development design that transcend base zoning district provisions. Overlay districts permit greater design flexibility than otherwise permitted by the conventional standards of the Development Code.

In 2011, the Housing Authority of Kansas City, Missouri was awarded a Choice Neighborhoods Initiative grant by the Department of Housing and Urban Development to develop a Transformation Plan for the replacement of the Chouteau Courts apartments and revitalization of the surrounding neighborhood. The Transformation Plan represents the culmination of the planning process and community input. It is the revitalization plan that will guide the community through the redevelopment phase of the public housing development and the surrounding neighborhood to implement the goals and objectives established through the planning process in the categories of housing, people, and neighborhoods.

In the fall of 2012, the Kansas City Design Center (KCDC), a partnership of civic leaders, professional designers, and architecture and planning students and faculty from the University of Kansas and Kansas State University, was enlisted to work within the Historic Northeast to create an urban vision for the Independence Avenue Corridor. KCDC built a model of the corridor, analyzed parcels, and assembled visual characterizations of the corridor, among many other tasks.

Currently, the City of Kansas City, Missouri is preparing a study to determine the alignment of the next streetcar phase. Independence Avenue / Boulevard is one of the seven corridors under consideration.

#### Study Scope Assumptions

The City Planning & Development Department in conjunction with the KCDC provided an analysis of the existing corridor-wide characteristics and proposed an outline (with rationale) of subdistricts that have common characteristics / uses / history.

In addition, the wealth of community input and planning since 2011 served as a basis for preparation of the draft NCOD district standards and guidelines, the subject of this study.



02 STUDY OVERVIEW

This Study represents an initial strategy for the redevelopment of an aging corridor into a pedestrian-friendly, mixed-use area for the Truman Plaza Area community. This vision will be realized over time as the corridor continues to change and evolve. The goal for the study is to retain and enhance the unique character and context of the Independence Avenue corridor as it continues to change with renovations, additions, and new building construction.

This study is comprised of four sections and an appendices as follows.

> Study Sections

**Section One: Previous Studies and Community Input Sources**

Agencies, business owners, property owners, city staff, elected officials, and private developers located in or serving the Northeast have met regularly since 2011 to explore opportunities for collaboration and to develop strategies to improve the sustainability of the Historic Northeast, including the Independence Avenue Corridor.

This part of the report includes a summary of community comments from each of the outreach efforts, followed by identification of community input themes that informed the “Regulatory Concepts” and served as the basis for the creation of draft NCOD Standards and Guidelines. A summary of each plan, with an emphasis on content relevant to this study is included for:

- Truman Plaza Area Plan
- Paseo Gateway Choice Neighborhoods Transformation Plan
- Kansas City Design Center (KCDC)

**Section Two: Corridor Profile**

The Independence Avenue Corridor area is eclectic, with a range of existing uses, characteristics, and contexts. These conditions help shape development patterns and may influence its perceived compatibility. Understanding corridor characteristics, including physical conditions and dynamic aspects such as past

and future changes, is an important part of this study.

This section outlines existing conditions in the corridor. It begins with unique districts, or “character areas” within the corridor, analysis of land use and zoning, and concludes with a description of the existing overlay district regulations.

**Section Three: Regulatory Concepts**

This part of the report begins with a summary of design objectives, quantitative regulatory tools, regulatory concepts, and a recommended preferred regulatory strategy. Ten regulatory tools are described and evaluated in this section. The recommended preferred alternative is described in the “Draft Standards and Guidelines” section of this report.

**Section Four: Draft Standards and Guidelines**

This section establishes broad standards and design guidelines and is intended as a first step to guide future development in a manner that addresses the important issues raised during the previous community planning efforts.

**Appendices:**

This section includes study documentation, input sources, and additional information.

> Study Recommendations:

**Draft Standards and Guidelines**

Change is inevitable. The challenge for the Independence Avenue Corridor is finding the right balance of “change” that does not come at the expense of losing the “sense of place” that makes this diverse, historic community a uniquely desirable place to live.

Across this country, early Overlay District efforts refined formulas intended to ensure that new development “fit” with the character of the area. But, urban design defies reduction into formulas. By using character areas to inform design decisions and organize design review controls, better land-use and development outcomes may be ensured.



Use of a community character framework is essential to achieve intentional outcomes. While land use and density are considerations by way of their influences on traffic, parking, and utility capacity, they are poor liaisons for character. How a use is designed and density is applied determines its character. Community character is based on a relative balance of quantitative and qualitative design elements.

**Primary issues included:**

- Defining what the community wants to preserve most.
- Defining change within an existing context of six “open zoning” districts. The existing SRD’s provide design standards but do not have the benefit of design guidelines.
- Defining the level of discretion. You can’t regulate everything! What can you afford to administer and enforce, or what can you afford not to?
- Defining the parameters of the design intent. Capturing a “sense of place” or special neighborhood character elements that established a baseline for decision-making and for effective enforcement.
- Defining realistic and implementable strategies based upon existing conditions and the long term vision of the

community. In some segments of the corridor the vision is close to reality, therefore the design guidelines can focus on details and retrofitting the existing environment. However, for the majority of the corridor the magnitude of design change desired is significant. For example, Area Three is riddled with surface parking areas, vacant lots and auto-oriented strip commercial uses. Only a few small pockets of older or historic fabric remain. In Area Three, this study recommends the retention of these pockets of character defining buildings in addition to future infill development. In segments where no sense-of-place exists, this study recommends establishment of new design character.

Due to these broad ranging conditions, the preferred strategy must address the big ideas to make sure that the stage is set for transformation of the area overtime. The strategy puts forth an effective balance of both qualitative and quantitative design elements as a first step. It will require the repeal of two existing SRD’s and the creation of five NCOD Sub-Districts.

Broad standards and guidelines were developed as a first step to guide future development in a manner that addresses the





important issues raised during the previous community planning efforts.

**Organization**

The draft standards and guidelines are organized into overall corridor design guidelines, design guidelines by character area, an overview of principles for lot and building standards, and uses.

**Draft General Design Guidelines**

This section presents the draft general design guidelines that apply corridor wide.

- Design Guidelines for Buildings and Lots
- Design Guidelines for Parks and Open Space
- Design Guidelines for Vehicular Circulation
- Design Guidelines for Multi-Modal Circulation
- Design Guidelines for Parking
- Design Guidelines for Signage
- Design Guidelines for Landscaping and Buffering
- Design Guidelines for Demolition

**Draft Design Guidelines for Character Areas**

Each character area includes context-specific design guidelines that development should meet. Objectives are then followed by broad guidelines. Guidelines are suggested flexible ways to meet the stated objectives. The character areas are:

- Area 1 - West Gateway (The Paseo to Brooklyn)
- Area 2 - West (Brooklyn to Benton)
- Area 3 - Central (Benton to Van Brunt)
- Area 4 - East (Van Brunt to Hardesty)
- Area 5 - East Gateway (Hardesty to Ewing)

**Draft Lot and Building Standard Principles**

This section includes lot and building standard principles. The intent of the design standards is not to replicate the successful buildings in other areas of the corridor, but to replicate the spatial arrangement of buildings, parking areas, pedestrian areas and building configurations that are successful today and desired by the community for the future.

**Draft Uses**

This section includes permitted and non-permitted uses.

**Establishment of Character Areas**

As a first step, the creation of five Character Areas applied uniformly across the corridor is recommended as a design tool to more effectively direct change.

Through the use of the character areas, a system of relationships that is larger and more comprehensive than the design of an individual building is created. The organization of this variety of factors, including site design, building design, landscaping, etc., all contribute to the “urban design” of an area.

Character Areas are smaller areas within the larger Overlay District area that are envisioned to have unique character and development standards over the long term. The different Character Areas are based on current development patterns to create a built environment that is consistent with the vision for the area.

Context specific design guidelines are provided for each character area. These guidelines are based on design objectives derived from existing features that are valued and from a vision for each area in which new characteristics may also be introduced.

**Area 1: West Gateway (The Paseo to Brooklyn)**

The West Gateway Area lies between The Paseo and Brooklyn Avenue. This area differs from most character areas in that the uses are primarily institutional and are seen with open space surrounding them. The intent for this area is to enhance and support existing institutional anchors and encourage redevelopment of the areas nearest The Paseo. Continuing the tradition of free-standing buildings with open space in front, incorporating design that includes signature building elements that give landmark qualities to properties is a primary goal.

**Area 2: West (Brooklyn to Benton)**

The West Character Area lies between Brooklyn and Benton Avenues. The intent for the area is to encourage development of

neighborhood mixed-use specifically at the Prospect Node and integrate appropriate residential building types. The development emphasis in this area will be to reinforce transit oriented development, pedestrian orientation, and encourage new buildings to be consistent with the historic building patterns of the area.

**Area 3: Central (Benton to Van Brunt)**

The Central Area lies between Benton and Van Brunt Boulevards and is framed on all sides by other character districts. Today, this area lacks a strong sense of identity and is a place where creation of a new context could occur. The intent for this area is mixed-use neighborhood uses interspersed with medium / high density residential with a strongly defined street edge and active open spaces.

**Area 4: East (Van Brunt to Hardesty)**

This region of Independence Avenue has less historic influences and more suburban style commercial and residential development. The intent for this area is to enhance the auto-oriented character of the East area while promoting sustainable development and a higher standard of design through landscaping, access management and transit, signage, mixed-use development standards, and an enhanced pedestrian environment.

**Area 5: East Gateway (Hardesty to Ewing)**

The East Gateway Area lies between Hardesty and Ewing and is characterized by a mix of oddly-shaped blocks and lots and a mixture of auto-commercial oriented uses, industrial buildings, and single-family homes. The intent for this area is to provide for a wide range of appropriate commercial (retail, office, light industrial), and encourage development of community mixed-use over time. The development emphasis in this area will be to protect the existing neighborhoods that are immediately adjacent to the Corridor from the higher intensity uses in the area.





03 NEXT STEPS

This study is intended as a first step towards preparation of an application for designation of Independence Avenue as a Neighborhood Conservation Overlay District. This application for NCOD will be the first Neighborhood Conservation Overlay District application in the City and will require further input and direction by the City Planning and Development Department in association with input from the community as an application for designation is prepared.

Recommended next steps are broken into two phases: Application and Change.

> Phase one: Application

Step One:

Using the results of this Study, MRC should work with the City Planning & Development Department to review, refine and agree upon the appropriate next steps in pursuing the first NCOD application process under the new zoning ordinance. Key issues will include: agreement on the level of intervention appropriate for each Character Area based upon market conditions, demolition, administrative process, type of committee structure, agreed upon content of the final ordinance, standards and guidelines, and coordination with the existing Historic District Overlays and Parks and Boulevard Standards.

Step Two:

Following development of an agreed upon direction in Step One, MRC, with the City as its partner, should present and solicit community input on the recommendations of this study, NCOD administrative review, and committee structure requirements. This meeting is in addition to the meeting required as part of the adoption process outlined below.

Step Three:

Following receipt of community input from Step Two, MRC should work with the City Planning & Development Department to complete an application package and make final

adjustments to the draft standards and guidelines. Application requirements include submission of the following, broken out by responsibility:

> Mattie Rhodes Center

1. An application with a fee.
2. A petition requesting NCOD district designation signed by a simple majority (50 percent + 1 property owner) of the property owners within the proposed district; or the City Council, the City Plan Commission, the overlay design review board, or the City Planning and Development Director, acting on the City's behalf.
3. This Study which includes:
  - a. A statement of justification that points out the factors which render the area of request eligible for NCOD classification and explains in detail how and why such a classification would be in the best interest of the city as a whole.
  - b. A description of the prevalent architectural and cultural attributes of the area, supported by a map denoting examples of such attributes.
  - c. Draft Standards and Guidelines.
  - d. Identification of Uses in the district as a whole and in all subdistricts that are allowed or prohibited in the underlying base zoning districts.

> The City

1. The City Planning and Development Director must determine the eligibility of the application area in accordance with 88-225-03 and prepare the application in accordance with 88-225-02-D.
  - a. If the City Planning and Development Director determines the application is complete and the area is eligible, a letter of completeness and eligibility must be issued to the applicant.
2. Once an area is determined eligible for NCOD classification:
  - a. A public meeting must be scheduled to inform property owners in the proposed district of the nature of the pending NCOD request. The notice of the time and place





- of the meeting must be mailed to all property owners and registered neighborhood organizations in the proposed district.
- b. Following the initial meeting, community meetings must be held to receive input from property owners to determine the characteristics of the neighborhood and regulations needed in the NCOD ordinance to preserve those characteristics. Planning staff will work with the neighborhood to create the standards and guidelines. A draft of the NCOD ordinance will be made available for review.
3. An ordinance for one or more sub-districts.
  4. A map showing the existing zoning and uses on all of the land in the area of request, and on all of the land within 300 feet, including streets and alleys, measured from the boundary of the area of request.
  5. Preparation of District and Subdistrict Zoning Map Amendments.
  6. A map denoting examples of architectural and cultural attributes.

7. A list of the names and addresses of all property owners and residents in the area of request.
8. A list of all neighborhood associations or other organizations representing the interests of property owners in the area of request. This list should include such information as the officers' names, mailing addresses, and phone numbers.

### > Phase Two: Change

#### Step One:

City staff also requested identification of additional options for future evaluation to address long-term objectives.

1. Promote Design Assistance: Start a design assistance program that aims to enhance character compatibility through the assistance of experienced professionals with success in urban design. A design assistance program can take into account information about the character areas. For example, professionals that are part of the program

would be familiar with the design guidelines, standards, each character area, or other information about designing new construction or additions to be compatible with existing conditions.

2. Design Handbook: Develop an illustrative design handbook to assist property owners, designers and builders with compatible, context-sensitive design. Design handbooks typically show how various building components, such as roof forms, storefronts, and architectural details, can be combined to yield designs that will fit with the area. Design handbooks can work closely with information about the existing character areas.
3. Awards Program: Establish an awards program for recognition of highly compatible projects that stimulate investment in properties as well as encourage owners to maintain compatibility within the corridor.

#### Step Two:

1. GIS Analysis & Site Inventory: As development conditions improve along the corridor, more precise standards can be developed for one or more Character Areas. If appropriate, these dimensions and measures may be used to calibrate densities and percentages, establish dimensional standards, and determine yields in creating precise regulatory provisions that relate to character by all lots within a Character Area.
  - Building mass can be tested using building permit data, GIS analysis can be used to establish bulk and setback conditions, and parking requirements can be compared to existing parking demand within the community.
  - Completion of an inventory that accurately categorizes buildings according to their character will allow for a better understanding of what elements produce a certain character.



PREVIOUS STUDIES 4.2  
AND COMMUNITY INPUT SOURCES

INTRODUCTION 01

TRUMAN PLAZA AREA PLAN 02

PASEO GATEWAY TRANSFORMATION PLAN 03

KANSAS CITY DESIGN CENTER 04

COMMUNITY INPUT THEMES 05

01 INTRODUCTION

As described in the Introduction, agencies, business owners, property owners, city staff, elected officials, and private developers located in or serving the Northeast have met regularly since 2011 to explore opportunities for collaboration and to develop strategies to improve the sustainability of the Historic Northeast, including the Independence Avenue Corridor, the subject of this Study.

This part of the report includes a summary of community comments from each of the outreach efforts, followed by identification of community input themes that informed the “Regulatory Concepts” and served as the basis for the creation of draft NCOD Standards and Guidelines.

> Planning Resources

The public process for each study has provided a range of outreach venues and comment to draw from. A summary of each plan follows with an emphasis on content relevant to this study. They include:

Truman Plaza Area Plan

- 1. Public Process
- 2. Community Vision and Goals
- 3. Community Input
  - Questionnaires and Surveys
  - Workshops

Paseo Gateway Choice Neighborhoods Transformation Plan

- 1. Public Process
- 2. Community Input

Kansas City Design Center (KCDC)

- 1. Area Workshops

Community Input Themes



STEERING COMMITTEE



STEERING COMMITTEE



TRUMAN PLAZA AREA PLAN

## 02 TRUMAN PLAZA AREA PLAN

This Plan represents the collective vision and road map for the Truman Plaza area. Independence Avenue runs through the heart of this urban area. Neighborhoods are dense and commercial and industrial areas are adjacent to those neighborhoods.

### > Public Process

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 engagement methods:

#### 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 area agencies.

#### 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 at different stages of the planning process to gather additional feedback and facilitate a continued dialogue.

#### Community Survey

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

**Highlights relevant to the focus of this study follow.**

### > Community Vision

The following vision statement emerged from public workshops, steering committee meetings, and the planning team's observations during the Truman Plaza Area Plan planning process summarized earlier in this report.

*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. Each goal is refined through the policies of housing, economic development, land use, and transportation. Each goal is further reinforced by guiding principles with associated recommendations to implement the goals and principles.

The following summary includes those goals and guiding principles which emphasize community character and urban design, the focus of this report.

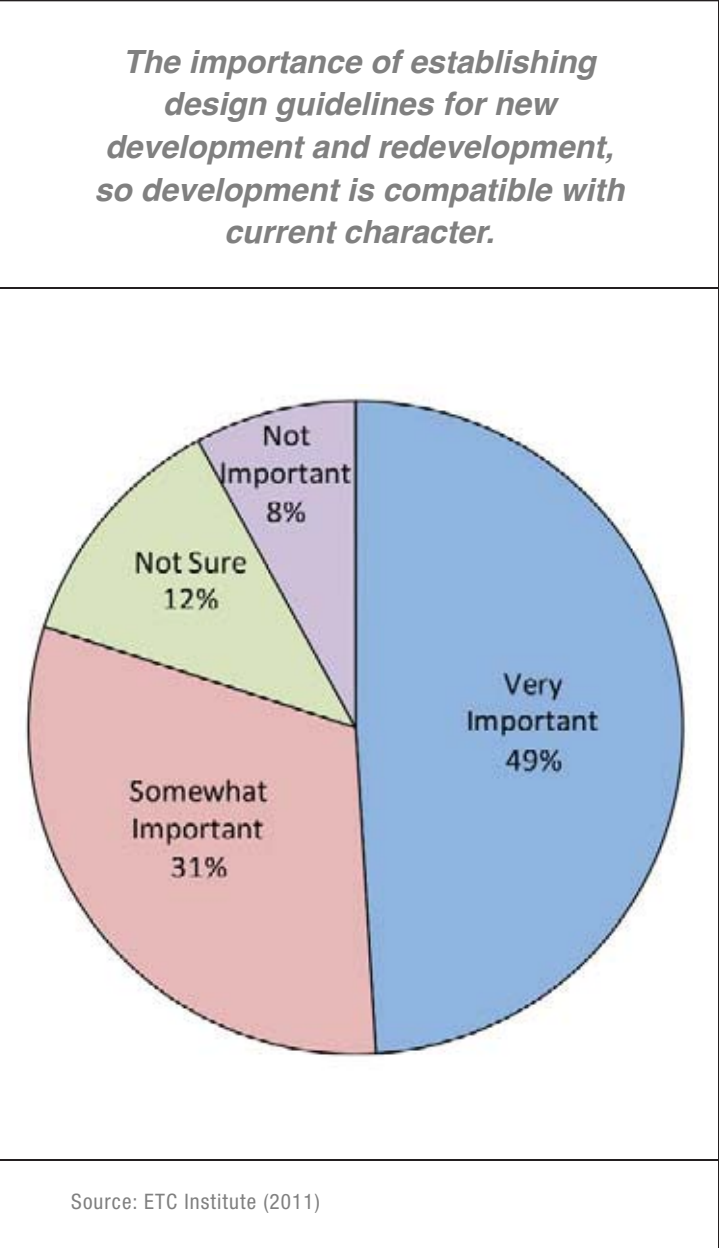
**> *Emphasize, promote, and protect the attractive and historic character of the area's neighborhoods and corridors.***

1. 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.

2. 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.

3. 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

4.2 PREVIOUS STUDIES & COMMUNITY INPUT



setbacks and building materials should be compatible with the area’s historic character and improve the overall aesthetics of the area.

> *Promote safe and clean neighborhoods and decrease the crime rates.*

1. 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.

2. 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 residences in their neighborhood.” The most important issue to responders is “Vacant buildings maintenance / security / demolition.” Strategies are needed to clean up and reuse vacant lots and buildings.

> *Promote Truman Plaza as the ethnic and cultural hub of Kansas City, Missouri*

1. Nowhere in the region is there such a rich variety of races and ethnicities as there is 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.

2. 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.*

1. 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.*

1. 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.

2. 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.

> **Community Input**

**Community Statistically Valid Survey**

ETC Institute administered a community survey for the Truman Plaza Area of Kansas City, Missouri, during June and July of 2011. The information gathered from the survey helped to inform development of 5 Primary Goals with emphasis on area identity, the subject of this study. For more information on the survey see the City of Kansas City, MO website.

> *Findings Relevant To Study*

**Major Findings**

- Satisfaction with Characteristics of the Community.  
When asked to prioritize various characteristics based on what should receive the most emphasis from City leaders over the next two years, their top three choices were the maintenance of residences in their neighborhood, the condition of streets and bridges, and the overall image of their neighborhood.

**Area Identity**

- Importance of Preserving Area Identity.  
Eighty-one percent (81%) of those surveyed in the Truman Plaza area felt that it was important to preserve the historic buildings and heritage of the area; 6% said it was not important and 13% were not sure.
- Importance of Design Guidelines for Future Development.  
Eighty percent (80%) felt that it was important to establish design guidelines for



future development so that it was compatible with the character of the area; 8% felt it was not important and 12% were not sure.

• **Area Identity Issues Most Important to Residents.**

When asked to prioritize the most important area identity issues to residents, the first choice was vacant buildings maintenance / security / demolition, the second choice was vacant lot maintenance / upkeep / reuse, and the third choice was sidewalk maintenance.

**Goods and Services (uses)**

• **Goods and Services.**

Goods and services that would be used if they were available in the community were groceries (87%), gasoline (77%), pharmacy items (76%), and hardware / building supplies (74%).

When asked to prioritize, residents would most like to see groceries (first choice), restaurants other than fast food (second choice), and doctors and dentists (third choice) added or expanded in the Truman Plaza area.

**Transportation**

• **Is the neighborhood pedestrian friendly?**

Fifty-five percent (55%) said the neighborhood was pedestrian friendly and 45% said it was not. Residents were then asked what would make the neighborhood more pedestrian friendly, and 67% said a reduction in crime, 47% said more and better sidewalks, and 31% said a reduction of traffic speed.

• **Is the neighborhood bicycle friendly?**

Forty-six percent (46%) said the neighborhood was bicycle friendly and 54% said that it was not. Residents were then asked what would make the neighborhood more bicycle friendly, and 49% said bike lanes, 42% said “share the road signs,” 33% said reduction in the speed of traffic, and 31% said more trails.

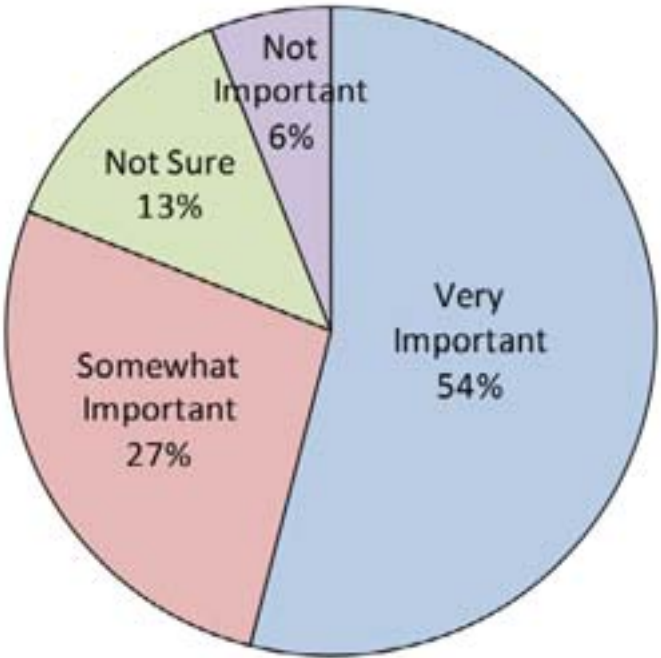
• **Support for High Density Development (uses) Near Rail Stations to Promote Ridership.**

Forty-nine percent (49%) of those surveyed were very or somewhat supportive; 14% were not supportive and 37% were not sure.

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

Source: ETC Institute (2011)

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



Source: ETC Institute (2011)

4.2 PREVIOUS STUDIES & COMMUNITY INPUT



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.



> Community Input: MindMixer

MindMixer acts as a Virtual Town Hall. The Truman Plaza MindMixer was used to gather ideas from citizens about six different topic areas. The six different topics were:

- 1. Transportation and Infrastructure
- 2. Neighborhoods
- 3. Urban Design and Community Character
- 4. Land Use
- 5. Economic Development
- 6. One Thing Today

The Virtual Town Hall site went live in March 2011 and stayed open for participation through early May. Over 1,367 total visitors participated. This section provides a summary of relevant results.

Topic Three: Urban Design + Community Character

While the land use topic is very much about function, urban design and community character are very much about form and appearance. If land use defines where and how future development is to occur, urban design and community character provide direction for what it should look like. Communities that value urban design and community character place a special emphasis on the “look and feel” of new development.

- What neighborhoods in town have a desirable “look and feel”?
- What commercial areas in town possess quality design characteristics?
- What kinds of design elements would you like to see present in Truman Plaza?
- What are the places with historic significance that need to be preserved?

Overall ideas were collected ranging from streetscape, community character, preservation, etc. All ideas relevant to this study follow.

> Recognize The Differences Between Neighborhoods

*The neighborhoods north / northwest of the railroad tracks seem very different than the neighborhoods to the south / southeast. The northern neighborhoods generally seem to have larger, higher quality housing, much of which is “historic.” The southern neighborhoods generally seem to have more modest, “working-class” housing. I think both offer some tremendous values, but they cannot be promoted the same way.*



> **Trees are important**

Trees can play several important roles throughout the area. The mature trees add tremendous character to the neighborhoods, unlike the sterile suburban subdivisions with their “contractor” stick trees. Trees can also play an important role in buffering sound and views along the I-70 corridor. And, given the need to improve air quality along I-70 and the railroad tracks, trees could actually provide health benefits throughout the neighborhoods!

> **Preservation and Rehabilitation**

Environmentally sustainable preservation of the housing stock and building stock is preferred. In doing so the environment is a winner and the economic benefits are job creation. Some uniformity on the commercial signage should be incorporated. Use LEED certification where feasible.

> **Streetscapes**

The streetscapes created along Independence Boulevard and to a small degree on St. John have really helped to beautify and maintain the character of the neighborhoods. Streetscapes should be employed throughout the area. Wherever possible utility transmission lines should be buried.

> **Modest, affordable workforce housing**

Not all of the housing stock is historic and architecturally interesting. Much of the existing housing stock was built as modest and affordable housing for the blue-collar workforce. It can still serve that purpose. Call them “starter” homes or “simple” homes, but emphasize their affordability and accessibility.

> **Targeting Key Properties**

We need to identify those key properties that create a negative image for whole blocks / neighborhoods and throw every available resource at them. Call and lodge complaints about dangerous conditions, report overgrown weeds and trash, check to see if the property taxes are delinquent or if there are liens for mowing and clean-ups, and report any suspected criminal activity on-site. Make City staff very aware of these properties



PREFERRED ILLUSTRATION FROM CHESTNUT TO PROSPECT (SOUTH SIDE OF INDEPENDENCE AVENUE)

and their issues - and they will respond by making the property owners take corrective action. If the owners don’t make the corrective improvements, then pursue seizure of the property through the courts and take care of the problems ourselves.

> **Neatness Counts!**

While I support historic preservation and rehabilitation, at the most basic level neatness does count. Where there is trash and litter blowing around the neighborhood, unmowed yards with scrub trees growing in the fences, inoperable vehicles on cement blocks, and houses that look shabby, there is no pride in ownership of the neighborhood. Let’s show our pride by keeping our properties neat and clean! Fix the fence, mow the yard, rehang that gutter, pick-up the trash and litter, get rid of the junk cars, paint the trim...take some pride in your property! I don’t care if your house is architecturally compatible with the neighbor’s or not; I do care if it looks like Hell!

> **Coffee Shops!**

Let’s court the Roasterie or Broadway Cafe (Westport) for some branch locations in the Northeast neighborhoods. They would be a great and needed addition, especially near the 18th & Vine area. How about the now vacant KC Statuary building at 12th &

Monroe - a great historic brick building. Another great location would be the old firehouse (now vacant) on 12th near Indiana.

> **Community Character and Questionable Businesses**

We have the opportunity to develop the multi-national / ethnic character of our neighborhood(s) by promoting multi-ethnic restaurants, grocers, and businesses. I’d like to see the removal of businesses that exploit women and children, increase crime and lower property values in Truman Plaza. I am specifically referring to the removal of any sexually oriented business (SOB), and more specifically, Shady Lady (12th & Chestnut), and Ray’s Over 21 Bookstore (Independence Avenue, across from Mi Mercado). While we cannot duplicate another Brookside, we can certainly demand the integrity and decency of our people. There is already high prostitution traffic in our area, and I believe these businesses contribute to that. Jackson County officials have been very effective in placing legislation that limits what these businesses can and cannot do, but I would like to improve the character of Truman Plaza with the removal of these businesses altogether.

To see the full chain of discussion, see the Truman Plaza MindMixer report on the City of Kansas City, MO website.

> **Community Input: Independence & Prospect Workshop**

As part of the Truman Plaza Area Plan process, staff, City Council, and Northeast Chamber of Commerce hosted a charrette as part of the planning process focused specifically on the area from Wabash to Chestnut, but implications were further in reach. The result led to recognition of the need for a Neighborhood Conservation Overlay District. During the workshop, goals were identified for the area, “end products” were discussed, and attendees defined building design, building use / land use preferences, and next steps.

**Independence And Prospect Node Goals:**

1. Protect the historic structures in the area.
2. Require infill development to adhere to the historic, pedestrian friendly layout of the area.
3. 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.

**Building Design Preferences**

The community was shown a variety of buildings and were asked what they liked; as follows by topic.

> **Urban Design**

- A destination place (not a destination building) where people can come and walk to many services
- Transparent windows (not covered by signage)
- Unified signage
- City, not suburban layout



4.2 PREVIOUS STUDIES & COMMUNITY INPUT - *continued*



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



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

- Eco-friendly
- Character
- Buildings that complement the history of the area
- Eclectic urban community
- Architecture / design that is specific to Kansas City
- Architectural design
- Historic architecture
- Unique façades
- Continuous storefronts (along street edge)
- Use roofs (for gardens, terraces, etc.) don't waste the space

> *Land Use*

- Residential above businesses
- Businesses have individual uses and hours
- More uses, less space
- Multi-use destination – not single use or building destination

> *Streetscape / Public Realm*

- On-Street Parking
- Landscaping on / around sidewalks and in parking lots
- Shared Parking – not one lot for each building or use
- Parking behind buildings
- Different street materials (defined pedestrian walkways)
- Wide sidewalks, ensure sidewalks are wide enough in future developments, may need wider sidewalks for sidewalk cafes

> *Multi-Modal / Transportation*

- Pedestrian Friendly – Buildings built up to the street (sidewalk)
- Transit friendly
- Fewer access points – easier for traffic (fewer turning points into traffic), more continuous sidewalks (fewer interruptions)

**Building Use / Land Use Preferences**

> *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”)

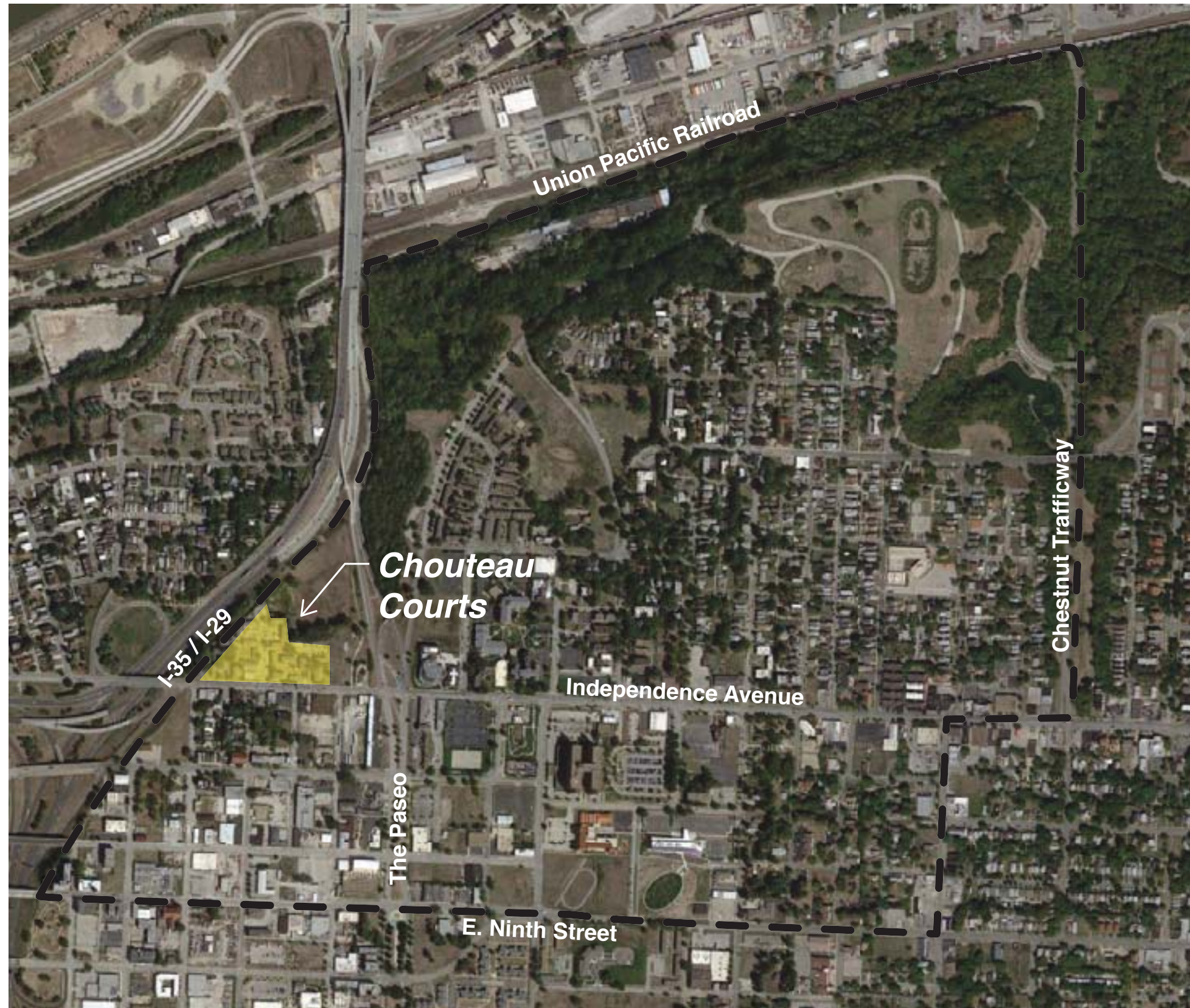
> *Undesirable Uses Along The Corridor:*

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

**Next Steps**

Workshop 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.





### 03 PASEO GATEWAY TRANSFORMATION PLAN

The Housing Authority of Kansas City, Missouri was awarded a Choice Neighborhoods Initiative grant by the Department of Housing and Urban Development to develop a Transformation Plan for the replacement of the Chouteau Courts apartments and revitalization of the surrounding neighborhood. See <http://www.paseogateway.com/> for more information.

The Paseo Gateway Study Area physical boundaries are defined by the Union Pacific Railroad line to the North, Chestnut Trafficway and Prospect Avenue to the east, East 9th Street to the south and US Highways I-29/I-35 to the west. The Study Area includes portions of three distinct neighborhoods including Pendleton Heights, Independence Plaza, and Paseo West.

The Paseo Gateway Study Area serves as the western boundary of the Independence Avenue Character Area Study.

The planning process included the following engagement methods.

#### > Community Input

##### **Steering Committee**

To establish community ownership of the concepts and plans for the Paseo Gateway Choice Neighborhoods Transformation Plan, a Steering Committee was formed from local leaders who would represent the key components of the Plan: Health and Quality of Life, Housing and Neighborhood, Economic Development, and Education. Sub-Committees were established under each of those categories which would involve participants from the neighborhood, local businesses and government agencies.

##### **Public Meeting #1 June 9, 2011**

To launch the year-long planning initiative, a full day was dedicated to introducing residents, community stakeholders and partners to the Chouteau Courts / Paseo Gateway planning process. The stakeholders and partners attended a meeting where they heard from leaders and organizations who introduced the planning area and the major components of the final plan, attended a bus tour of the neighborhood to understand area context, and held an evening community meeting which introduced the residents to the goals and objectives for the initiative, followed by small group discussions about the preliminary opportunities and concerns of area residents. The feedback from the resident groups focused on housing and neighborhood, transportation and walkability, safety, economic development, and services.



4.2 PREVIOUS STUDIES & COMMUNITY INPUT - *continued*



STEERING COMMITTEE LAUNCH MARCH 29, 2012



PUBLIC MEETING JUNE 9, 2012



PUBLIC MEETING NOVEMBER 17, 2012

**Public Meeting #2 November 17, 2011**

A second community meeting was held to present preliminary data on the Study Area and to meet in small groups with residents to discuss neighborhood assets, issues and what the community would like to see in future planning for the Study Area. The residents clearly demonstrated that they are invested in the Paseo Gateway and would like more information on planning, re-use of the Chouteau Courts site, the mix of replacement housing, the impact on the public-housing waiting list and the sources of funding needed for implementation of any planning activities.

**June Visioning Workshop June 13, 2012**

A 2-hour visioning session was held with community stakeholders, businesses and agencies that have an interest in creating a Redevelopment District within the Paseo Gateway neighborhood.

**Following are issues and priorities relevant to the focus of this study resulting from the discussion.**

**Proposed Corridor Land Use**

**> Independence Avenue**

- Restaurants, retail, cultural hub, celebrate diversity, marketplace, gateway
- West Independence is more prosperous than East Independence
- High traffic, transportation and redevelopment
- Assets – University Anchor, CID Implementation
- Traffic / transit spine
- KCUMB District Identity
- Priorities – Remove 7-11, make a more consistent image
- Improve walkability, address industrial transit and transportation
- Chouteau Courts can act as a catalyst

**> The Paseo**

- Vision of a green connection south of 9th to Independence
- Park and Boulevard
- Public Civic space

- The neighborhood could adopt it (the boulevard)
- Mixed-use Development can attract other uses to the neighborhood
- Priorities are to manage public space
- Get rid of vacant buildings
- Improve wayfinding and walkability
- Getting rid of the motels is the catalyst

**> Transformation Plan**

The Transformation Plan represents the culmination of the planning process and community input. It is the revitalization plan that will guide the community through the redevelopment phase of the public housing development and the surrounding neighborhood to implement the goals and objectives established through the planning process in the categories of housing, people, and neighborhoods.





INDEPENDENCE AVENUE



COMPLETE STREETS ELEMENTS



THE PASEO GREENWAY



## 04 KANSAS CITY DESIGN CENTER

### > Independence Avenue Urban Vision

In the fall of 2012, the Kansas City Design Center (KCDC), a partnership of civic leaders, professional designers, and architecture and planning students and faculty from the University of Kansas and Kansas State University, was enlisted to work within the Historic Northeast to create an urban vision for the Independence Avenue Corridor. The Mid American Regional Council commissioned the KCDC to study Northeast and create designs for different sections along the corridor.

Students studied everything from peak bus times to density and topography influences to area roads that affect Northeast and more. They built a model of the corridor, analyzed parcels, and assembled visual characterizations of the corridor, among many other tasks. Students met with Northeast stakeholder groups and incorporated ideas from those meetings. The stakeholder group included the Northeast Kansas City Chamber of Commerce, NorthEast Alliance Together (NEAT), the Mattie Rhodes Center, The Don Bosco Centers, and the North-East Public Library.

Some of the design ideas include using strategic infill, planning for the future and creating a transportation hub underneath the Armour bridge for light rail and the streetcar, repurposing the shuttered former Thatcher Elementary School into a performing arts space and reworking streets to better connect Northeast to downtown. One of the goals is to better connect Northeast to downtown Kansas City, the River Market and Columbus Park. One proposal is to change Admiral Street into a two-way street to create better access to downtown and re-work the intersection at The Paseo and Independence Avenue to improve traffic flow and make it more pedestrian-friendly.

The planning process included the following engagement methods.

### > Community Input

#### Stakeholder Meeting: September 6, 2012

Students began meeting with Northeast stakeholders groups on September 6, 2012. The stakeholder groups included the Northeast Kansas City Chamber of Commerce, NorthEast Alliance Together (NEAT), the Mattie Rhodes Center, The Don Bosco Centers, and the North-East Public Library. Input collected relevant to the issues of this study included: streetcar implementation, zoning issues, quality of urban environment, and types of uses.



4.2 PREVIOUS STUDIES & COMMUNITY INPUT - *continued*



**Public Design Charrette #1: March 3, 2013**

On March 3rd, KCDC hosted the first of two public charrettes for the Independence Avenue Urban Vision Study project. Public leaders and community members attended the charrette to view the project progress and voice their input. KCDC students gave a brief presentation of the project and collected community input through visual preference and discussions at working stations.



**> Visual Preference Survey**

The visual preference exercise allowed participants to tell KCDC what they liked and disliked about issues such as: color, building size, architectural style, parking strategy, building use, signage, sidewalk, and building placement. Writing comments were collected on large boards by sub-districts, divided into East, West and Central areas.





### Specific Design Issues

More detailed written comments were collected for specific design issues such as: seating, signage, transit shelter & bike rack design features, waste receptacles, lighting, crosswalks, and urban furniture.

A summary of comments relevant to the focus of this study is located in the Appendix. Conversations were categorized into four primary areas: Businesses, Transit / Transportation, Employment, and Perception.





4.2 PREVIOUS STUDIES & COMMUNITY INPUT - *continued*



**Public Design Charrette #2: April 15th, 2013**

On April 15th, KCDC hosted the second of two public charrettes for the Independence Avenue Urban Vision Study project. Over 60 professionals, public leaders, and community members attended the charrette to view the project progress and voice their input. KCDC students gave a brief presentation of the project and then split into smaller groups for discussion.



**> Recommendations**

**Final Presentation and Open House:  
Thursday, May 16th, 2013**

KCDC held its Spring Open House, Thursday, May 16th to unveil the results of the year-long study of the Historic Northeast neighborhood. Many professionals and community members attended the reception, along with several friends and family members of KCDC students. Draft justification for the Neighborhood Conservation Overlay District is located in the Appendix.



## > Final Plan

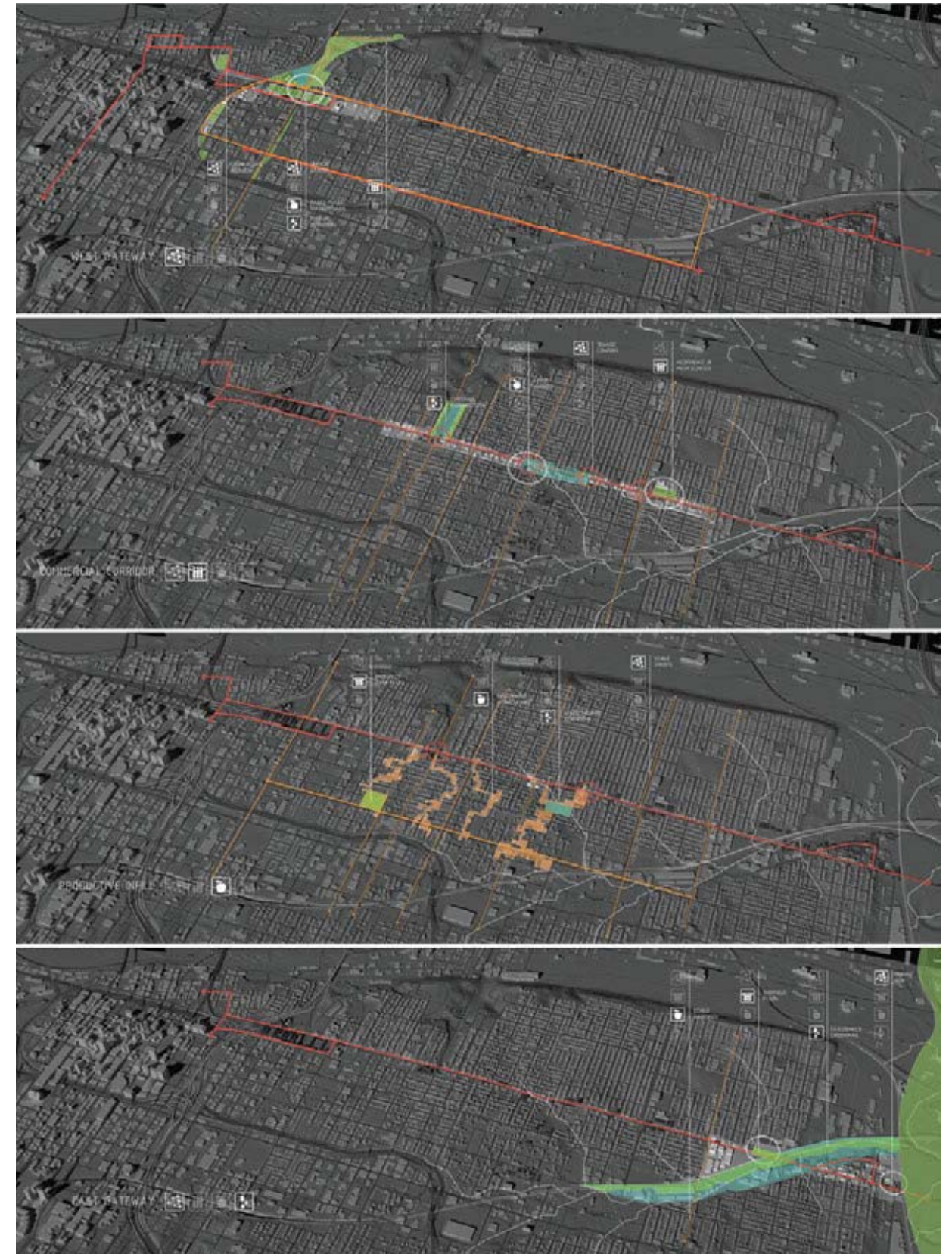
*“This study is intended as a first step towards preparation of an application for designation of Independence Avenue as a Neighborhood Conservation Overlay District.*

*The purpose of the project was to generate an urban vision study for a 4-mile stretch of Independence Avenue in the NE Kansas City including its extended urban context, and by building on the existing planning documents and redevelopment initiatives, render a more tangible design proposition for strategic transformation and urban improvement of the Study Area. The most challenging question that needed to be come to terms with was the issue of a ‘disjointed city:’ an urban scape made of the patches of imposing historic structures, vacant and disused lots and structures, ad hoc and colloquial street front architecture, the forgotten geography of the city beautiful imprint, and the reverberation of life of many cultures that stake its place in it. It represents the palimpsest of the many city incarnations written oneover another in the same place yet not quite overlapping and leaving blank spaces in between marking the vicissitudes of time and economy.*

*Grasping and analyzing this condition brought about the realization that absent of the demand for high density development the state of progressive vacancy, disuse and fragmentation of urban fabric will continue to endure. So rather than ‘dreaming up’ an idealized, stereotypical complete city condition the design focus shifted toward seeking to confront the unyielding reality of the place, to devise strategies to, while not necessarily erasing, convert the inherent problematic conditions into positive and intentional attributes and in that discover new possibilities for urban transformation that is true to its circumstances.*

*Accordingly all design interventions have been conceived as tactical and catalytic, associated with critical locations and intent on reordering, or propelling the reordering of the larger context.” Forward written by Vladimir Krstic.*

The Final Plan document can be viewed on the KCDC website: [www.kcdesigncenter.org](http://www.kcdesigncenter.org).







## 05 COMMUNITY INPUT THEMES

Agencies, business owners, property owners, city staff, elected officials, and private developers located in or serving the Northeast have met regularly since 2011 to explore opportunities for collaboration and to develop strategies to improve the sustainability of the Historic Northeast, including the Independence Avenue Corridor. As part of these processes for the Independence Avenue Corridor, members of the community were asked to identify and describe building design features and land uses that make the corridor a unique and desirable place in which to live, work and play.

The following sections summarize the most commonly identified urban design preferences and land uses of value to the community.

### > Community Identified Building Design Preferences

#### General Urban Design

- Guidelines for future development for compatibility
- Eclectic urban community / Keep density and urban feel / Smaller footprint
- A destination place where people can come and walk to many services
- Bring back a sense of place
- New development complements form of urban development
- Non-residential design be respectful of design, site layout, density, massing, scale of neighborhoods
- Preservation / Rehab vacant buildings
- Historic character and homes / Diversity of house style, age, and scale
- Uniqueness of character / Orientation towards neighbors
- Eco-friendly / LEED
- The Paseo as a gateway

#### Site Planning

- City, not suburban layout
- Compact pedestrian scale blocks with high lot coverage
- Integrity within blocks
- Variety in lot types
- Views through lots / Not all fenced
- More green space, trees, and landscaping
- Relatively low density



**Frontage / Setbacks**

- Pedestrian Friendly – Buildings built up to the street (sidewalk)
- Make consistent image / Unique façades
- Continuous storefronts (along street edge)
- Preservation and architecture

**Building Elements**

- Buildings that complement the history of the area
- Architecture / design that is specific to Kansas City
- Historic architecture
- Transparent windows (not covered by signage)
- Remove awnings from buildings: bring back original façade
- More lighting
- Murals: not just Hispanic / urban
- Use roofs (for gardens, terraces, etc.) don’t waste the space

**Other**

- Unified signage
- Demolition / Vacant lots

**Streetscape / Public Realm**

- On-Street Parking / Bring back angled parking
- Landscaping on / around sidewalks and in parking lots
- Shared Parking / Parking behind buildings
- Different street materials (defined pedestrian walkways)
- Wide sidewalks for sidewalk cafes
- Hide utility lines
- Design solid, un-sleepable, unbreakable objects
- Smaller trash cans / weird trash cans, make sounds, elephant, that kind of stuff
- Use public art as major part of streetscape / kit of parts: 3-mile art gallery

**Multi-Modal / Transportation**

- Less car-oriented design and more transit, pedestrian and bike friendly
- Fewer access points – easier for traffic, more continuous sidewalks

**> Community Identified Desired and Undesirable Uses**

**Desired Uses Along The Corridor**

- Multi-use destination – not single use or building destination
- Mixed-use with density / Residential above businesses
- More uses, less vacant space
- Proximity to amenities (including parks, schools, etc.)
- Education for proper work / live balance
- Workforce Housing / Urban Single-Family / Senior Housing / Duplexes, Row Houses / Fourplex
- Ethnic destinations / Diversity
- Uses similar to 39th Street West and artisan businesses like on 18th Street
- Farming Coop (where neighborhood gardens could sell produce)
- Marketplace / Cultural Hub / Gateway / Public Civic Space
- Support transit level density
- Coffee Shop / Nice liquor store
- Restaurants, Nice ethnic restaurant, White table cloth restaurant
- Grocery / Pharmacy / Fitness Center
- Gas / Art Supply / PetCo
- Hotel / Community Center / Meeting and Event spaces
- Hardware and building supplies
- Doctors and dentist / Child Care
- Businesses / Retail / Production

**Undesirable Uses Along The Corridor**

- Any “Adult” use
- Scrap Yards / Junk Yards
- Check Cashing / Pawn Shops
- Fast Food

**The corridor urban design preferences and land uses listed above informed the development of the strategy options described in the Regulatory Concepts section.**



KCDC FINAL PRESENTATION AND OPEN HOUSE



PUBLIC DESIGN CHARRETTE

CORRIDOR PROFILE 4.3

INTRODUCTION 01

CHARACTER AREAS 02

EXISTING CONDITIONS 03

EXISTING REGULATIONS 04

01 INTRODUCTION

Independence Avenue is a result of historical forces. The Avenue was once an elegant residential street, as well as a bustling commercial corridor served by a streetcar line. The passage of time, along with shifting demographic and employment patterns, change in transportation technologies, and changing consumer preferences has impacted the Avenue. Many of the magnificent homes and transit-oriented commercial storefronts have been replaced by more auto-oriented strip commercial uses, vacant lots, or surface parking.

Understanding corridor characteristics, including physical conditions and dynamic aspects such as past and future changes, is an important part of this study.

This section outlines existing conditions in the corridor. It begins with unique districts, or “character areas” within the corridor, a description of overall development patterns, and analysis of land use and zoning. It concludes with a description of the existing regulations.

> Character Areas

While the Independence Avenue Corridor exhibits many features that may be considered universal, there are in fact distinct differences in development patterns that exist in individual districts. These differences contribute to the perceived sense of diversity often mentioned in the Truman Plaza Area Plan and subsequent planning efforts. These differing characteristics are important to consider when developing a design for new construction or rehabilitation that will be compatible with its context.

Some areas, for example, have a very consistent range of building sizes or a uniform range of lot coverage percentages. In other places, diversity exists, but nonetheless within a defined range. Other variables, including building height, FAR, lot size and building age contribute to the differing contexts. Based upon available data, variables were considered in setting forth the different character areas that are described in this

section. A total of five character area types are defined. Each area has a unique combination of variables, but it also shares several similarities with at least one, and often more, of the over character areas.

Using Character Areas

The character areas can help to:

- Establish a baseline for development of standards and guidelines.
- Inform discussion about existing context, which is a key consideration in designing improvements that will retain and enhance the unique character and context of the areas as they continue to change.
- They also could be used in considering the appropriateness of allowing variances from existing development standards, or in determining how any potential refinements to development regulations might be tailored to settings with special sensitivity.

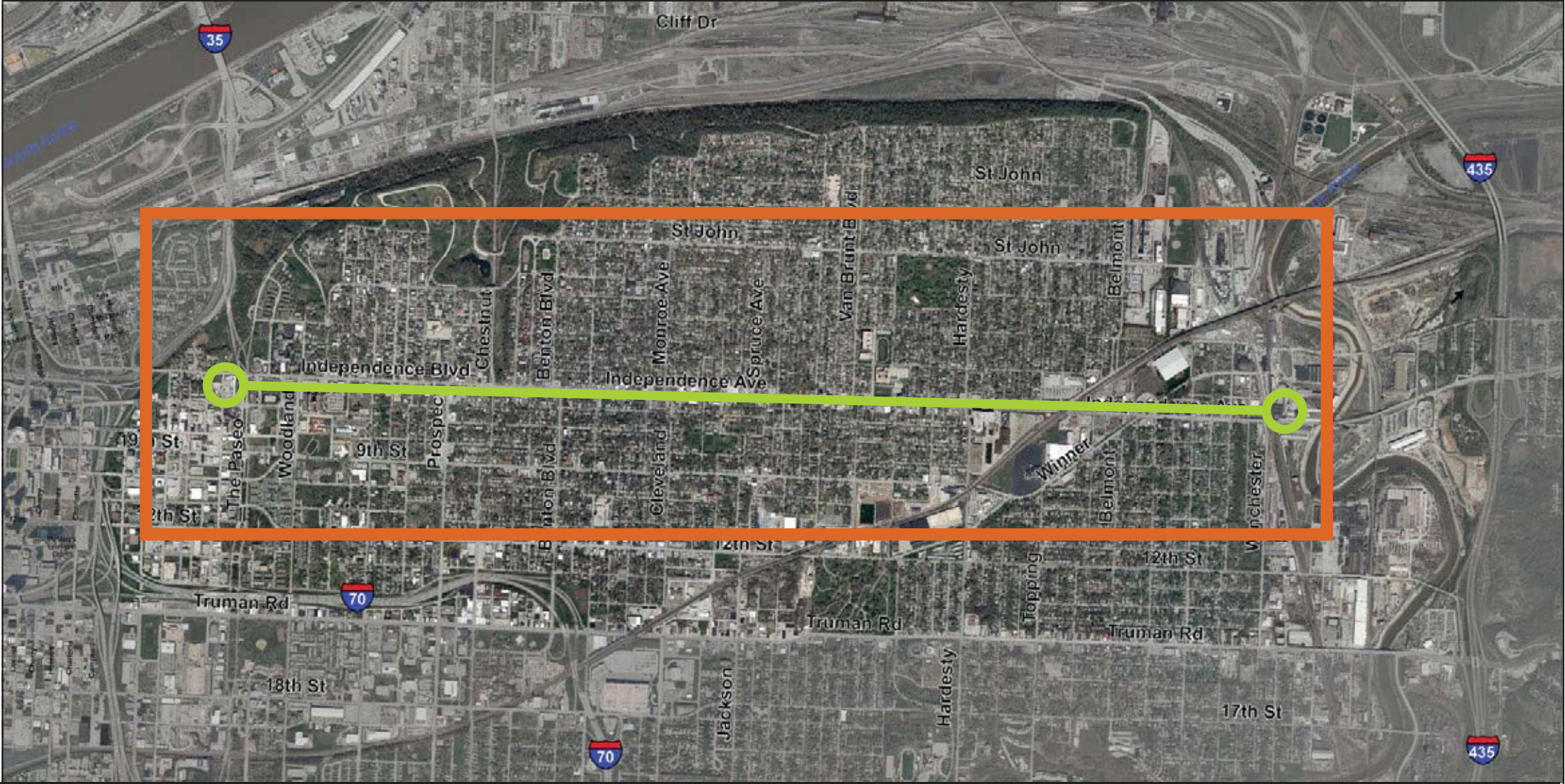
Boundaries

The map that identifies the location of the character areas help to define general concentrations of distinctive characteristics.

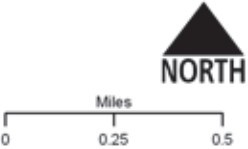
> Cultural Attributes

A list and map of cultural attributes is located in the Appendix. See KCDC report.



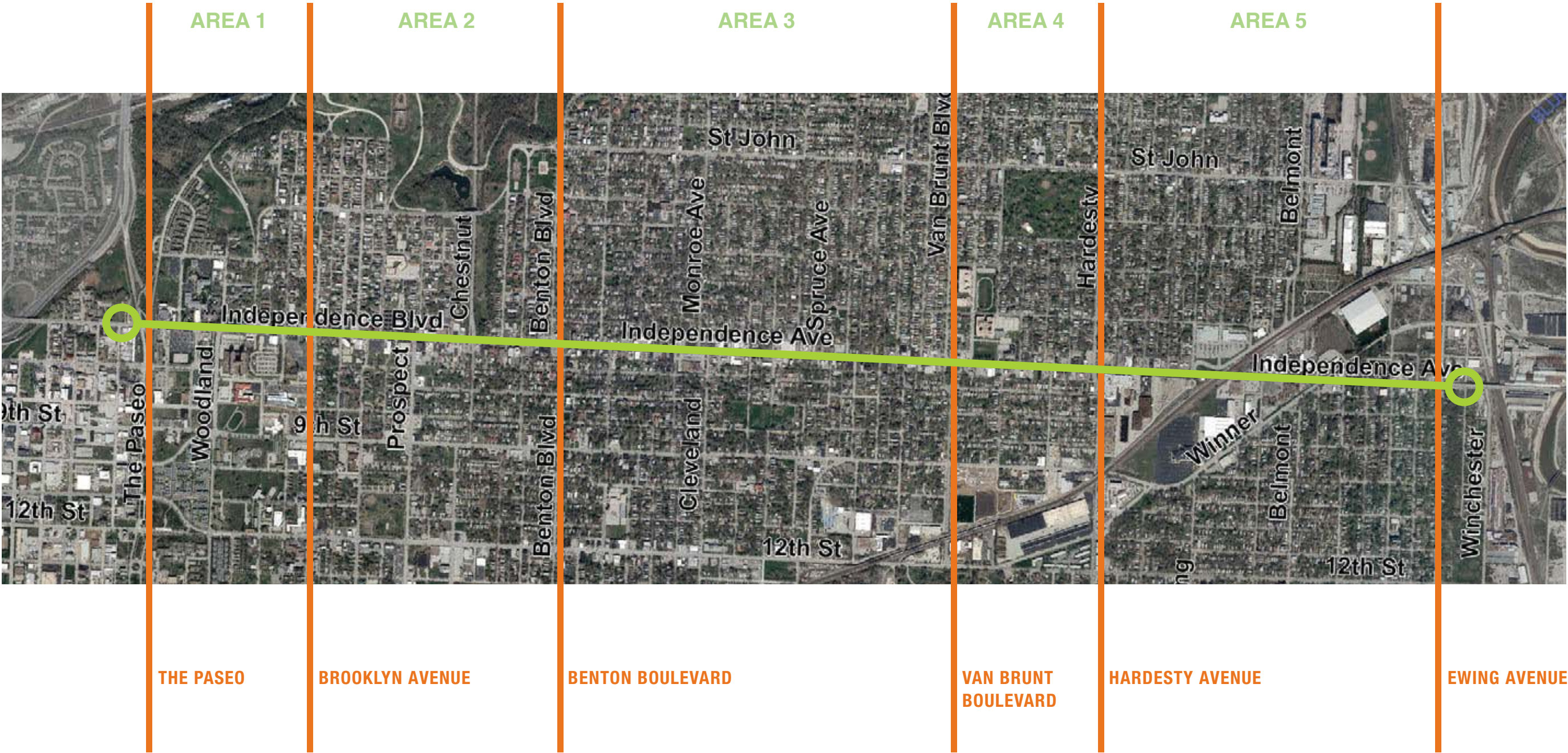


*Per the Grant Application: This project will involve activities impacting the broader area commonly referred to as the Historic Northeast (HNE) which is generally bounded by Cliff Drive on the north, Truman Road on the south, I-29 / I-35 on the west, and I-435 on the east but will primarily focus on and target resources around the Independence Avenue Corridor from The Paseo Boulevard east to I-435.*





CHARACTER AREA MAP





CHARACTER AREA 1:

> West Gateway Area: The Paseo To Brooklyn

Directly east of downtown Kansas City, the corridor between The Paseo and Brooklyn is primarily an institutional area including the Kansas City University of Medicine and Biosciences College of Osteopathic Medicine, Don Bosco Center, Social Security Administration Office, and Century Towers. This area is under the jurisdiction of the Kansas City Board of Parks and Recreation Commission and is adjacent to the Pendleton Heights Historic District Overlay to the north.

Site Plan Features

The West Gateway area contains a high level of variety in lot size, lot frontage, lot coverage, building height, and building age. West Gateway’s free-standing institutional buildings typically have a clearly defined front entrance facing the street. They may also be set back some distance with landscaping in the foreground. The pedestrian realm is uncomfortable due to adjacent surface parking lots, shallow sidewalks, lack of street trees, and vehicular traffic. Dual light standards flank the corridor beginning at Woodland and progress east to Benton. A street edge is defined through fencing and the occasional building frontage.

Building Scale Features

The majority of the structures within the area are large institutional buildings ranging from one to eight stories tall. Building footprints range from site to site.

Architectural Features

In this area, there is no dominant style, rather the full variety of development in the corridor is represented. Institutional buildings exhibit a moderate to high degree of architectural details, which contribute to a sense of scale. Brick and stone is the dominant building material. Older structures possess trim details with contrasting colors adding a sense of scale and providing visual interest.





4.3 CORRIDOR PROFILE - *continued*

CHARACTER AREA 2:

> **West Area: Brooklyn To Benton**

The corridor between Brooklyn and Benton has the highest degree of urban character as defined by building materials, setbacks, land uses, and other physical or spatial elements. Uses include neighborhood serving commercial, institutional, single-family, and multi-family. The intersection of Prospect and Independence Avenue is an area characterized by a mix of building types and sizes, with retail uses at street level and more narrow lot widths than West Gateway. This small scale contributes to a fine-grained character that makes the place an interesting walking experience. This area is under the jurisdiction of the Kansas City Board of Parks and Recreation Commission and overlaps with the existing Pendleton Heights and Scarritt Point Historic Districts.

**Site Plan Features**

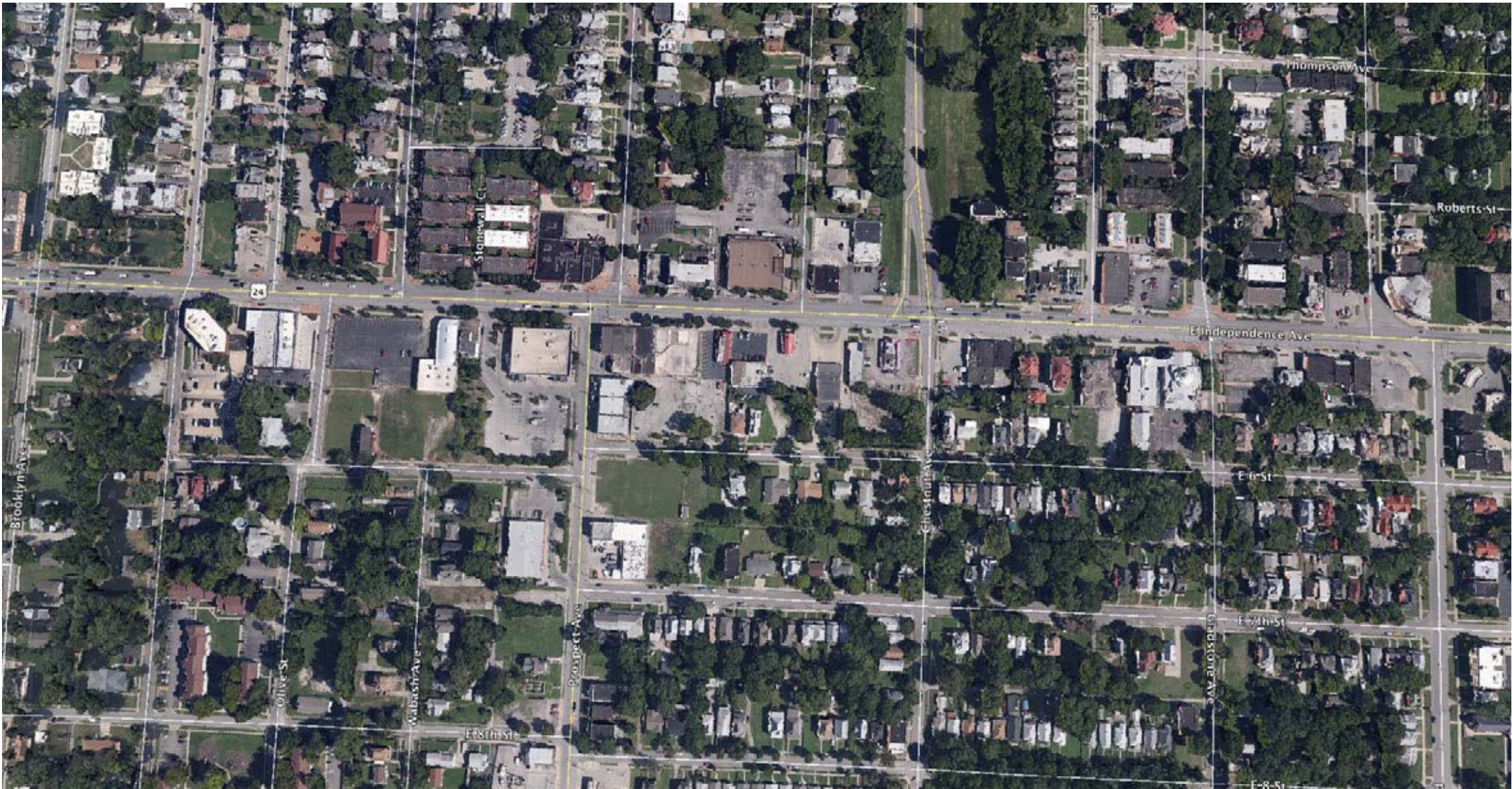
This area is characterized by a combination of narrow and wide lot widths. Within the core of this area, building fronts align. This establishes a prominent street wall. The Prospect Node includes wider sidewalks, multiple levels of adequate lighting, and large trees that augment the character of this district, making this area one of the most walkable. Minimized curb cuts also promote walkability and safety for pedestrians by limiting vehicular access. Dual light standards flank the corridor.

**Building Scale Features**

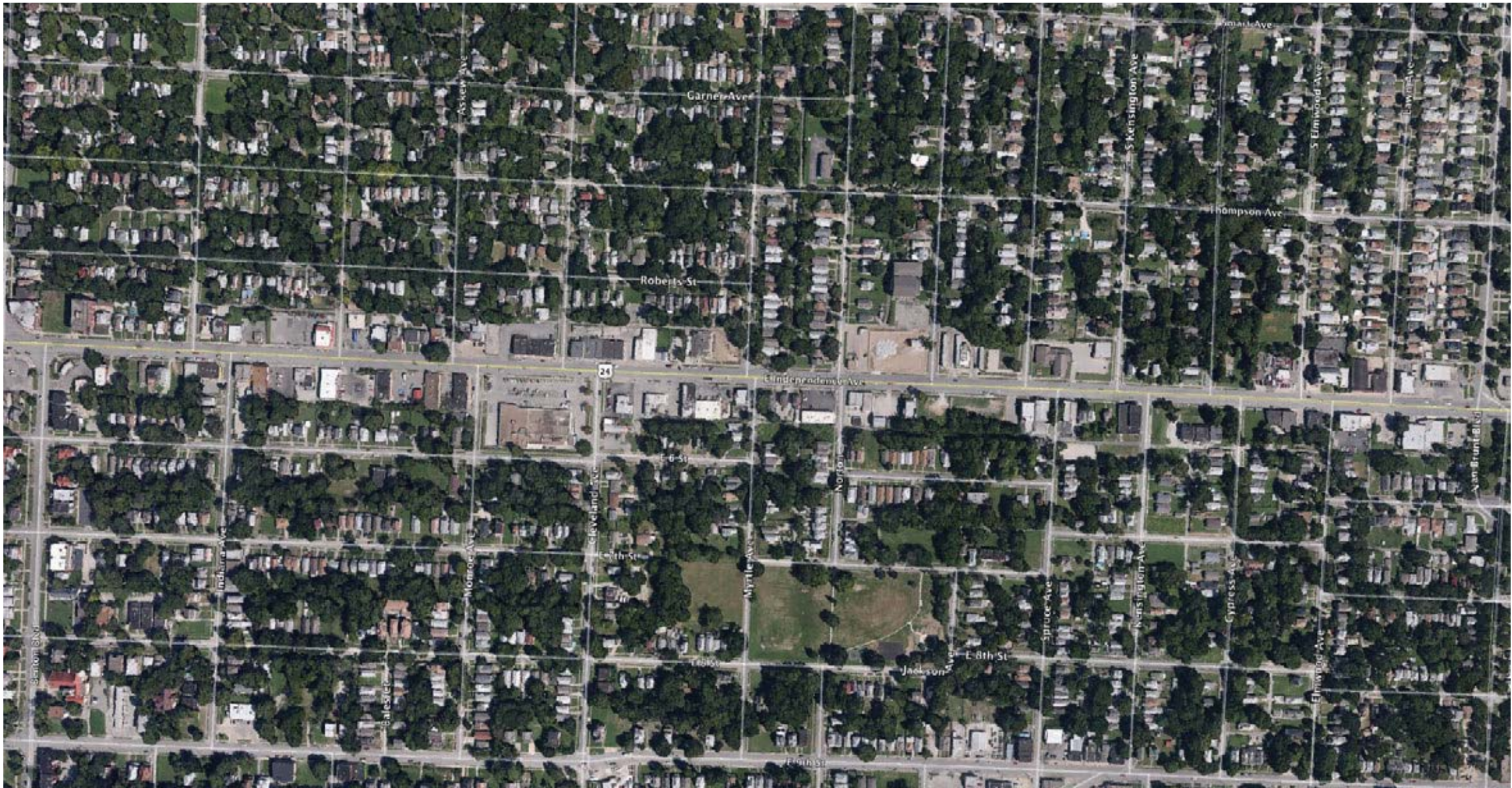
First and second floor heights are similar among traditional buildings which helps establish a continuity of scale. Most storefronts reflect the historic lot dimension. Many primary streets structures are one story. A limited number are three story.

**Architectural Features**

Many buildings retain features of traditional commercial buildings with storefronts aligned at sidewalk edges. Architectural details provide interest and convey a sense of scale. These are from a variety of architectural styles / periods, but most are of durable materials and high quality execution. Many of the ground floor windows in this district are protected with iron bars.







### CHARACTER AREA 3:

#### > Central Area: Benton To Van Brunt

The area between Benton Boulevard to Van Brunt Boulevard has commercial facilities intermixed with housing units. The commercial facilities are not as concentrated as at the Prospect intersection, and the lower density residential is sometimes in conflict with the neighboring commercial development both in terms of scale and use.

#### Site Plan Features

This area is characterized by narrow lot widths. The Avenue is less “pedestrian-friendly” due to an increase in curb cuts, vacant lots, parking lots, a rise in number of privacy fences, inadequate lighting, and the lack of trees. Parking lots accessible by sporadic curb cuts along the Avenue give priority to vehicles. Streetscape elements in this district are primarily limited to infrequent benches, trash receptacles and covered bus stops.

#### Building Scale Features

Pockets of older or historic building fronts are divided by vacant lots and parking lots, establishing a sporadic streetwall. The buildings in this area of the Avenue have an average height of two stories. One structure is five stories.

#### Architectural Features

This area has a greater degree of diversity, in terms of building age, scale and architectural styles and character than others. One of the most notable characteristics of this area is the presence of Hispanic influence on building façades. Façades primarily open up along the Avenue and feature brightly painted brick. A wide range of colors adds flavor and life to the Avenue. Buildings not clad in brightly painted brick are either homes with wood siding or natural colored brick. Many of the ground floor windows in this district are protected with iron bars.





4.3 CORRIDOR PROFILE - continued

CHARACTER AREA 4:

> East Area: Van Brunt To Hardesty

The area between Van Brunt Boulevard and Hardesty Avenue has gradually developed as an automobile oriented “strip commercial” center interspersed with pockets of residential. The lower density residential is sometimes in conflict with the neighboring commercial development both in terms of scale and use. Automotive access patterns determine the physical form of the area. Strong institutional assets range from historic churches to vacant schools.

Site Plan Features

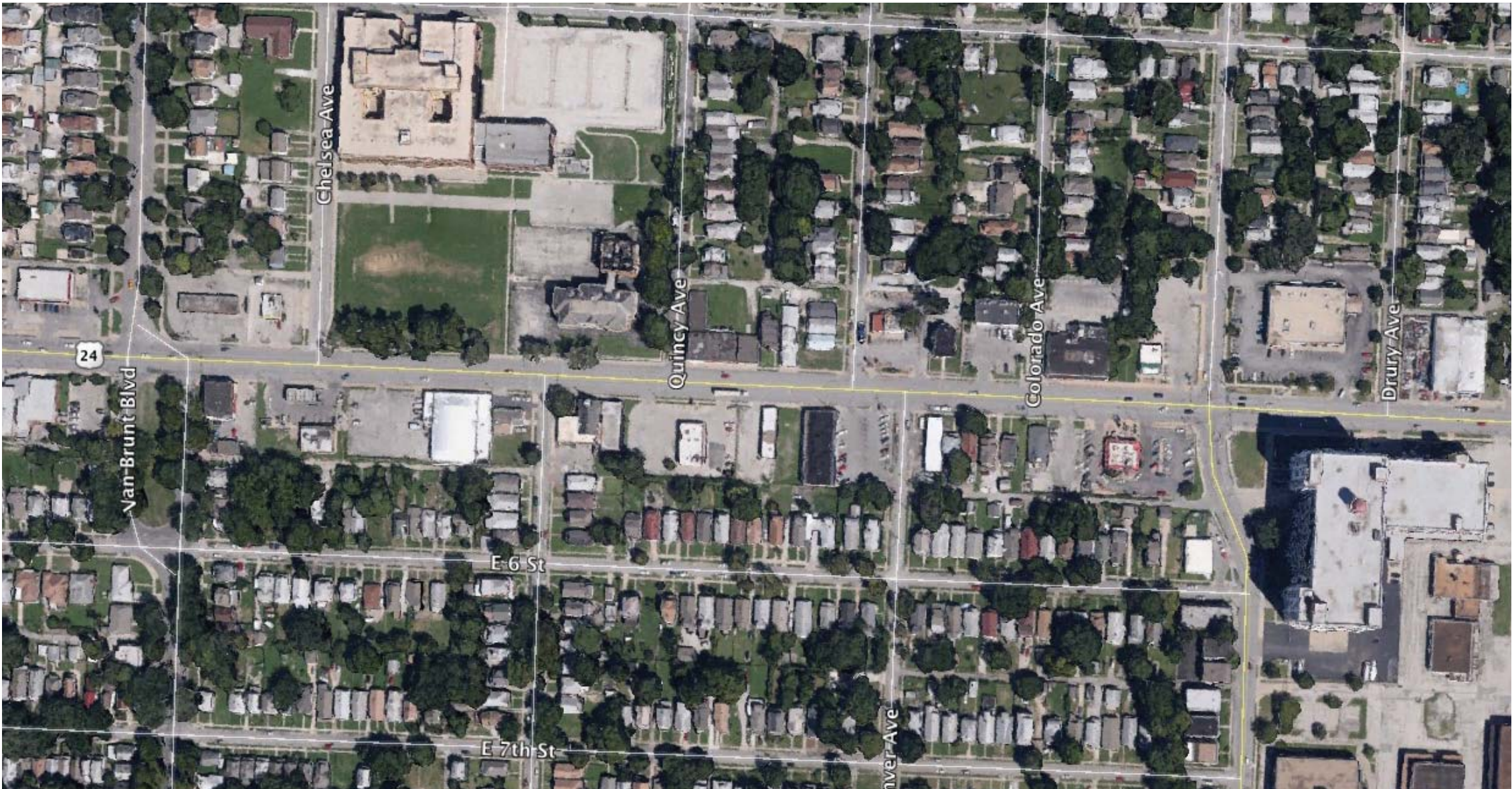
This area is characterized by a combination of narrow and large lot widths. Building setbacks are broken by new auto-oriented uses. Some of the buildings feature site placement completely unique to individual chain store uses, with expansive surface parking encircling the buildings. The exception to the setback standard lies at the site of the Northeast Junior High School, which has an expansive grass lawn in front of the building as well as mature trees near the street and sidewalk. There are issues of frequent curb cuts, surface parking lots, and signage near the right-of-way. Streetscape is located generally on private property in this area and is primarily oriented around signage and parking, resulting in a less than friendly pedestrian environment.

Building Scale Features

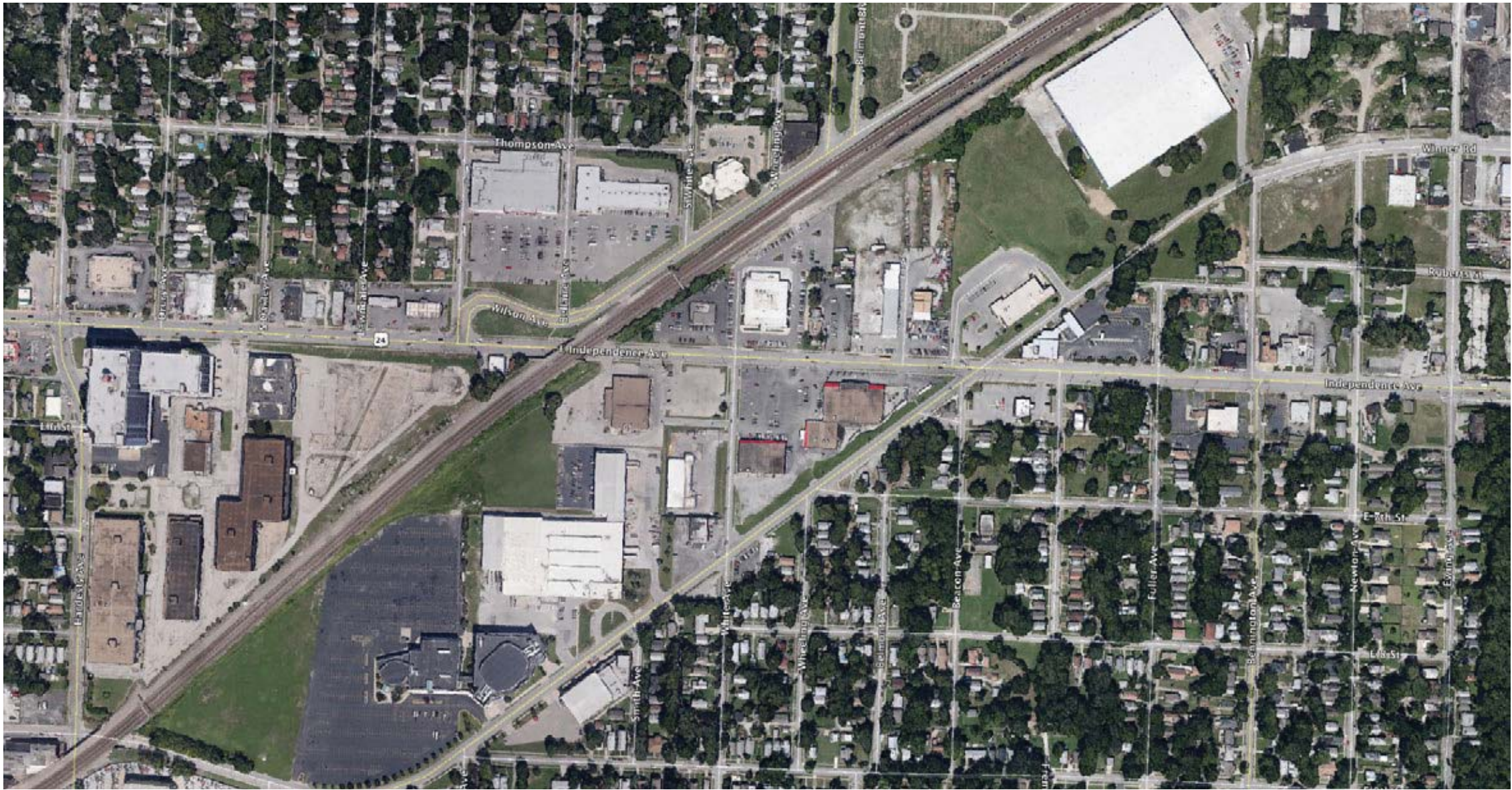
Building size, scale and age in this district is widely mixed due to the array of uses and building styles. Primary structures range from one to three stories.

Architectural Features

This region of Avenue has less historic influences, and more suburban-style commercial and residential development. Architectural components are rather diverse and eclectic in comparison to the West Gateway and West areas. Some pockets of older commercial storefronts remain and have the potential to add visual quality once rehabilitated. In many cases, windows are barred over on commercial properties or not present at all.







## CHARACTER AREA 5:

### > East Gateway: Hardesty to Ewing

The east gateway area extends from Hardesty Avenue to Ewing Avenue. Building frontage is dissected by rail lines and an old industrial swath of land that breaks up the rhythm of the street. Uses range from light industrial and retail / commercial to residential as the character of the Avenue goes in and out of the neighborhoods. Limited investment has occurred.

#### Site Plan Features

Setbacks vary drastically in this automobile-oriented context. A mix of commercial chains, local businesses, and residential homes are interspersed. The pedestrian realm is uncomfortable due to adjacent surface parking lots, shallow sidewalks, lack of street trees, and vehicular traffic. Curb cuts in this area interfere with the pedestrian flow of traffic in the same way as other parts of Independence Avenue.

#### Building Scale Features

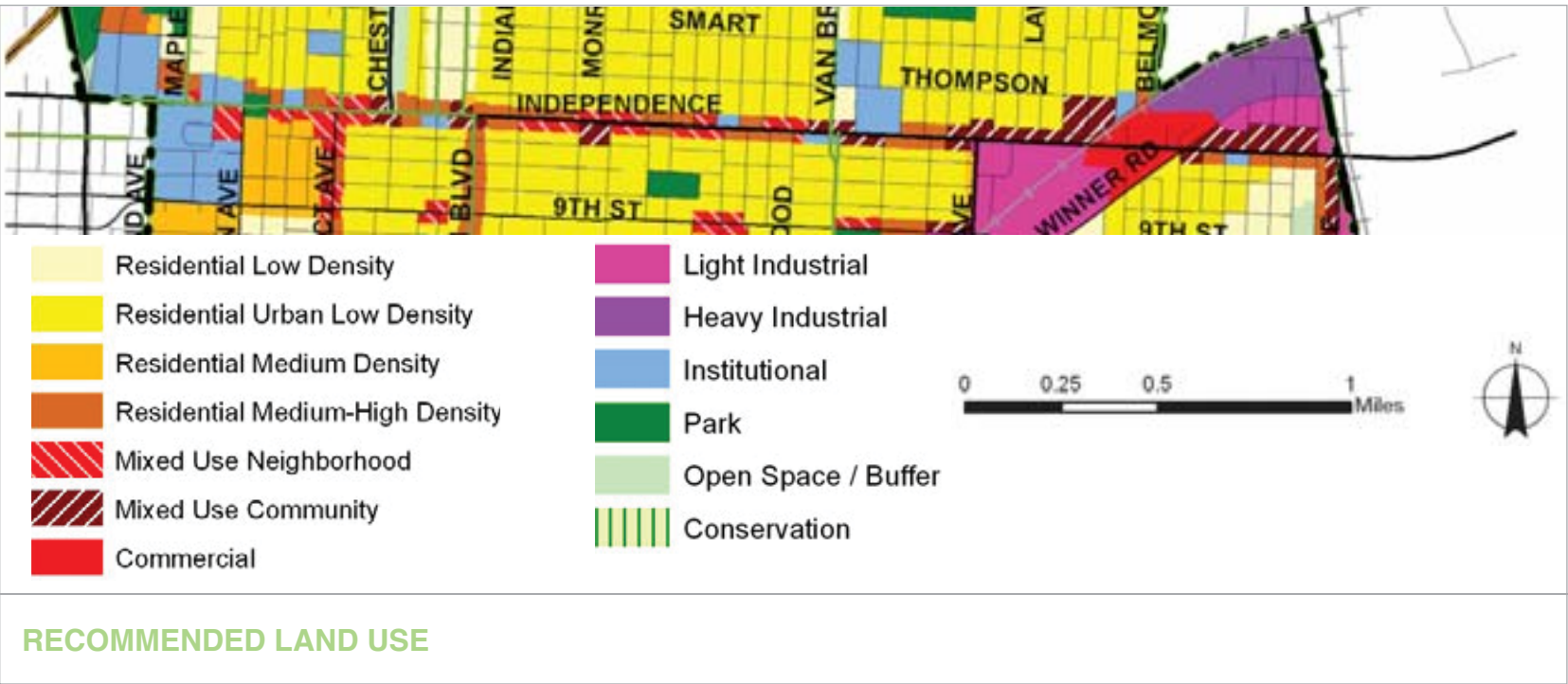
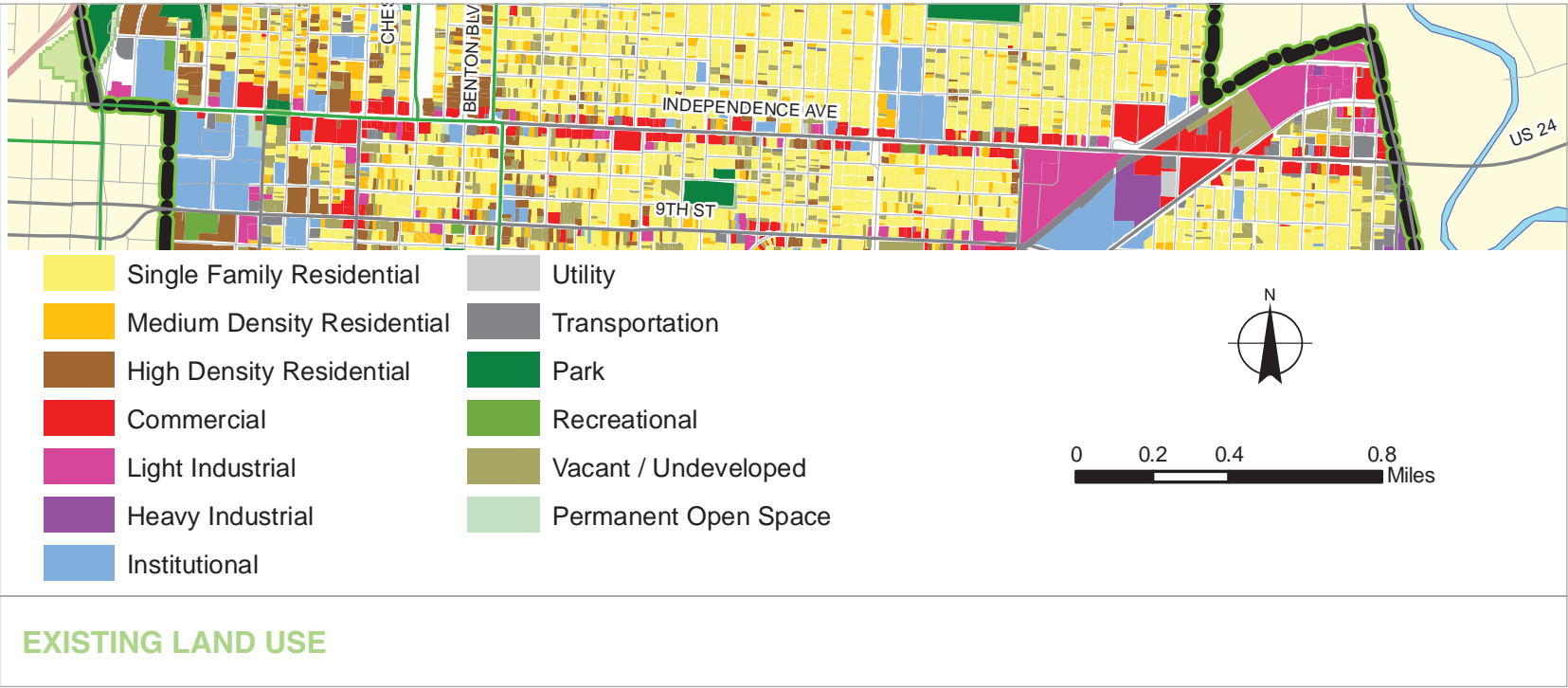
The scale of buildings varies as well with the change in building use. Typical buildings range from one to two stories with larger building footprints. One structure is eleven stories.

#### Architectural Features

The character of the east gateway area has a more industrial presence blending with commercial and residential uses. Common materials include brick - painted and unpainted, commercial concrete block, and residential wood siding. In many cases, windows on commercial properties are barred over or not present at all.







03 EXISTING CONDITIONS

As part of past planning efforts and this Character Study, a range of variables related to development patterns were reviewed in order to gain an understanding of the degree of consistency and the range of diversity that exists. When these variables are considered at a corridor-wide level, they reveal an understanding of the general character of the corridor. When examined at a finer level, they suggest a series of smaller character areas with shared characteristics.

This section provides land use and zoning data for the Independence Avenue Corridor. The information is extracted from the 2011 Truman Plaza Area Plan Data Book and other sources. More information illustrating the development patterns of the Independence Avenue Corridor is located in the Appendix.

> Existing Land Use

The variety of land uses that exist within the planning area are shown in the Existing Land Use Map.

**Residential**

Residential uses (single-family, medium density, and high density) account for nearly half of the planning area.

**Commercial / Industrial**

Existing commercial / industrial uses represent a dominant pattern along Independence Avenue. The existing commercial uses are on relatively small parcels, typical of neighborhood commercial uses.

**Key Challenges**

*Marginal Land Uses* - The corridor’s mix of land uses presents challenges where light industrial businesses, social service agencies, traditional residential development, vacant lots, and blighted properties affect the perception of the entire corridor.

*Redevelopment* - Although there has been some redevelopment of the properties at key nodes, the balance of the corridor is experiencing vacancies and worsening property maintenance and appearance issues.

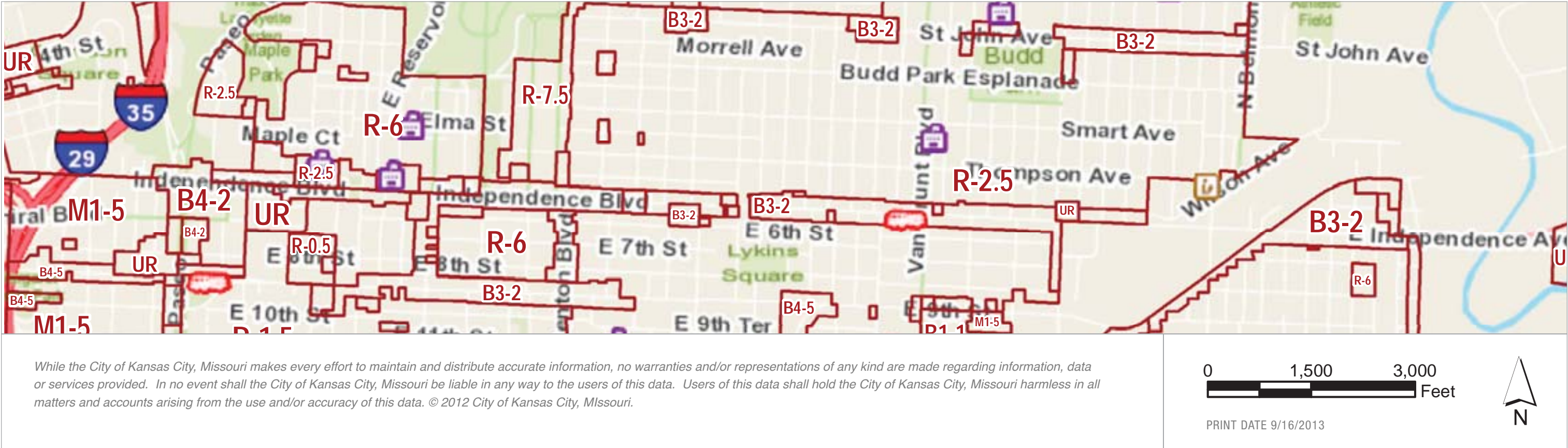
> Recommended Land Use

The following Recommended Land Use Map is based upon the values and aspirations of area residents, stakeholders, and others who participated in the Truman Plaza Area Plan. The Plan envisions mixed-use, compact, transit-oriented development. However, the existing base zoning presents challenges to achieving this vision.



> Zoning Map

A Map with generalized zoning district boundaries in the corridor is shown below and illustrates the surrounding context.



04 EXISTING REGULATIONS

> Existing Zoning

This section summarizes the existing zoning regulations including permitted use of the land and lot and building standards.

The corridor encompasses eight base zoning districts. Six of those districts are commercial / industrial ranging from B-1 through B4-5, and M1-5, historically “open zoning” or C1 – C3-b and M1), where any use allowed under the zoning ordinance in these categories could be developed only by obtaining a building permit. The City had little control over design quality, site plan design, landscaping, setbacks or

building orientation. Development, in general, remained unrestricted as to site planning and urban design until 1998, when the City established two Special Review Districts along Independence Avenue. These include:

• Residential Districts	• Business and Commercial Districts	• Manufacturing Districts	• Overlay / Special Purpose Districts
R-2.5 R-1.5	B1-1 – Neighborhood Business 1 B2-2 – Neighborhood Business 2 B3-2 – Community Business B4-2 – Heavy Business / Commercial 4 B4-5 – Heavy Business / Commercial 4	M1-5 – Manufacturing 1	UR – Urban Redevelopment District Special Review Overlay District – East Special Review Overlay District – West Pendleton Heights Historic District Scarritt Point Historic district



4.3 CORRIDOR PROFILE - continued

> Permitted Uses

The existing eight base zoning districts allow a variety of uses as shown in the following tables.

Chapter 88 Consolidated Use Table Updated 06-11-2012									
Kansas City Zoning & Development Code—Use Table									
USE GROUP	ZONING DISTRICTS								Use-Specific Standards
Use Category	RESIDENTIAL		BUSINESS				D'TOWN	MANUF.	
specific use type	R 2.5	R 1.5	B1	B2	B3	B4		M1	
<b>RESIDENTIAL</b>									
Household Living (except as noted below)	P	P	P	P	P	P		S	88-110-06-C
in single-purpose residential building	P	P	P	P	P	P		S	88-350
above ground floor (in mixed-use building)	—	—	P	P	P	P		P	88-350
Group Living (except as noted below)	—	S	P	P	P	P		S	88-350
Group homes	—	P	P	P	P	P		S	88-350
Nursing home	S	P	P	P	P	P		S	88-350
<b>PUBLIC/CIVIC</b>									
Club, Lodge, or Fraternal Organization	—	P	P	P	P	P		P	88-365
College/University	P/S	P/S	P	P	P	P		P	88-365
Day Care									
Home-based (1-4)	P	P	P	P	P	P		P	
Family (5-10)	P	P	P	P	P	P		P	88-330-01
Group (11-20)	S	P	P	P	P	P		P	88-330-02
Center (21+)	—	—	P	P	P	P		P	88-330-02
Detention and Correctional Facilities	—	—	—	—	—	—		S	88-335
Halfway House	—	—	—	—	—	—		S	88-352
Hospital	—	—	P	P	P	P		—	88-365
Library/Museum/Cultural Exhibit	P/S	P/S	P	P	P	P		—	88-365
Park/Recreation (except as noted below)	P/S	P/S	P	P	P	P		—	88-365
Community center	P/S	P/S	P	P	P	P		—	88-365
Religious Assembly	P/S	P/S	P	P	P	P		—	88-365
Safety Service (except as noted below)	S	S	P	P	P	P		P	88-365
Fire station	P	P	P	P	P	P		P	88-365
Police station	P	P	P	P	P	P		P	88-365
Ambulance service	S	S	S	S	P	P		P	88-365
School	P/S	P/S	P	P	P	P		S	88-365
Utilities and Services (except as noted below)	S	S	S	S	S	S		S	
Basic, minor	P	P	P	P	P	P		P	
<b>COMMERCIAL</b>									
Adult Business	—	—	—	P	P	P		P	88-310-03
Adult media store	—	—	—	—	P	P		P	88-310-02
Adult motion picture theater	—	—	—	—	P	P		P	88-310-02
Sex shop	—	—	—	—	P	P		P	
Animal Service									
Sales and grooming	—	—	P	P	P	P		P	88-315
Shelter or boarding	—	—	—	P	P	P		P	88-315
Veterinary	—	—	—	P	P	P		P	88-315
Stable	—	—	—	—	—	S		P	88-315
Artist Work or Sales Space	—	—	P	P	P	P		P	

P= Use permitted as of right | S = Use requires special use approval | — = Use is not allowed

Chapter 88 Consolidated Use Table Updated 06-11-2012

Kansas City Zoning & Development Code—Use Table									
USE GROUP	ZONING DISTRICTS								Use-Specific Standards
Use Category	RESIDENTIAL		BUSINESS				D'TOWN	MANUF.	
specific use type	R 2.5	R 1.5	B1	B2	B3	B4		M1	
Building Maintenance Service	—	—	—	—	P	P		P	
Business Equipment Sales and Service	—	—	—	P	P	P		P	
Business Support Service(except as noted below)	—	—	—	P	P	P		P	
Day labor employment agency	—	—	—	—	—	S		S	88-331
Communications Service Establishments	—	—	—	P	P	P		P	
Drive-Through Facility	—	—	—	P	P	P		P	88-340
Eating and Drinking Establishments(except as noted below)	—	—	P	P	P	P		P	
Tavern or nightclub	—	—	—	P	P	P		P	
Entertainment and Spectator Sports									
Indoor small venue (1-149 capacity)	—	—	—	S	P	P		P	
Indoor medium venue (150-499 capacity)	—	—	—	P	P	P		P	
Indoor large venue (500+ capacity)	—	—	—	—	S	P		P	
Outdoor (all sizes)	—	—	—	—	S	P		P	
Financial Services(except as noted below)	—	—	P	P	P	P		P	
Short-term loan establishment	—	—	—	P	P	P		P	88-325
Pawn shop	—	—	—	S	S	P		P	
Food and Beverage Retail Sales	—	—	P	P	P	P		P	
Funeral and Intermment Service									
Cemetery/columbarium/mausoleum	S	S	S	S	S	S		—	88-345
Crematory	S	S	S	S	S	S		P	88-345
Undertaking	—	—	S	P	P	P		P	88-345
Gasoline and Fuel Sales	—	—	S	S	S	P		P	
Lodging									
Bed and breakfast	S	S	P	P	P	P		—	88-320
Hotel/motel	—	—	—	—	P	P		—	
Recreational vehicle park	—	—	—	—	S	S		—	
Neighborhood-serving retail	S	S	—	—	—	—		—	88-360
Office, Administrative, Professional or General	—	S	P	P	P	P		P	
Office, Medical (except as noted below)	—	—	P	P	P	P		P	
Blood/plasma center	—	—	—	—	S	S		P	
Parking, Non-accessory	—	—	—	S	P	P		P	
Personal Improvement Service	—	—	P	P	P	P		P	
Repair or Laundry Service, Consumer	—	—	P	P	P	P		P	
Research Service	—	—	P	P	P	P		P	
Retail Sales	—	—	P	P	P	P		P	
Reuse of designated historic landmark (local or national)	S	S	P/S	P/S	P/S	P/S		—	
Sports and Recreation, Participant									
Indoor	—	—	P	P	P	P		P	
Outdoor	—	—	—	—	P	P		P	
Vehicle Sales and Service(except as noted below)	—	—	—	—	P	P		P	
Car wash/cleaning service	—	—	—	S	P	P		P	

Chapter 88 Consolidated Use Table Updated 06-11-2012

Kansas City Zoning & Development Code—Use Table									
USE GROUP	ZONING DISTRICTS								Use-Specific Standards
Use Category	RESIDENTIAL		BUSINESS				D'TOWN	MANUF.	
specific use type	R 2.5	R 1.5	B1	B2	B3	B4		M1	
Heavy equipment sales/rental	—	—	—	—	S	P		P	
Light equipment sales/rental (indoor)	—	—	—	P	P	P		P	
Light equipment sales/rental (outdoor)	—	—	—	S	S	P		P	
Motor vehicle repair, limited	—	—	—	S	P	P		P	
Motor vehicle repair, general	—	—	—	—	S	P		P	
Vehicle storage/towing	—	—	—	—	—	P		P	88-375
<b>INDUSTRIAL</b>									
Junk/Salvage Yard	—	—	—	—	—	—		—	
Manufacturing, Production and Industrial Service									
Artisan	—	—	—	—	—	P		P	
Limited	—	—	—	—	—	S		P	
General	—	—	—	—	—	S		S	
Intensive	—	—	—	—	—	—		—	
Mining and Quarrying	—	—	—	—	—	—		S	88-355
Recycling Service	—	—	—	—	—	—		—	
Limited	—	—	—	—	—	S		P	
General	—	—	—	—	—	—		S	
Residential Storage Warehouse	—	—	—	—	—	P		P	
Warehousing, Wholesale, Freight Movement									
Indoor	—	—	—	—	—	P		P	
Outdoor	—	—	—	—	—	—		—	
Waste-Related Use	—	—	—	—	—	—		—	88-380
Demolition debris landfill	—	—	—	—	—	—		S	88-380
Solid waste separation facility	—	—	—	—	—	—		—	88-380
Transfer station	—	—	—	—	—	—		—	88-380
<b>AGRICULTURE</b>									
Agriculture, Crop	P/S	P/S	P	P	P	P		P	88-312-01
Agriculture, Animal	P(1)	P(1)	P(1)	P(1)	P(1)	P(1)		P(1)	
Agriculture, Urban									
Home garden	P	P	P	P	P	P		P	88-312-02-A
Community garden	P	P	P	P	P	P		P	88-312-02-B
Community-supported agriculture (CSA) farm	S	S	P	P	P	P		P	88-312-02-C
<b>ACCESSORY SERVICES</b>									
Wireless Communication Facility									
Freestanding	—	—	—	P	P	P		P	88-385
Co-located antenna	P	P	P	P	P	P		P	88-385

Table Notes



> Lot and Building Standards

Basic lot and building standards for all development in the existing eight base zoning districts are illustrated in the following tables.

RESIDENTIAL BUILDING TYPES

Building Type	R-80	R-10	R-7.5	R-6	R-5	R-2.5	R-1.5	R-0.5	R-0.3
Detached house	P	P	P	P	P	P	P	P	P
Zero lot line house	P	P	P	P	P	P	P	P	P
Cottage house	—	—	P	P	P	P	P	P	P
Attached house									
» Semi-attached									
» on corner lots	—	P <sup>1</sup>	P <sup>1</sup>	P <sup>1</sup>	P	P	P	P	P
» in other situations	—	—	—	—	P	P	P	P	P
» Townhouse	—	—	—	—	P	P	P	P	P
Two-unit house									
» on corner lots	—	P <sup>1</sup>	P <sup>1</sup>	P <sup>1</sup>	P	P	P	P	P
» in other situations	—	—	—	—	P	P	P	P	P
Multi-unit house	—	—	—	—	—	P	P	P	P
Multiplex	—	—	—	—	—	—	P	P	P
Multi-unit building	—	—	—	—	—	—	P	P	P
P = permitted building type — = prohibited building type P <sup>1</sup> Permitted only in approved open space development or conservation development; subject to 88-110-06-C.4									

RESIDENTIAL LOT AND BUILDING STANDARDS

Table 110-2: Lot and Building Standards									
	R-80	R-10	R-7.5	R-6	R-5	R-2.5	R-1.5	R-0.5	R-0.3
CONVENTIONAL DEV'T									
Lot Size									
» Min. lot area (square feet)	80,000	10,000	7,500	6,000	5,000	4,000	3,000	3,000	2,500
» Min. lot area per unit (sq. ft.)	80,000	10,000	7,500	6,000	5,000	2,500	1,500	350	300
» Min. lot width (feet)	150	85	50	50	45	40	30	30	25
Front Setback <sup>1</sup>									
» Minimum (% of lot depth)	25	25	25	25	25	25	15	15	15
» Min. garage (% of lot depth)	25	25	25	25	25	25	20	20	20
» Maximum required (ft)	40	30	30	30	25	25	20	20	20
Rear Setback									
» Minimum (% of lot depth)	25	25	25	25	25	25	25	25	25
» Maximum required (ft)	50	30	30	30	30	25	25	25	25

Table 110-2: Lot and Building Standards									
	R-80	R-10	R-7.5	R-6	R-5	R-2.5	R-1.5	R-0.5	R-0.3
Side Setback									
» Min. each side (% of width)	10	10	10	10	10	10	10	10	10
» Maximum required (feet)	8	8	8	8	8	8	8	8	8
» Min. abutting major street (ft)	15	15	15	15	15	15	15	15	15
Height (feet)									
» Maximum	35	35	35	35	35	40	45	100	235
OPEN SPACE DEV'T									
Overall Site									
» Min. open space (% of site)	30	30	30	30	30	30	30	30	30
» Min. area per unit (sq. ft.)	77,000	9,000	6,750	5,400	4,500	2,750	1,750	450	270
Lot Size									
» Min. lot area (square feet)	12,000	7,500	6,000	5,000	3,750	3,000	2,500	2,500	2,500
» Min. lot width (feet)	100	75	50	45	35	25	25	25	25
Front Setback									
» Minimum (% of lot depth)	20	15	15	15	15	15	15	15	15
» Min. garage (% of lot depth)	25	25	25	25	25	20	20	20	20
» Maximum required (ft)	25	25	25	25	25	20	20	20	20
Rear Setback									
» Minimum (% of lot depth)	25	25	25	25	25	25	25	25	25
» Maximum required (ft)	30	30	30	30	30	25	25	25	25
Side Setback									
» Min. each side (% lot width)	10	10	10	10	10	10	10	10	10
» Maximum required (feet)	8	8	8	8	8	8	8	8	8
» Min. abutting major street (ft)	15	15	15	15	15	15	15	15	15
Height (feet)									
» Maximum	35	35	35	35	35	40	45	120	200

Table 110-2: Lot and Building Standards									
	R-80	R-10	R-7.5	R-6	R-5	R-2.5	R-1.5	R-0.5	R-0.3
Height (feet)									
» Maximum	35	35	35	35	35	40	45	120	300
<sup>1</sup> Minimum street side setback is 50% of required front setback.									

BUSINESS

Table 120-2 Lot and Building Standards (O and B Districts)					
	-1	-2	-3	-4	-5
Lot Size					
» Min. lot area (square feet)	None	None	None	None	None
» Min. lot area per unit (sq. ft.)					
» in single purpose residential building	1,250	750	400	300	200
» above ground floor in mixed-use building	None	None	None	None	None
» Min. lot width (feet)	None	None	None	None	None
Floor area ratio					
» Maximum	1.4	2.2	3.0	4.0	6.0
Min. Front Setback <sup>1,4</sup>					
» Abutting residential district	1	1	1	1	1
» Not abutting R district	None	None	None	None	None
Min. Rear Setback <sup>4</sup>					
» Abutting residential district					
» % of lot depth	25	25	25	25	25
» Maximum required (feet)	30	30	30	30	30
» Not abutting R district	None	None	None	None	None
Side Setback					
» Abutting residential district	2	2	2	2	2
» Not abutting R district	None	None	None	None	None
Maximum Height					
» Building with ground floor commercial space <sup>3</sup>	40	50	60	70	None
» Building without ground floor commercial space	35	45	55	65	None
Notes to Table 120-2					
<sup>1</sup> Front setback required only when O- or B-zoned lot abuts R-zoned lot with frontage on the same street. In such cases, the O- or B-zoned lot must match the actual front setback of the building that exists on the abutting R-zoned lot, or if no building exists on the abutting R-zoned lot, the O- or B-zoned lot must provide at least 50% of the front setback that applies to the abutting R-zoned lot.					
<sup>2</sup> Side setback required only when an O- or B-zoned lot abuts R-zoned lots. In such cases, the O- or B-zoned lot must provide the same side setback as required for the abutting R-zoned lot.					
<sup>3</sup>					

MANUFACTURING

Table 140-2 Lot and Building Standards (M Districts)					
	-1	-2	-3	-4	-5
Lot Size					
» Min. lot area (square feet)	None	None	None	None	None
» Min. lot width (feet)	None	None	None	None	None
Floor area ratio					
» Maximum	1.4	2.2	3.0	4.0	5.0
Min. Front Setback <sup>1</sup>					
» Abutting residential district	1	1	1	1	1
» Not abutting R district	None	None	None	None	None
Min. Rear Setback					
» Abutting residential district					
» % of lot depth	25	25	25	25	25
» Maximum required (feet)	30	30	30	30	30
» Not abutting R district	None	None	None	None	None
Side Setback					
» Abutting residential district	2	2	2	2	2
» Not abutting R district	None	None	None	None	None
Height					
» Maximum	40	50	60	70	None
Notes to Table 140-2					
<sup>1</sup> Front setback required only when M-zoned lot abuts R-zoned lot with frontage on the same street. In such cases, the M-zoned lot must match the actual front setback of the building that exists on the abutting R-zoned lot, or if no building exists on the abutting R-zoned lot, the M-zoned lot must provide at least 50% of the front setback that applies to the abutting R-zoned lot.					
<sup>2</sup> Side setback required only when M-zoned lot abuts R-zoned lots. In such cases, the M-zoned lot must provide the same side setback as required for the abutting R-zoned lot.					



4.3 CORRIDOR PROFILE - continued

Lot and Building Standards (Existing Average Conditions)					
Lot Size	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
Avg. Lot Area (ft <sup>2</sup> )					
B1-1 Neigh Bus 1	100,000	27,000			
B2-2 Neigh Bus 2		14,400			
B3-2 Comm Bus	33,700	31,700	10,067	22500	14750
B4-2 Heavy Busi 4	63,800				
B4-5 Heavy Busi 4			10,900		50,000
R-2.5 Residential	96,400	26,000	4,300		
R-1.5 Residential		119, 700			
M1-5 Manf. 1			15,560		85,350
Front Setback					
Avg. Front Setback (ft <sup>2</sup> )					
B1-1 Neigh Bus 1	30	.5			
B2-2 Neigh Bus 2		36			
B3-2 Comm Bus	31	13	19	21	21
B4-2 Heavy Busi 4	56				
B4-5 Heavy Busi 4			19		
R-2.5 Residential	55	60	15		
R-1.5 Residential		7			
M1-5 Manf. 1			29		46
Rear Setback					
Avg. Rear Setback (ft <sup>2</sup> )					
B1-1 Neigh Bus 1	48	38			
B2-2 Neigh Bus 2		67			
B3-2 Comm Bus	58	67	25	46	42
B4-2 Heavy Busi 4	77				
B4-5 Heavy Busi 4			36		
R-2.5 Residential	154	8	15		
R-1.5 Residential		25			
M1-5 Manf. 1			14		45
Side Setback					
Avg. Side Setback (ft <sup>2</sup> )					
B1-1 Neigh Bus 1	40	15			
B2-2 Neigh Bus 2		10			
B3-2 Comm Bus	24	20	11	27	20
B4-2 Heavy Busi 4	50				
B4-5 Heavy Busi 4			20		
R-2.5 Residential	52	33	12		
R-1.5 Residential		8			
M1-5 Manf. 1			2		72

> Analysis Of Lot And Building Standards

One of the first tasks of this study was to determine what regulatory standards applied to the eight base zoning districts. This was followed by determining which zoning applied to what character area. This, in concert with the allowed uses, set the framework for understanding the parameters of development.

Lot Size And Setback Patterns

In order to understand the “on-the-ground” conditions in the eight base zoning districts, it was important to analyze the most common dimensions within these districts: lot area, front, side, and rear yard setbacks.

This study includes a reconnaissance analysis of these features. As GIS analysis was beyond the scope of this study, these features were analyzed using aerial photography.

The table to the left reflects a summary of average conditions. The analysis is organized by zoning district for each character area. This analysis can serve as a baseline for future evolution of the standards and guidelines as conditions in the corridor change. See the Appendix for detailed analysis.



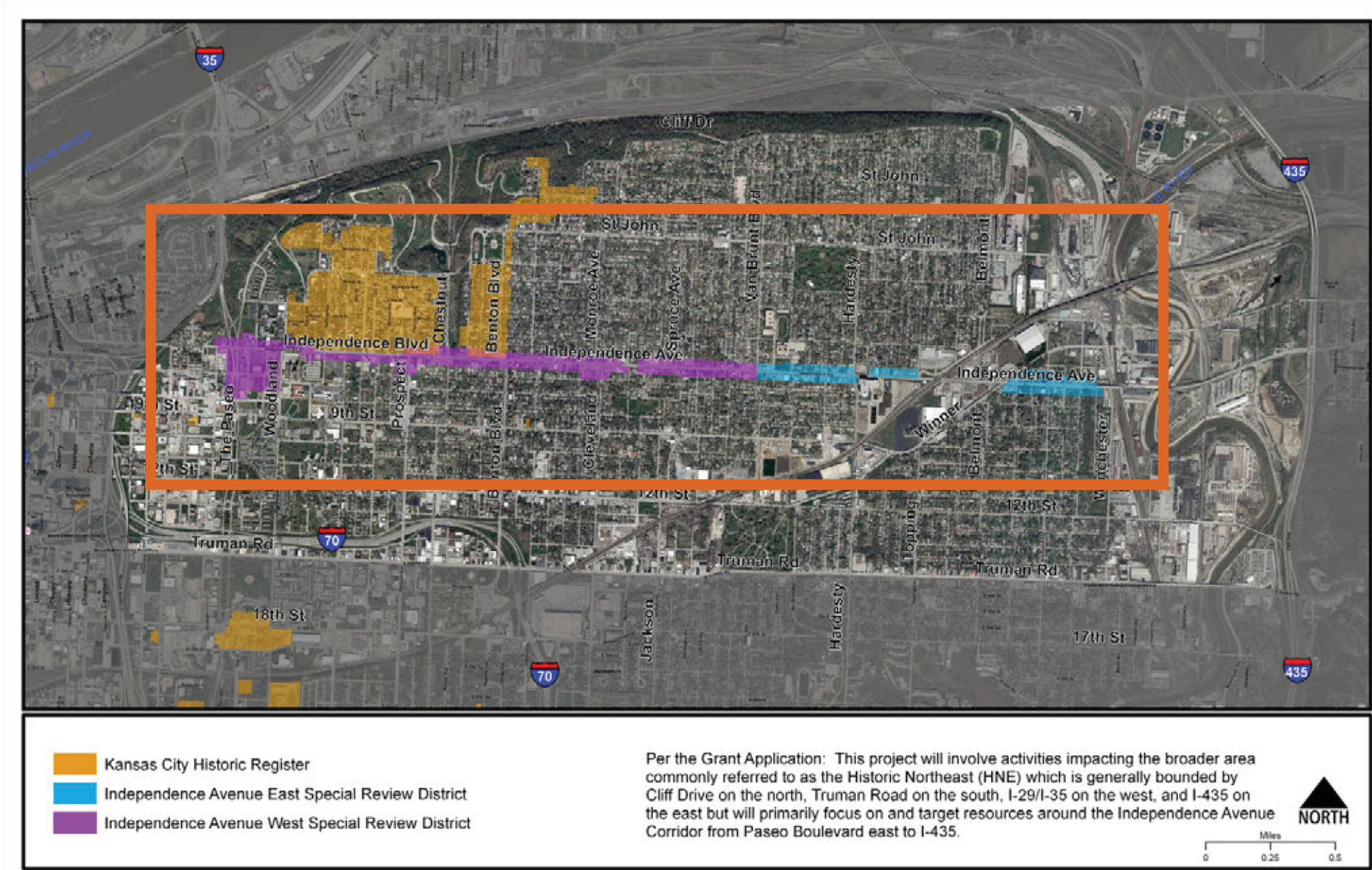
> Independence Avenue Special Review District

Enacted by Committee Substitute for Ordinance No. 981059 on November 12, 1998, there are currently two Special Review Districts (SRD) along Independence Avenue. Each overlay has its own requirements and exceptions. Generally, both overlays encourage a more pedestrian-friendly environment and apply bulk and height limitations.

- Independence Avenue West SRD: Lydia Avenue on the west, Sixth Street on the south, Van Brunt Boulevard on the east and Roberts Street on the north.
- Independence Avenue East SRD: Van Brunt Boulevard on the west, Sixth Street on the south, Winchester Avenue on the east and Roberts Street on the north.

The Districts apply to commercially zoned properties. A SRD supplements zoning and defines physical characteristics of property. A SRD is an overlay district that applies to property repair, rehabilitation, or new construction. The review is triggered by the building permit process.

The Districts provide a review of building / site design prior to the issuance of a building permit. Standards and regulations are adopted for each SRD that address features such as: building scale and proportion, façade, gateways, materials, awnings, roof lines, rear entrances, screening and buffering, signage, color, and parking.



> Historic Districts And Landmarks

There are two types of historic designations in Kansas City, Missouri. A property can be on the Kansas City (local) Register of Historic Places or the National Register of Historic Places. The Historic Preservation (Landmarks) Commission of Kansas City, Missouri oversees the Kansas City Register, which is a list

of districts, sites, buildings, structures, and objects significant in Kansas City History. Any exterior alterations to properties included on the Kansas City Register have to follow the Secretary of Interior’s Standards for Rehabilitation.

The map above reflects two existing Kansas City Register

Historic Districts along Independence Avenue that will require coordination of review efforts. They include:

- The Pendleton Heights Historic District (to the west)
- The Scarritt Point Historic District (to the east)



REGULATORY CONCEPTS 4.4

INTRODUCTION 01

DESIGN OBJECTIVES 02

REGULATORY TOOLS 03

REGULATORY CONCEPTS 04

01 INTRODUCTION

The Independence Avenue Overlay District is the culmination of multiple public participatory planning processes spanning over several years, as described in section two. This Study represents an initial strategy for the redevelopment of an aging corridor into a pedestrian-friendly, mixed-use area for the Truman Plaza Area community. This vision will be realized over time as the corridor continues to change and evolve.

The goal for the study is to retain and enhance the unique character and context of the Independence Avenue corridor as it continues to change with renovations, additions, and new building construction.

This part of the report begins with a summary of design objectives, quantitative regulatory tools, regulatory concepts, regulatory methods, and a recommended preferred regulatory strategy. Nine regulatory tools are described in the section that could be used to address corridor objectives and issues while meeting criteria for fairness and effectiveness. It concludes with a recommended preferred concept and next steps.

02 DESIGN OBJECTIVES

Community comment generated by the public process for the Independence Avenue Character Study has helped identify and clarify overall design objectives for the corridor. Adopted Guiding Principles from the Truman Plaza Area Plan relevant to the focus of this study follow.

Revitalize Commercial Nodes And Corridors

- Incorporate minimum design standards into the development code and enforce equally throughout the area.
- Revise the Independence Avenue Special Review District to include more stringent design guidelines for Independence Avenue.

Promote High Quality, Compatible Development And Prevent Encroachment

- Downzone or create overlay districts (neighborhood conservation, pedestrian, historic) where supported by the Recommended Land Use Map and as recommended by neighborhood residents and leaders.

Encourage Urban Development

- Encourage a dense and diverse mix of buildings and uses situated on compact pedestrian scale blocks with high lot coverage, 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.

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) along the primary transit corridors and near future transit stations. Independence is a primary transit corridor. Stops at Belmont & St. John and Hardesty & 24th are primary due to the high number of boardings.
- 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.

The corridor objectives and issues listed above provide a foundation for the strategy options described in the Regulatory Concepts that follow.









### 03 REGULATORY TOOLS

The regulatory tools included in this section can be used to address corridor issues and objectives. These tools provide quantitative code requirements, or “design standards” for development, such as maximum height and minimum setbacks.

- Tools such as streetscape design standards and lot size standards help shape the public realm and the overall density of development.
- Tools such as lot coverage, building coverage, open space, and landscaping standards help preserve and promote an existing or desired character within and among individual lots.
- “Building level” tools govern the mass, scale, and general design characteristics of buildings on individual lots.

#### > Lot Size Standards

Lot size standards determine density and influence the general character of corridors. They generally set a minimum size for lots but may also set a maximum.

##### **Advantages of Lot Size Standards:**

- In combination with building size and number regulations, can help maintain density.

##### **Potential Disadvantages of Lot Size Standards:**

- Can limit the ability to subdivide large lots.

#### > Building Coverage

Building coverage standards establish the maximum percentage of a lot surface that may be covered by structures. Additional elements are sometimes excluded (in part or in whole) from building coverage to provide additional flexibility or to promote specific design elements.

##### **Advantages of Building Coverage Standards:**

- Helps maintain open space.
- Helps preserve side and rear yard areas.
- Mitigates privacy impacts by discouraging larger structures from extending substantially into the rear yard.

##### **Potential Disadvantages of Building Coverage Standards:**

- Could encourage taller structures if not combined with specific height or floor area ratio standards.



> Lot Coverage Standards

Lot coverage standards may dictate the maximum percentage of a lot surface that can be covered by built areas such as buildings or paved areas.

Advantages of Lot Coverage or Standards:

- Helps maintain green space.

Potential Disadvantages of Lot Coverage Standards:

- Could encourage taller structures (to allow for larger driveways, patios, etc.) if not combined with specific height or floor area ratio standards.
- Limits on all hard surfaces would not have as significant an effect on building form as building coverage standards.

> Setback Standards

Setback standards limit how close buildings may be placed to the front, sides or rear of a lot.

Advantages of Setback Standards:

- Front setbacks help maintain a continuous pattern of open space along a block.
- Side and rear setback standards can protect privacy (especially when new construction involves a two-story building) by ensuring that buildings on adjoining lots are separated by a minimum distance.

Potential Disadvantages:

- In areas with varied setbacks, increased setback standards could cause some structures to become non-standard.

> Floor Area Ratio (FAR) Standards

Floor area ratio standards limit the total square footage of all structures on a lot.

Advantages of FAR Standards:

- Directly relates the size of structures to the size of the lot.

- Relatively easy to understand and calculate.
- Can be combined with lot coverage and height limits to break down the overall scale of structures.
- Can be used to provide an incentive for front porches or detached garages and accessory structures.

Potential Disadvantages of FAR Standards:

- Could permit inappropriately tall or box-like structures when not combined with other standards and guidelines.
- Could permit inappropriately large structures on large lots.
- Could constrain the building potential of small lots.

> Overall Height

Overall building height standards dictate the maximum height a building may reach.

Advantages of Height Standards:

- Helps ensure that structures do not loom over their neighbors.
- Relatively easy to understand and calculate.
- Can be used to provide an incentive for specific roof forms that are consistent with a specific corridor character or tradition (i.e., height may be calculated to the mid-point of a sloped roof to encourage pitched roof forms).

Potential Disadvantages of Height Standards:

- Could permit inappropriately tall structures near neighbors unless combined with other standards.
- Can create confusion if methods of measurements are inconsistent.

> Landscape Buffering Standards

Landscape buffering standards require vegetation to screen incompatible structures and uses. Most frequently used where commercial or industrial uses abut single-family residential uses, landscape buffering may have a role in protecting the privacy of side and rear yards or in screening parking areas from neighbors or the street.







**Advantages of Landscape Buffering Standards:**

- Evergreen vegetation provides a visual and functional screen between new development and existing homes.
- Additional vegetation has a beneficial effect on air quality and helps reduce the heat island effect of paved areas.

**Potential Disadvantages of Landscape Buffering Standards:**

- May be difficult to enforce.

> **Streetscape Design**

The character of a corridor is substantially influenced by the design of the public realm. Standards for street trees, the use of planting strips along the curb, and the placement and materials of sidewalks are basic features. Streetlights and other utilities also affect character.

**Advantages of Streetscape Standards:**

- Can support a cohesive street character.

**Potential Disadvantages of Streetscape Standards:**

- May limit individuality of front yard designs.

> **Demolition**

Regulating the number of demolitions permitted can contain the speed of the gentrification of a neighborhood. The intent is to preserve as much of the existing historic building stock as possible.

> **Design Guidelines**

Design guidelines should be appropriate and acceptable - not necessarily ideal - since an “ideal” may not work for a given location based on a number of local factors, and they must address contextual challenges and goals because every community’s vision, process, and policy climate is different.

**Advantages of Design Guidelines:**

- Guidelines can provide more clear expectations of qualitative built character objectives than quantitative standards.

**Potential Disadvantages of Design Guidelines:**

- Guidelines can be developed with little regard to physical, political, market, or regulatory contexts. The result is ideals that have little relevance to what can be. This can set the guidelines up for failure.



04 REGULATORY CONCEPTS

Each regulatory tool discussed in the previous section could be applied in different ways and over different stages of development. Several regulatory options are discussed below, including:

- 1. Apply Tools Uniformly Throughout the Corridor
- 2. Vary Their Application by Character Area
- 3. Vary Their Application by Lot Size
- 4. Vary Their Application by Zoning District
- 5. Apply Tools Only in Certain Zoning Districts or Character Areas
- 6. Combined Application

> Concept Options

Apply Tools Uniformly Throughout the Corridor

Those tools selected to be used could be applied in a uniform manner across the corridors. That is, their application would not vary based on zoning district, lot size, or other criteria. For example, a new maximum building coverage limit of 30% could be applied to all properties in the project area.

> Advantage of Uniform Corridorwide Application:

- Simple to administer and enforce.

> Potential Disadvantage of Corridorwide Application:

- “One Size Fits All” – may have unintended consequences due to its broad application in all situations.

Vary Application by Character Area

The selected tools could be applied differently depending on the character area. For example, a certain building coverage standard could be applied in the Paseo Gateway area and a different building coverage standard could be applied in the Prospect Node area.

> Advantages Of Varying Application By Character Area:

- Avoids the “one size fits all” issues of a uniform approach.

- Allows specific numeric standards to be developed for each area.
- Sensitive to context.

> Disadvantages Of Varying Application By Character Area:

- May be difficult to determine where these areas should be mapped.
- Multiple standards in different areas may be harder to enforce.

Vary Application by Lot Size

One possible approach to matching buildings to their underlying lot size is to establish standards that vary by the lot size itself. When the standards are applied to smaller lots, the result would be a smaller building.

> Advantages:

- Avoids the “one size fits all” issues of a corridorwide approach.
- Allows specific numeric standards to be developed for each lot size. Matches building size to underlying lot.

> Disadvantages:

- Multiple standards in a given zoning district may be harder to administer and enforce.
- Difficult to understand by property owners.

Vary Application by Zoning District

Much like varying the standards by character area, varying them by zoning district is possible. This approach assumes that areas zoned similarly have similar problems and should be treated in similar fashion.

> Advantages:

- Avoids the “one size fits all” issues of a corridorwide approach.
- Allows specific numeric standards to be developed for each district.





4.4 REGULATORY CONCEPTS - continued



> *Disadvantages:*

- Zoning districts may not be similar in character.
- Multiple standards in different areas may be harder to enforce.
- Difficult to understand by property owners.

**Apply Tools Only in Certain Zoning Districts**

The recommended tools could be applied only to certain zoning districts. For example, they could be applied only in the B-1-1 zoning district with no changes made in any other district.

**Combined Application**

The final option worth considering is using a combination of the approaches. Some tools may be implemented on a corridor-wide basis, while others relate to a specific area, and still others to small or large lots. This fine-grained combination would likely yield the best result.

> *Advantages:*

- Avoids the “one size fits all” issues of a corridorwide approach.
- Allows specific numeric standards to be developed for each district.

> *Disadvantages:*

- Multiple standards in different areas may be harder to enforce.
- Difficult to understand by property owners.

> **Regulatory Methods**

Kansas City’s Code created four basic types of overlay zones that are now available for the purpose of more clearly defining or protecting certain eligible parts of the City.

**District Types**

The Code lists four types of overlay districts under Section 88-205-01:

1. Historic Overlay
2. Neighborhood Conservation Overlay
3. Special Review
4. Special Character Overlay (adult entertainment and pedestrian-oriented districts)

> *Historic Overlay Districts*

88-205-03-A. Historic Overlay districts are used to identify sites and areas within

the City with structures and groupings of structures that are of historic, stylistic or thematic significance, as identified by historic resources surveys. This is the strictest of the four types of overlays.

> *Neighborhood Overlay Districts*

88-205-03-B. Neighborhood Overlay Districts are used to identify sites and areas within the City that represent clearly defined neighborhoods or commercial areas with predominantly consistent historic or architectural character. Although neighborhood overlay districts typically protect groups of buildings that have some historical significance, historic preservation is not the only goal. Neighborhood overlay districts seek to preserve an area’s cultural, architectural, and aesthetic ambience.

> *Special Review Overlay Districts*

88-205-03-C. Special Review Overlay Districts provide for the creation of a design review committee with responsibilities set forth in the overlay ordinance and are limited to the review of exterior changes (visible from the public right-of-way) to a building, structure or element.

> *Special Character Overlay Districts*

88-205-03-D. Special Character Overlay Districts include adult entertainment and pedestrian oriented overlay districts and may include transit oriented development overlay districts, airport overlay districts, urban agriculture overlay district, and others.

**Allowed Modifications**

As per Section 88-205-05-F, overlay district regulations may allow for the modification of any of the following standards within the zoning and development code:

1. Land uses (principal or accessory). Standards may impose stricter limitations governing uses than allowed by the underlying zoning, but may not permit uses not allowed by the underlying zoning;
2. Lot and building standards (setbacks, density, lot area and height);
3. Site design standards including building coverage, required open space, location of driveways, parking pads and garages;
4. Landscaping and buffering standards, layout of public way, vehicular and pedestrian circulation patterns;
5. Sign standards;
6. Lighting standards;
7. Other zoning-related standards necessary to address unique zoning, platting or development features.



Components

Section 88-205-04-B provides for Components that may be included in an overlay district ordinance, which are:

1. Purpose statement, tying the overlay to the goals and objectives of the comprehensive plan, citing the public necessity behind the intent and making a direct connection to protecting the public health, safety, morals, general welfare, and aesthetics;
2. Location and area of applicability;
3. Spatial definitions, with rules for spatial definition as simple and understandable as possible (Provide the information in a way the public can understand. Use graphics as much as possible.);
4. Procedures for applications, specifying any additional information needed to demonstrate compliance with the overlay district regulations;
5. Special definitions, as needed;
6. Standards for review and approval to be used by review and decision-making bodies;
7. Permitted, prohibited, and special uses;
8. Review and decision-making bodies charged with reviewing development applications and determining compliance with overlay district regulations;
9. Appeals process; and
10. Variance and administrative adjustment rules, if different, for the overlay district.

Overlay districts are created by the City Council as part of the Code. After the overlay district is created, it is established over a certain area of land as a rezoning. Review of proposed construction occurs prior to the issuance of a building permit through a design review authority.

> Preferred Regulatory Concept

Scope and Application Strategy

This section establishes the scope and application strategy used in this study for preparation of draft development standards and design guidelines.

> Evaluation Criteria

The regulatory concepts outlined in this section were used to evaluate the design objectives and potential regulatory tools through a lens of effectiveness and user-friendliness.

In addition, this study compared and contrasted the stated community vision with the existing built environment to determine the key design elements and challenges to achieve that vision. Results follow:

Community Vision:

Plans, studies and other policy documents, described in Section One, outline the intended vision for the corridor - to transform an aging corridor into a pedestrian-friendly, mixed-use area. These plans and studies include basic characteristics of desired development that can inform design policy. They do not specifically address the geographic area design issues at hand, such as architectural styles, infill characteristics, setbacks, lot coverages, materials, commercial storefront design, public realm improvements, etc. Nor were illustrative plans, site inventories, or calibrated site conditions included.

Community Profile:

The existing conditions, described in Section Two, outline built context and zoning issues with the following implications.

- Existing Built Context: Independence Avenue is a result of historical forces. The Avenue was once an elegant residential street, as well as a bustling commercial corridor served by a streetcar line. The passage of time, along with shifting demographic and employment patterns, change in transportation technologies, and changing consumer preferences has impacted the Avenue. Many of the magnificent homes and transit-oriented commercial storefronts have been replaced by more auto-oriented strip commercial uses, vacant lots, or surface parking.
- Zoning: The corridor encompasses eight base zoning districts. Six of those districts are commercial / industrial ranging from B-1 through B4-5, and M1-5, historically “open zoning” or C1 – C3-b and M1), where any use allowed under the zoning ordinance in theses categories



could be developed only by obtaining a building permit. The City had little control over design quality, site plan design, landscaping, setbacks or building orientation. Development, in general, remained unrestricted as to site planning and urban design until 1998, when the City established two Special Review Districts along Independence Avenue.

> Assessment:

This assessment compared and contrasted the stated community vision with the existing built environment to determine the key design elements and challenges to achieve that vision. It illustrates the high magnitude of design change desired by the community. In some segments of the corridor the vision is close to reality, therefore the design guidelines can focus on details and retrofitting the existing environment. However, for the majority of the corridor the magnitude of design change desired is significant. For example, Area Three is riddled with surface parking areas, vacant lots and auto-oriented strip commercial uses. Only a few small

pockets of older or historic fabric remain. In Area Three, this study recommends the retention of these pockets of character defining buildings in addition to future infill development. In segments where no sense-of-place exists, this study recommends establishment of new design character. Due to these broad ranging conditions, the design guidelines must address the big ideas to make sure that the stage is set for transformation of the area over time.

The preferred regulatory concept is intended to:

- Be relatively easy to understand by property owners.
- Be clear and predictable for enabled enforcement.
- Be sensitive to context.
- Support a cohesive street character.
- Help maintain density.





**Recommendation**

As a first step, the creation of five Character Areas - applied uniformly across the corridor - can be used as a design tool to more effectively direct change. See draft Standards and Guidelines for more detail.

Based on the analysis of the built environment and other factors, this study finds that the Independence Avenue Corridor is eligible for designation as a NCOD and meets the following criteria:

*> 88-225-03 Determination Of Eligibility For NC/O District*

**88-225-03-A.** In reviewing and making decisions on NC/O district applications, the city planning and development director, overlay design review board, city plan commission, and city council must consider at least the following factors:

- 1. Conformance with adopted plans and planning policies;
- 2. Zoning and use of nearby property;
- 3. Physical character of the area; and
- 4. The extent to which designation of the NC/O district will either improve or detrimentally affect nearby properties.

**88-225-03-B.** To be eligible for NC/O district classification, an area must satisfy all of the following criteria:

- 1. The area must contain at least one blockface.
- 2. The area must be either “stable” or “stabilizing.”
- 3. The area must contain significant architectural, natural, or cultural attributes.
- 4. The area must have a distinctive atmosphere or character that can be conserved by protecting or enhancing its architectural or cultural attributes.
- 5. The district must be a contiguous area of at least 10 acres, provided that the overlay design review board may recommend and the city council may approve an NC/O district with less than 10 acres if the city council determines that the area has an identifiable character and that an NC/O district will help stabilize the base, encourage investment, and promote the preservation of architectural, natural, and/or cultural resources.

Item 88-225-03-B.-2 above states that “The area must be either “stable” or “stabilizing.” As determined by the Market Analysis for this corridor, the corridor is stable. Designation of the NC/O district will improve nearby properties.

- “Approval of the NC/O district for the Historic Northeast would effectively improve the stability of the area in two primary functions: economic / property value and perception.
- Economic / Property Value: Approval would set a standard for the entire area, effectively assisting in preserving historic building stock within the area. With the recent approval of the Independence Avenue Community Improvement District (CID), continued improvement in stability is anticipated along the corridor. The CID’s primary functions are security, trash removal, graffiti removal, and marketing. These functions all lend themselves to the continued improvement of the Independence Corridor and the surrounding neighborhoods.
- Perception: This factor weighs heavily upon the Historic Northeast area. The area has long been stigmatized as unsafe and crime ridden. With the approval of the Independence Avenue CID, the security aspect of the CID’s functions will make a significant impact upon the area. Providing increased security along the corridor will diminish crime and provide a needed visible security presence. Coupled with increased marketing of the area and local business establishments, the negative perception of the area will be reduced.” See the Appendix for more information.

**> Next Steps**

This study is the first step towards preparation of an application for designation of a Neighborhood Conservation Overlay District. This will be the first application in the City and will require further input and direction by the City Planning and Development Department in association with the community.

Recommended next steps are broken into two phases: Application and Change.



**Phase One: Application**

*> Step One:*

Using the results of this Study, Mattie Rhodes Center (MRC) should work with the City Planning & Development Department to review, refine and agree upon the appropriate next steps in pursuing the first NCOD application process under the new zoning ordinance. Key issues will include: agreement on the level of intervention appropriate for each Character Area based upon market conditions, demolition, administrative process, type of committee structure, agreed upon content of the final ordinance, standards and guidelines, and coordination with the existing Historic District Overlays and Parks and Boulevard Standards.

*> Step Two:*

Following development of an agreed upon direction in Step One, MRC, with the City as its partner, should present and solicit community input on the recommendations of this study, NCOD administrative review and committee structure requirements. This meeting is in addition to the meeting required as part of the adoption process outlined below.

*> Step Three:*

Following receipt of community input from Step Two, MRC should work with the City Planning and Development Department to complete an application package and make final adjustments to the draft standards and guidelines. Application requirements include submission of the following, broken out by responsibility:

*> MRC*

1. An application with a fee.
2. A petition requesting NCOD designation signed by a simple majority (50 percent + 1 property owner) of the property owners within the proposed district; or the city council, the city plan commission, the overlay design review board, or the city planning and development director, acting on the city's behalf.
3. This Study which includes:
  - a. A statement of justification that points out the factors which render the area of request eligible for







NC/O district classification and explains in detail how and why such a classification would be in the best interest of the city as a whole.

- b.** A description of the prevalent architectural and cultural attributes of the area, supported by a map denoting examples of such attributes.
- c.** Draft Standards and Guidelines.
- d.** Identification of Uses in the district as a whole and in all subdistricts that are allowed or prohibited in the underlying base zoning districts.

> *The City*

1. The city planning and development director must determine the eligibility of the application area in accordance with 88-225-03 and prepare the application in accordance with 88-225-02-D.
  - a.** If the city planning and development director determines the application is complete and the area is eligible, a letter of completeness and eligibility must be issued to the applicant.
2. Once an area is determined eligible for NC/O district classification:
  - a.** A public meeting must be scheduled to inform property owners in the proposed district of the nature of the

pending NC/O district request. The notice of the time and place of the meeting must be mailed to all property owners and registered neighborhood organizations in the proposed district.

- b.** Following the initial meeting, community meetings must be held to receive input from property owners to determine the characteristics of the neighborhood and regulations needed in the NC/O district ordinance to preserve those characteristics. Planning staff will work with the neighborhood to create the standards and guidelines. A draft of the NC/O district ordinance will be made available for review.
3. An ordinance for one or more sub-districts.
  4. A map showing the existing zoning and uses on all of the land in the area of request, and on all of the land within 300 feet, including streets and alleys, measured from the boundary of the area of request.
  5. Preparation of District and Subdistrict Zoning Map Amendments.
  6. A map denoting examples of architectural and cultural attributes.
  7. A list of the names and addresses of all property owners and residents in the area of request.
  8. A list of all neighborhood associations or other organizations representing the interests of property owners in the area of request. This list should include information

such as the officers' names, mailing addresses, and phone numbers.

**Phase Two: Change**

> *Step One:*

City staff also requested identification of additional options for future evaluation to address long-term objectives.

1. Promote Design Assistance: Start a design assistance program that aims to enhance character compatibility through the assistance of experienced professionals with success in urban design. A design assistance program can take into account information about the character areas. For example, professionals that are part of the program would be familiar with the design guidelines, standards, each character area, or other information about designing new construction or additions to be compatible with existing conditions.
2. Design Handbook: Develop an illustrative design handbook to assist property owners, designers and builders with compatible, context-sensitive design. Design handbooks typically show how various building components, such as roof forms, storefronts, and architectural details, can be combined to yield designs that will fit with the area. Design

handbooks can work closely with information about the existing character areas.

3. Awards Program: Establish an awards program for recognition of highly compatible projects that stimulate investment in properties as well as encourage owners to maintain compatibility within the corridor.

> *Step Two:*

1. GIS Analysis & Site Inventory: As development conditions improve along the corridor, more precise standards can be developed for one or more Character Areas. If appropriate, these dimensions and measures may be used to calibrate densities and percentages, establish dimensional standards, and determine yields in creating precise regulatory provisions that relate to character by all lots within a Character Area.
  - Building mass can be tested using building permit data, GIS analysis can be used to establish bulk and setback conditions, and parking requirements can be compared to existing parking demand within the community.
  - Completion of an inventory that accurately categorizes buildings according to their character will allow for a better understanding of what elements produce a certain character.



DRAFT STANDARDS & GUIDELINES 4.5

INTRODUCTION 01

PURPOSE 02

GENERAL DESIGN GUIDELINES 03

DESIGN GUIDELINES FOR CHARACTER AREAS 04

LOT & BUILDING STANDARDS 05

USES 06

01 INTRODUCTION

Across this country, early Overlay District efforts refined formulas intended to ensure that new development would “fit” with the character of the area. However, urban design defies reduction into formulas. By using character areas to inform design decisions and organize design review controls, better land-use and development outcomes may be ensured. Use of a community character framework is essential to achieve intentional outcomes. While land use and density are considerations by way of their influences on traffic, parking, and utility capacity, they are poor liaisons for character. How a use is designed and density is applied determines its character. Community character is based on a relative balance of quantitative and qualitative design elements.

This section establishes broad standards and guidelines and is intended as a first step to guide future development in a manner that addresses the important issues raised during the previous community planning efforts.

Through the use of the character areas, and guidelines and standards included in this section, a system of relationships that is larger and more comprehensive than the design of an individual building is created. The organization of this variety of factors includes site design, building design, landscaping, etc. All contribute to the “urban design” of an area.

> Organization

The draft standards and design guidelines are organized into overall corridor design guidelines, design guidelines by character area, an overview of principles for lot and building standards, and uses.

General Design Guidelines

This section presents the general design guidelines that apply corridor-wide.

Design Guidelines for Character Areas

Each character area includes context-specific design guidelines that development should meet. Objectives are then followed by broad guidelines. Guidelines are suggested, flexible ways to meet the stated objectives.

Lot and Building Standard Principles

This section includes lot and building standard principles. The intent of the design standards is not to replicate successful buildings in other areas of the corridor, but to replicate the spatial arrangement of buildings, parking areas, pedestrian areas and building configurations that are successful today and desired by the community for the future.

Uses

This section includes permitted and non-permitted uses.







02 PURPOSE

> Purpose

The overlay district is intended to facilitate pedestrian-oriented, mixed-use urban development, providing shopping, employment, housing, and business and personal services over the long term. This can be achieved by promoting an efficient, compact land use pattern, encouraging pedestrian activity, promoting use of public transit and alternative modes of transportation, and promoting use of urban design principles.

The development of an overlay district along Independence Avenue encompasses eight base zoning districts and five overlay / special purpose districts. They are:

Residential Districts

- R-2.5
- R-1.5

Business and Commercial Districts

- B1-1 – Neighborhood Business 1
- B2-2 – Neighborhood Business 2
- B3-2 – Community Business
- B4-2 – Heavy Business / Commercial 4
- B4-5 – Heavy Business / Commercial 4

Manufacturing Districts

- M1-5 – Manufacturing 1

Overlay / Special Purpose Districts

- UR – Urban Redevelopment District
- Special Review Overlay District – East
- Special Review Overlay District – West
- Pendleton Heights Historic District
- Scarritt Point Historic district



03 GENERAL DESIGN GUIDELINES

Projects throughout the corridor should address the intent of all relevant design guidelines included in this study. However, certain guidelines will not be relevant for all projects. For example, design guidelines for building massing and building elements are not relevant to a project involving only site development or improvement.

There is a dynamic interaction among the guidelines and the design variables that they address. An individual project may address certain guidelines very specifically while addressing others in a more general way. This balance may be considered when determining whether the project meets the overall intent of the guidelines, acknowledging that certain guidelines will be more important than others based on the context and the specific aspects of an individual design.

This section presents the general design guidelines that apply throughout Independence Avenue. The design guidelines in this chapter are organized into eight levels, general to specific, that

reflect the typical design development process:

- Design Guidelines for Buildings and Lots
- Design Guidelines for Parks and Open Space
- Design Guidelines for Vehicular Circulation
- Design Guidelines for Multi-Modal Circulation
- Design Guidelines for Parking
- Design Guidelines for Signage
- Design Guidelines for Landscaping and Buffering
- Design Guidelines for Demolition

> Buildings and Lots

- As defined by the Future Land Use Map, design vertical mixed-use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing office and residential uses on upper floors.
- Place buildings on lots with orientation to the street to increase active uses on the street, create a street wall, and create pedestrian scaled spaces. On larger lots with multiple buildings, orient buildings onto private streets and drives rather than onto parking.









- Buildings should be visible from the street and have entrances that orient to the street. Parking should remain behind or beside the building to preserve open space in front of the building or to frame the street with the building.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Create transitions between more intense uses along Independence Avenue and less intense residential development through building design that considers scale, massing and orientation; use landscaping as a transition or buffer where necessary.
- Articulate building façades to break up large blank walls along streets.
- Place overhead utilities on taller poles or underground as properties redevelop.

> Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- Create opportunities for open space near mixed housing areas, and design it as a focal point.

- Provide courtyards that combine hardscaped features with landscaped features, where opportunities for seating are provided, and that may be accessed by pedestrians from nearby development.

> Vehicular Circulation

- Limit multiple curb cuts and access points for properties restricting the width of access points, requiring shared access drives for adjacent parcels or groups of parcels and increasing internal circulation within existing and future developments.
- Accommodate other forms of vehicular travel by including bike lanes and/or bike routes and bus transit stops.
- Access for development should be from primary and local side streets.
- Limit the width of parking accesses from local streets to minimize interruptions to the sidewalk network.

> Multi-modal Circulation

- Accommodate non-vehicular travel along the corridor by including sidewalks and crosswalks. Install crosswalks with



- pedestrian signalization at intersections.
- Provide pedestrian facilities to and from individual development including sidewalks and crosswalks in parking lots through such means as markings, textured pavement, and other walkways and landscaping.
- Install benches, seat walls, trash receptacles, and other pedestrian amenities to enhance the pedestrian environment.
- Place pedestrian lighting along the street near sidewalks, and at major pedestrian crossing areas to enhance safety.
- Make transit stops focal points; locate transit stops in areas that are accessible, visible, and well lit.
- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

> Parking

- Encourage on-street parking along appropriate streets to lessen the need for off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.

- Locate parking to the rear or sides of buildings as appropriate. Where development constraints exist along the corridor, allow one row of parking in front of buildings, but screen parking in order to minimize direct views from the corridor.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.
- Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed.

> Signage

- Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use simple, easy to read lettering styles that are in proportion with the rest of the sign.



- Consolidate signs where there are multiple businesses on one property. Monument signs are appropriate for this purpose.

> Landscaping and Buffering

- As allowed by the Major Street Plan, plant street trees along the corridor as properties redevelop. Street trees help to contribute to the community’s character, provide a clear separation between pedestrians and automobiles, soften the visual impact of development, provide a greater sense of comfort for pedestrians, diminish traffic noise, screen unwanted views, reduce glare, absorb heat, and filter air pollution and dust.
- Plant trees, shrubs, and ground covers in order to break up large expanses of paving and to divide masses of parked cars into smaller groups of parking areas in off-street parking lots.
- Use landscaping in the form of trees and shrubs to screen surface parking lots, utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Include long-term maintenance provisions in landscaping and tree planting projects.

> Demolition

Demolition of existing older or historic buildings shall only be permitted after review and approval by the Commission. Considerations for reviewing an application for demolition should consider:

- The age of the resource, its uniqueness or uncommon design, texture, and/or materials, and its ability to be reproduced without unreasonable difficulty or expense.
- The public’s interest in the preservation of the resource.



04 DESIGN GUIDELINES FOR CHARACTER AREAS

> Establishment of Character Areas

This Study recommends that Independence Avenue be further organized by “Character Areas.” Character Areas are smaller areas within the larger Overlay District area that are envisioned to have unique character and development standards over the long term. Character Areas can be used as a design tool to implement enhancements to the development standards over time as conditions improve along the corridor. For example, each Character Area could establish use and building standards including height, bulk, building and parking location, and functional design of buildings on all lots within each Character Area, if desired.

Recommended strategies for Character Areas are based upon existing conditions and the long term vision of the community. In some segments of the corridor the vision is close to reality, therefore the design guidelines can focus on details and retrofitting the existing environment. However, for the majority of the corridor the magnitude of design change desired is significant. For example:

- Area Three is riddled with surface parking areas, vacant lots and auto-oriented strip commercial uses. Only a few small pockets of older or historic fabric remain. In Area Three, this study recommends the retention of these pockets of character defining buildings in addition to future infill development.
- In segments where no sense-of-place exists, this study recommends establishment of new design character.





Due to these broad ranging conditions, the design guidelines must address the big ideas to make sure that the stage is set for transformation of the area over time.

This section provides context specific design guidelines for each Character Area. These guidelines are based on design objectives derived from existing features that are valued and from a vision for each area in which new characteristics may also be introduced. The Character Areas are:

- Area 1 - West Gateway (The Paseo to Brooklyn)
- Area 2 - West (Brooklyn to Benton)
- Area 3 - Central (Benton to Van Brunt)
- Area 4 - East (Van Brunt to Hardesty)
- Area 5 - East Gateway (Hardesty to Ewing)

> Area 1

**West Gateway (The Paseo To Brooklyn):**

The West Gateway Area lies between The Paseo and Brooklyn Avenue. This area differs from most Character Areas in that the uses are primarily institutional and are seen with open space surrounding them. The intent for this area is to enhance and support existing institutional anchors and encourage

redevelopment of the areas nearest The Paseo. Continuing the tradition of free-standing buildings with open space in front, incorporating design that includes signature building elements that give landmark qualities to properties is a primary goal. West Gateway’s free-standing institutional buildings typically have a clearly defined front entrance facing the street. They may also be set back some distance with landscaping in the foreground. New construction should continue this design tradition, with substantial amounts of open space in front with a clear sense of entry. Creative, contemporary design with emphasis on the quality characteristics conveyed by existing institutions is encouraged.

Because this Character Area is an Institutional area, it is important to consider the relationship of these facilities and enhanced pedestrian circulation patterns. Enhancing the pedestrian experience by maintaining wide sidewalks and providing pedestrian amenities along the way are important. This is especially critical along The Paseo, where high traffic volumes could otherwise discourage pedestrian uses.

> *Context-Specific Guidelines*

The following context-specific guidelines apply to properties in the West Gateway, in addition to the guidelines provided in the General Design Guidelines.



**Design free-standing buildings to be seen “in the round.”**

- Design new development to relate to adjoining properties to minimize incompatible conditions, maximize useful inter-connections, and enhance the appearance of the property from the street.
- Buildings shall be oriented to the street. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access.
- Major entrances and exists shall be clearly marked and shall front on plazas and wide sidewalks that allow pedestrians safe ingress and egress to / from the buildings.
- Large-scaled buildings shall be articulated horizontally and vertically with architectural elements to break down the mass of the structure.
- Public street frontages shall not be blank walls. Windows, changing building materials, arcades, building articulation, and other architectural elements shall be used to add interest at the street level.
- Provide interest and convey a sense of scale on all building faces.
- Design a building to incorporate decorative special details.

**Enhance the public realm to invite pedestrian activity.**

- Frame and enclose parking areas with buildings on at

least three sides, other structures such as decorative architectural walls, or by landscaping.

> Area 2

**West (Brooklyn to Benton):**

The West Character Area lies between Brooklyn and Benton Avenues. The intent for the area is to encourage development of neighborhood mixed-use specifically at the Prospect Node and to integrate appropriate residential building types. The development emphasis in this area will be to reinforce transit oriented development, pedestrian orientation, and encouraging new buildings to be consistent with the historic building patterns of the area.

The preservation of the integrity of the overall character of the area, with design that includes features of the traditional commercial storefronts at the sidewalk’s edge, is important. Along Independence Avenue, many buildings retain features of traditional commercial buildings, with storefronts aligned at the sidewalk edge. These first floor levels are historically more transparent than the floors above, and this distinction helps to create a horizontal line along the street that establishes a one-story scale held in common among most properties. This





contributes to a sense of visual continuity that unifies the street scene.

Maintaining the traditional rhythm of storefronts along the street edge is also important. While there is some variety in their widths, most storefronts reflect the historic lot dimension. Even larger buildings which occupy several lots are divided into modules that reflect this dimension. It is important that new construction maintain this rhythm as well.

Because most traditional building fronts align at the sidewalk edge, a uniform streetwall results which provides a sense of enclosure for the area. New investment should support the area’s growing local role as a street-oriented restaurant, retail, and business district.

Outdoor uses are encouraged. This includes courtyards and dinning terraces. While most buildings should be built at or near the sidewalk edge, some variation in the front wall setback is to be encouraged when this will result in active outdoor use areas that will help to animate the street. With an increase in density, more commercial uses may be accommodated such that it becomes more of a destination in its own right. This will reinforce this area’s identity as a mixed-use neighborhood

center that includes retail, restaurant, and commercial service destinations.

There are some sensitive edges where properties abut established single-family and multi-family buildings. In these locations, it is important that new development incorporate some green space that will continue the tradition of front yard character. Setting taller buildings back from abutting property lines in order to minimize impacts or stepping down the height of the structure will be important.

> *Context-Specific Guidelines*

The following context-specific guidelines apply to properties in the West Area in addition to the guidelines provided in the General Design Guidelines.

**Provide a well-defined street edge that invites pedestrian activity.**

- Provide a clear and consistent street edge with at least 50% of the building’s “active wall” oriented toward the street. An “active” wall is the side of the building containing the majority of the storefronts, customer entrances, and windows.



- Provide human scaled architectural features in areas where pedestrian activity occurs or is encouraged and use the highest level of architectural detail close to pedestrian areas, near streets and entries, and around the ground floor.

**Maintain The Established Streetwall Height Of One To Two-Stories.**

- Maintain a strong cornice line between one and two-stories and set back taller building elements.

**Reflect Traditional Patterns In The Design Of The Streetwall Of A Commercial & Mixed-Use Building.**

- Buildings shall maintain the traditionally prevalent façade rhythm. This rhythm may be expressed by changing materials or color, by using design elements such as fenestrations, columns and pilasters, or by varying the setback of portions of the building façade.
- Reinforce the established horizontal lines of existing façades on the block, such as the base, middle, and top. Restore or recreate the historic horizontal alignment of architectural features such as cornices, window sills, and parapets.
- Preserve primary façade elements and building materials.

If the original façade has been concealed, it shall be uncovered. If portions of the original building materials must be replaced, duplicate the materials used or use a similar material to the original. Use of lap, shingle siding, vinyl, cementious, or painted or corrugated metal or roofing materials which are inconsistent with the original building design shall not be permitted. Materials that are similar in texture, pattern, and color to those of the dominant brick or wood framework found shall be required.

- At least 75% of each street-facing façade of all new buildings (excluding windows and doors) shall be externally finished with the traditionally used materials of masonry (brick, stone, cast stone, rock, marble, granite, etc.). Additions to existing buildings, to the extent possible, shall match the existing external finish material and corresponding proportions of the same.
- Exterior Insulating Finishing Systems or metal panel systems are prohibited. All other non-traditional materials will be considered on a case-by-case basis. When any other materials are used, they should appear similar in character to those used traditionally.

**Reflect traditional patterns in the design of the residential buildings.**

- Residential buildings shall maintain the traditionally





prevalent façade rhythm. This rhythm may be expressed by changing materials or color, by using design elements such as fenestrations, columns and pilasters, or by varying the setback of portions of the building façade.

- Preserve primary façade elements and building materials. If the original façade has been concealed, it shall be uncovered. If portions of the original building materials must be replaced, duplicate the materials used or use a similar material to the original. Use of vinyl, cementious, or painted or corrugated metal or roofing materials which are inconsistent with the original building design shall not be permitted. Materials that are similar in texture, pattern, and color to those of the dominant brick or wood framework found shall be required.
- Exterior Insulating Finishing Systems or metal panel systems are prohibited. All other non-traditional materials will be considered on a case-by-case basis. When any other materials are used, they should appear similar in character to those used traditionally.

**Maintain established window and door patterns**

- Windows and doors on street-fronting façades shall be vertically proportioned that are similar in size and shape to

those used historically. Residentially sized and proportioned windows shall not be permitted.

- All ground floor front façades for commercial and mixed-use buildings along arterial streets shall have transparent storefront windows covering no less than 65% of the façade areas. Each upper floor of the same building façades facing a street shall contain transparent windows covering at least 35% of the façade areas. All other street-facing side façades, shall have transparent windows covering at least 30% of the façade area for all floors. First floor store front windows shall not be of a residential type (double-hung or casements).
- Storefront buildings should maintain the original size, shape and design of the storefront opening. Large ground floor windows shall be maintained. Darkly tinted, mirrored glass or iron bars are not permitted.
- Doors shall be painted frames; unfinished aluminum or stainless steel frames are not permitted. Window and door frames may be metal with anodized or painted finish or varnished or painted wood. Residential types of opaque and paneled doors shall not be permitted.
- All residential buildings shall have transparent windows covering less than 30% of all street-facing façades.

**Incorporate Roof Forms Appropriate To The Surrounding**



**Context.**

- Buildings shall be simple, rectilinear forms with flat or low pitched roofs with a parapet. Mansard roofs shall be prohibited.
- Slope roofs on buildings across the street from, or adjacent to, residential dwellings. Gable roofs, if provided for residential buildings, shall have a pitch similar to that found on other roof types within the area. Porch roofs may be a minimum pitch of 3/12 or flat.
- Roofs should not serve as attention-getting devices for signage or as an identifiable corporate image.

**Design Outdoor Spaces And Walkways To Encourage Pedestrian Activity.**

- Provide wide sidewalks, courtyards and plazas that can accommodate street furniture and plantings.
- Create active, mixed-use corners that contribute to the continuity of ground floor commercial activities.

**> Area 3**

**Central (Benton to Van Brunt):**

The Central Area lies between Benton and Van Brunt Boulevards and is framed on all sides by other Character Areas. Today, this area lacks a strong sense of identity and is a place where creation of a new context could occur. The intent for this area is mixed-use neighborhood uses interspersed with medium / high density residential, with a strongly defined street edge and active open spaces.

Because Central is framed by other contexts, there will be some edges that require sensitive treatment where sites abut other uses or Character Areas that have a different scale. This new emerging context will be best served with well-designed infill that works together to create a sense of continuity and consistency in context. At the same time, creatively applied “cultural” opportunities to apply accents in the urban fabric should be sought through public art, courtyards, building elements, or streetscape.

The area is located in the center of the corridor yet retains small-scale residential character in some segments. While increased building mass can be accommodated in this area, it is important that the traditional scale and rhythm of residential





buildings be respected. Therefore, keeping fronts of buildings set back from the street with some landscaped area will be important. It is also key to use similar one-story elements to define primary entrances and to establish a scale similar to that of existing residential buildings.

> *Context-Specific Guidelines*

The following context-specific guidelines apply to properties in the Central Area in addition to the guidelines provided in the General Design Guidelines.

**Reflect traditional patterns in the design of the streetwall of a building.**

- Design guidelines defined for Character Area 3 for existing buildings shall be applied to pockets of identified character buildings as described in the Appendix.

**Provide a sense of visual continuity in building massing.**

- Design new development to relate to adjoining properties to minimize incompatible conditions, maximize useful inter-connections, and enhance the appearance of the property from the street.
- Reflect a similar rhythm, scale, and orientation in building streetwalls. Align primary building masses and floor heights with others on the block.

- Provide display windows with vision glass, spandrel glass (not to exceed 50% of the total glass on any façade), entry area, awnings, or other such features along no less than 60% of their horizontal length of ground floor façades facing the arterial street.
- Buildings shall be oriented to the street. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access.
- Major entrances and exits shall be clearly marked and shall front on plazas and wide sidewalks that allow pedestrians safe ingress and egress to / from the buildings.
- Public street frontages shall not be blank walls. Windows, changing building materials, arcades, building articulation, and other architectural elements shall be used to add interest at the street level.

**Incorporate roof forms appropriate to the surrounding context.**

- Slope roofs on buildings across the street from, or adjacent to, residential dwellings.

**Use front and side setback areas to reflect residential character.**

- Provide landscaping within any required front setback area.
- Increase side setbacks where a new building is adjacent to lower scale residential buildings.



**Enhance the Public realm to invite pedestrian activity.**

- Frame and enclose parking areas with buildings on at least three sides, other structures such as decorative architectural walls, or by landscaping.

> **Area 4**

**East (Van Brunt to Hardesty):**

The area between Van Brunt and Hardesty has gradually developed as an automobile-oriented “strip commercial” center. Automotive access patterns determine the physical form of the area. This region of the Avenue has less historic influences, and more suburban-style commercial and residential development. Architectural components are rather diverse.

Similar to Area 3, this area lacks a strong sense of identity and is a place where creation of a new context could occur. The existing variety of small-scale commercial and retail business mixed with some residential uses should be maintained. The intent for this area is to enhance the auto-oriented character of the East area while promoting sustainable development and a higher standard of design through landscaping, access management and transit, signage, mixed-use development standards, and an enhanced pedestrian environment.

> *Context-Specific Guidelines*

The following context-specific guidelines apply to properties in the East Area in addition to the guidelines provided in the General Design Guidelines.

**Reflect traditional patterns in the design of the streetwall of a building.**

- Design guidelines defined for Character Area 4 for existing buildings shall be applied to pockets of identified character buildings as described in the Appendix.

**Provide a well-defined street edge.**

- Align building fronts at the sidewalk edge.
- Provide limited setback areas for small open spaces.

**Design buildings to appear to have a similar scale as traditional structures as seen from the street.**

- Divide a new building into modules that reflect the traditional scale of small commercial buildings and single-family structures.
- Incorporate one and two-story elements in a new building.
- Reflect the scale of any adjacent small scale residential





- buildings.
- Step down a larger building towards adjacent historic structures.

**Provide a diversity of building heights.**

- Provide variation in the streetwall height from one to two stories.
- Step the mass of taller buildings down towards adjacent lower-scale buildings or neighborhoods.

**A new building should reflect the established one to two-story streetwall height.**

- Provide variety in streetwall heights from one to two stories.
- Step down taller building masses towards lower scale residential areas to the north and south of the Character Area to provide a transition in scale.

> Area 5

**East Gateway (Hardesty to Ewing):**

The East Gateway Area lies between Hardesty Avenue and Ewing Avenue and is characterized by a mix of oddly-shaped blocks, lots and a mixture of auto-commercial oriented uses, industrial

buildings, and single-family homes. The intent for this area is to provide for a wide range of appropriate commercial (retail, office, light industrial) uses and encourage development of community mixed-use over time. The development emphasis in this area will be to protect the existing neighborhoods that are immediately adjacent to the Corridor from the higher intensity uses in the area.

A potential for infill buildings exists in this area. Buildings that draw upon the industrial heritage in creative contemporary ways are encouraged. Designs that reflect state-of-the-art technologies in building are also encouraged. Winner Road and the railroad tracks are an unusual feature in this area because it turns at a diagonal to the established grid. Smaller wedge-shaped blocks result from this layout, which causes oddly shaped lots.

> *Context-Specific Guidelines*

The following context-specific guidelines apply to properties in the East Gateway in addition to the guidelines provided in the General Design Guidelines.

**Reflect traditional patterns in the design of the streetwall of a building.**



- Design guidelines defined for Character Area 5 for existing buildings shall be applied to pockets of identified character buildings as described in the Appendix.

**Use simple building forms and functional materials to reflect the industrial context of the district.**

- Simple, rectangular building forms.
- Flat roofs.
- Brick and other traditional industrial materials used in a contemporary way.
- Brick combined with new, innovative materials that are simple and functional.

**Building and Lots**

- Design vertical mixed-use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing office and residential uses on upper floors; a mixture of uses should be provided on the same lot or block face if they are not provided in a vertically mixed-use building form.
- Create a transit-oriented mixed-use district around the node by promoting transit-oriented principles intended to integrate land use and transit and by providing greater density, a mix of uses, and a quality pedestrian environment

- around a defined center.
- Buildings may be a minimum of one story and a maximum of three stories in height.
- Place buildings on lots with shallow setbacks and with orientation to the street to increase active uses on the street, create a streetwall, and to create pedestrian scaled spaces.

**Design ground floor areas to be pedestrian friendly.**

- Design the floor-to-floor height of first floor of a building to be taller than the floor-to-floor height of upper stories.
- Provide landscaped open space areas near building entries.
- Provide linkages to on and off-street pedestrian connections.
- Develop on-site storm water retention areas as amenities.

**Minimize the visual impacts of parking.**

- Locate surface lots to the interior of a property and frame them with buildings and/or landscaping.





05 LOT AND BUILDING STANDARDS

This section includes principles for lot and building standards. The intent of design standards is not to replicate the successful buildings in other areas of the corridor, but to replicate the spatial arrangement of buildings, parking areas, pedestrian areas and building configurations that are successful today and desired by the community for the future. The draft lot and building standards in this section are organized into two levels:

- Building Massing Principles
- Building Frontage Principles

> Building Massing Principles

The height, size, and general form of buildings are the primary factors that determine a building's apparent scale. Building massing principles for Independence Avenue encourage a scale of development that promotes a comfortable pedestrian environment and is compatible with existing historic / older resources and surrounding lower-scale neighborhoods. These principles are intended to complement the design guidelines by providing a more detailed level of guidance on context-sensitive building design that supports the building massing principles for the corridor.

Building Height and Scale

The zoning code provides standards for maximum height as well as the usable floor area of buildings in relation to the size of their lots. The maximum usable floor area varies by zoning district and the maximum height varies by Character Area. Consult the zoning code for additional details.

New buildings should appear to be in scale with the established context, while also accommodating greater densities. A building may be sculpted in ways that convey scale at the street level, as perceived along a block and on the horizon. Changes in streetwall height, building articulation, and building modules can help sculpt a building to reduce its apparent height and scale. Reducing the maximum diagonal dimension of any building element will help taller buildings fit in with lower scale neighbors.

Streetwall Height and Setbacks

The zoning ordinance defines the streetwall as the exterior face of a building that fronts a public street between the street-grade and the minimum or maximum specified streetwall height. This is the building front as experienced by pedestrians.

The height of a building as seen at the sidewalk edge is a key consideration, as this has a strong influence on the sense of scale experienced by pedestrians. Typical streetwall heights are generally from one to four stories. The zoning code and design guidelines promote a varied but traditionally-scaled streetwall.

> Principles

- A primary building entrance must be oriented to and visible from the street.
- Orient long sides of buildings parallel to the street to reinforce or maintain existing street patterns.
- Site buildings directly on the corner at intersections. Parking, loading and service areas must not be located on corners.
- Provide for direct pedestrian access from the public sidewalk to the main entrance of the building through the use of clearly defined walkways.

> Building Frontage Principles

The character of the sidewalk edge has a significant impact on the pedestrian experience. Building frontage principles for Independence Avenue promote an active, pedestrian-oriented environment. Some base zoning districts are more retail-oriented at the street level, while others have a mix of retail with other commercial uses. Still others promote a mix of commercial and residential uses at the street and some would have a stronger residential emphasis, long term. These variations in the focus of uses should be reflected in the character of the street edge. Kansas City's zoning code supports the overall objective for pedestrian-scaled streets. Required minimum and maximum building setbacks and permitted vehicular access vary. The Design Guidelines are intended to complement the zoning by providing a more detailed level of guidance on pedestrian-friendly design solutions that support the building frontage principles for the corridor.

> Principles

- Buildings shall be oriented towards Independence Avenue, where the lot has frontage along the Avenue. All other buildings shall be oriented towards secondary streets.
- Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection.
- All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or alleys.



4.5 DRAFT STANDARDS & GUIDELINES - continued

06 USES

> Permitted & Prohibited Uses

The following tables illustrate the permitted and prohibited uses in the Overlay District. Prohibited uses are struck in red.

PERMITTED AND PROHIBITED USES

Chapter 88 Consolidated Use Table Updated 06-11-2012

Kansas City Zoning & Development Code—Use Table										
USE GROUP Use Category specific use type	ZONING DISTRICTS									
	RESIDENTIAL		BUSINESS				D'TOWN		MANUF.	
	R 2.5	R 1.5	B1	B2	B3	B4			M1	Use-Specific Standards
<b>RESIDENTIAL</b>										
Household Living (except as noted below)	P	P	P	P	P	P			S	88-110.06-C
in single-purpose residential building	P	P	P	P	P	P			S	88-350
above ground floor (in mixed-use building)	—	—	P	P	P	P			P	88-350
Group Living (except as noted below)	—	S	P	P	P	P			S	88-350
Group homes	—	P	P	P	P	P			S	88-350
Nursing home	S	P	P	P	P	P			S	88-350
<b>PUBLIC/CIVIC</b>										
Club, Lodge, or Fraternal Organization	—	P	P	P	P	P			P	88-365
College/University	P/S	P/S	P	P	P	P			P	88-365
Day Care										
Home based (1-4)	P	P	P	P	P	P			P	
Family (5-10)	P	P	P	P	P	P			P	88-330-01
Group (11-20)	S	P	P	P	P	P			P	88-330-02
Center (21+)	—	—	P	P	P	P			P	88-330-02
Detention and Correctional Facilities	—	—	—	—	—	—			S	88-222
Halfway House	—	—	—	—	—	—			S	88-222
Hospital	—	—	P	P	P	P			—	
Library/Museum/Cultural Exhibit	P/S	P/S	P	P	P	P			—	88-365
Park/Recreation (except as noted below)	P/S	P/S	P	P	P	P			—	88-365
Community center	P/S	P/S	P	P	P	P			—	88-365
Religious Assembly	P/S	P/S	P	P	P	P			—	88-365
Safety Service (except as noted below)	S	S	P	P	P	P			P	88-365
Fire station	P	P	P	P	P	P			P	88-365
Police station	P	P	P	P	P	P			P	88-365
Ambulance service	S	S	S	S	P	P			P	
School	P/S	P/S	P	P	P	P			P	88-365
Utilities and Services (except as noted below)	S	S	S	S	S	S			S	
Basic, minor	P	P	P	P	P	P			P	
<b>COMMERCIAL</b>										
Adult Business	—	—	—	—	—	—			—	
Adult media store	—	—	—	P	P	P			P	88-310-02
Adult motion picture theater	—	—	—	—	P	P			P	88-310-03
Sex shop	—	—	—	—	P	P			P	88-310-02
Animal Service										
Sales and grooming	—	—	P	P	P	P			P	88-315
Shelter or boarding	—	—	—	P	P	P			P	88-315
Veterinary	—	—	—	P	P	P			P	88-315
Stable	—	—	—	—	—	S			P	88-315
Artist Work or Sales Space	—	—	P	P	P	P			P	

P= Use permitted as of right | S = Use requires special use approval | — = Use is not allowed

PERMITTED AND PROHIBITED USES

Chapter 88 Consolidated Use Table Updated 06-11-2012

Kansas City Zoning & Development Code—Use Table											
USE GROUP Use Category specific use type	ZONING DISTRICTS										
	RESIDENTIAL		BUSINESS				D'TOWN		MANUF.		Use-Specific Standards
	R 2.5	R 1.5	B1	B2	B3	B4			M1		
Building Maintenance Service	—	—	—	—	P	P			P		
Business Equipment Sales and Service	—	—	—	P	P	P			P		
Business Support Service(except as noted below)	—	—	—	P	P	P			P		
<del>Day labor employment agency</del>	—	—	—	—	—	S			P	88-334	
Communications Service Establishments	—	—	—	P	P	P			P		
Drive-Through Facility	—	—	—	P	P	P			P	88-340	
Eating and Drinking Establishments(except as noted below)	—	—	P	P	P	P			P		
<del>Tavern or nightclub</del>	—	—	—	P	P	P			P		
Entertainment and Spectator Sports											
Indoor small venue (1-149 capacity)	—	—	—	S	P	P			P		
Indoor medium venue (150-499 capacity)	—	—	—	P	P	P			P		
Indoor large venue (500+ capacity)	—	—	—	—	S	P			P		
Outdoor (all sizes)	—	—	—	—	S	P			P		
Financial Services(except as noted below)	—	—	P	P	P	P			P		
<del>Short-term loan establishment</del>	—	—	—	P	P	P			P	88-342	
<del>Debt shop</del>	—	—	—	S	S	P			P		
Food and Beverage Retail Sales	—	—	P	P	P	P			P		
Funeral and Interment Service											
Cemetery/Columbarium/mausoleum	S	S	S	S	S	S			—	88-345	
Crematory	S	S	S	S	S	S			P	88-345	
Undertaking	—	—	S	P	P	P			P	88-345	
Gasoline and Fuel Sales	—	—	S	S	S	P			P		
Lodging											
Bed and breakfast	S	S	P	P	P	P			—	88-320	
Hotel/motel	—	—	—	—	P	P			—		
<del>Recreational vehicle park</del>	—	—	—	—	S	S			—		
Neighborhood-serving retail	S	S	—	—	—	—			—	88-360	
Office, Administrative, Professional or General	—	S	P	P	P	P			P		
Office, Medical (except as noted below)	—	—	P	P	P	P			P		
<del>Blood/plasma center</del>	—	—	—	—	S	S			P		
<del>Parking, Non-accessory</del>	—	—	—	S	P	P			P		
Personal Improvement Service	—	—	P	P	P	P			P		
Repair or Laundry Service, Consumer	—	—	P	P	P	P			P		
Research Service	—	—	P	P	P	P			P		
Retail Sales	—	—	P	P	P	P			P		
Reuse of designated historic landmark (local or national)	S	S	P/S	P/S	P/S	P/S			—		
Sports and Recreation, Participant											
Indoor	—	—	P	P	P	P			P		
Outdoor	—	—	—	—	P	P			P		
Vehicle Sales and Service(except as noted below)	—	—	—	—	P	P			P		
<del>Car wash/cleaning service</del>	—	—	—	S	P	P			P		

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LOT AND BUILDING STANDARDS

> Tables

The following tables include standards for Setbacks, Building Heights, Façades, Materials, Awnings, Roof Lines, Color, and Parking. They are categorized by Character Area and Zoning District. Applicable guidelines are delineated by an “X”.

PERMITTED AND PROHIBITED USES

Chapter 88 Consolidated Use Table Updated 06-11-2012

Kansas City Zoning & Development Code—Use Table										
USE GROUP										
Use Category										
specific use type										
ZONING DISTRICTS										
RESIDENTIAL										
BUSINESS										
D'TOWN										
MANUF.										
Use-Specific Standards										
R 2.5										
R 1.5										
B1										
B2										
B3										
B4										
M1										
Use-Specific Standards										
<del>Heavy equipment sales/rental</del>										
<del>Light equipment sales/rental (indoor)</del>										
<del>Light equipment sales/rental (outdoor)</del>										
<del>Motor vehicle repair, limited</del>										
<del>Motor vehicle repair, general</del>										
<del>Vehicle storage/hauling</del>										
<del>88-337C</del>										
<b>INDUSTRIAL</b>										
<del>Auto/Truck Yard</del>										
<del>Manufacturing, Production and Industrial Service</del>										
<del>Artisan</del>										
<del>Limited</del>										
<del>General</del>										
<del>Intensive</del>										
<del>Storage and Distribution</del>										
<del>Receiving Service</del>										
<del>Limited</del>										
<del>General</del>										
<del>Residential Storage Warehouse</del>										
<del>Warehousing, Wholesaling, Freight Movement</del>										
<del>Indoor</del>										
<del>Outdoor</del>										
<del>Waste-related use</del>										
<del>Demolition debris landfill</del>										
<del>Auto repair, repair facility</del>										
<del>Transfer station</del>										
<del>88-380</del>										
<b>AGRICULTURE</b>										
<del>Agriculture, Group</del>										
<del>Agriculture, Animal</del>										
<del>Agriculture, Urban</del>										
<del>Hobby garden</del>										
<del>Community garden</del>										
<del>Community supported agriculture (CSA) farm</del>										
<b>ACCESSORY SERVICES</b>										
<del>Wireless Communication Facility</del>										
<del>Co-located antenna</del>										
<del>88-385</del>										

Table Notes  
[1] See Chapter 14 of City Code for additional regulations.

P= Use permitted as of right | S = Use requires special use approval | – = Use is not allowed

DRAFT Lot and Building Standards (By Area)					
Front Setback	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	The facade of the building shall be located at the street line, unless the building is 100 feet or more in height, in which case, a setback from the street line of no more than 10% of the height of the building; provided, however, residential buildings must meet required residential setbacks for the underlying zoning district.			-	-
B1-1 Neigh Bus 1	X	X	NA	-	-
B2-2 Neigh Bus 2	NA	X	NA	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Bus 4	X	NA	NA	-	-
B4-3 Heavy Bus 4	NA	NA	X	-	-
R-2.5 Residential	X	X	X		
R-1.5 Residential		/			
M1-5 Manuf. 1			29		46
Height	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
B1-1 Neigh Bus 1	Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.		NA	NA	NA
	Buildings located on the same, or directly across the street from, blocks that contain the major civic and institutional structures shall not be required to match the height of those structures. Buildings in these blocks shall relate in height to the other buildings in the surrounding blocks—typically one or two stories.		For the urban storefronts along this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.  No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.		
B2-2 Neigh Bus 2	Building facades in any given block shall relate in height and massing to adjacent structures on that block and				



		on adjacent block(s) fronting, and directly across, such street.			
		For the urban storefronts along this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.			
		No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.			
<b>83-2 Comm Bus</b>	Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.				
	Buildings located on the same, or directly across the street from, blocks that contain the major civic and institutional structures shall not be required to match the height of those structures. Buildings in these blocks shall relate in height to the other buildings in the surrounding blocks—typically one or two stories.	For the urban storefronts this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.	Buildings shall be no more than <b>two stories in height</b> , except at major intersections (Van Brunt, Hardesty, Winner Road, and I-435). At major intersections, buildings shall be no more than four stories in height. The four-story building shall be the first building located at the actual intersection of Independence Avenue with Van Brunt, Hardesty, Winner Road, or I-435. Any additional buildings adjacent to the first building at the intersection shall transition in height and step down and relate in height to adjacent buildings not part of the new development.		
<b>84-2 Heavy Bus 4</b>	Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.				
	Buildings located on the same, or directly across the street from, blocks that contain the major civic and institutional structures shall not be required to match the height of those structures. Buildings in these blocks shall relate in height to the other buildings in the surrounding blocks—typically one or two stories.				
<b>84-5 Heavy Bus 4</b>			Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.		
			For the urban storefronts along this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.		

			No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.		
<b>R-2.5 Residential</b>	Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.				
	NA	No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.			
	Buildings located on the same, or directly across the street from, blocks that contain the major civic and institutional structures shall not be required to match the height of those structures. Buildings in these blocks shall relate in height to the other buildings in the surrounding blocks—typically one or two stories.	For the urban storefronts along this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.			
<b>R-1.5 Residential</b>		Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.			
		For the urban storefronts along this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.			
		No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.			
<b>M1-5 Manf. 1</b>			Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street.		
			For the urban storefronts along Independence Avenue in this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same.		Buildings shall be no more than <b>two stories in height</b> , except at major intersections (Van Brunt, Hardesty, Winner Road, and I-435). At major intersections, buildings shall be no more than four stories in height. The four-story building shall be the first building located at the actual intersection of Independence Avenue with Van Brunt, Hardesty, Winner Road, or I-435. Any additional buildings adjacent to the first building at the intersection shall transition in height and step down and relate in height to adjacent buildings not part of the new development.
			No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.		

<sup>1</sup> Front setback required only when O- or D-zoned lot abuts R-zoned lot with frontage on the same street. In such cases, the O- or D-zoned lot must match the actual front setback of the building that exists on the abutting R- zoned lot, or if no building exists on the abutting R-zoned lot, the O- or B- zoned lot must provide at least 50% of the front setback that applies to the abutting R-zoned lot.

<sup>2</sup> Side setback required only when an O- or B-zoned lot abuts R-zoned lots. In such cases, the O- or B-zoned lot must provide the same side setback as required for the abutting R-zoned lot.

<sup>3</sup> Ground-floor commercial space must comply with 88-120-07.

<sup>4</sup> Compliance with buffer and setback requirements of 88-425 apply



DRAFT Lot and Building Standards (By Area)

Facades	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
B1-1 Neigh Bus 1	Appropriate treatment for the subject property, incorporating design elements of the building facade, if appropriate. The facade on Independence Avenue/Boulevard (or on the primary street frontage if there is not a facade on Independence Avenue) shall contain at least one building entrance and windows. "Primary street frontage" as used herein shall mean any arterial street defined by the Major Street Plan. If the site fronts on two arterials, there shall be windows abutting all arterials, and there shall be at least one entrance on the Independence Avenue/Resident frontage.			-	-
	New buildings and structures shall have the following characteristics: Masonry materials are preferred and recommended, but not required, for building facades.			-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA
Materials	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
B1-1 Neigh Bus 1	New building construction shall be consistent with that used in the neighborhood; masonry (typically brick or brick and stone with ornamental decorations) or stucco is preferable. Remodelations shall also use masonry or stucco materials. Metal or wood sheathing shall not be placed over a masonry or stucco facade. <ul style="list-style-type: none"><li>Wood or metal may be used in detailing around doors or windows (i.e.: carved doors, door moldings, steel lintels); in building signage (i.e., ornamental ironwork, carved wood signs), and at cornices (i.e., lintels or other cornice detailing).</li><li>Development shall continue the low walls around property edges, in texture, pattern and height similar to those of the existing stone walls and pylons that remain along portions of Independence Avenue. This guideline shall not apply in cases where topography or other physical features make it impossible to implement or if the wall would obstruct sight lines at street or driveway intersections or pedestrian movement. Walls shall be made of stone, brick and all other incompatible materials shall not be considered as complying with this plan.</li><li>Fences shall be of wrought iron unless wrought iron is inappropriate in relation to the design of the building it surrounds or to the area in which it is located. In no case shall chain link or wood fences be allowed.</li></ul>			-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA

DRAFT Lot and Building Standards (By Area)

Awnings	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	Awnings shall be of fabric, and not aluminum, plastic, or wood. They shall not serve as the primary store sign. A single building shall have the identical pattern and color on all awnings on the building. <ul style="list-style-type: none"><li>If a building color is generally unified (such as a single color brick pattern), then either a single or multiple colored (or striped) awning shall be used. If several building colors (such as a multi-colored brick pattern) are used, then a single color awning shall be used. In either case, the awning color shall be complementary to the overall color scheme used for the entire building facade. Awnings with patterns or colors that are not complementary to the building facade shall not be allowed.</li><li>Adjacent awnings in a block shall be mounted at similar heights. The minimum height of any awning from the ground shall be 7 feet 6 inches, and no awning shall cover more than 50% of the sidewalk width.</li></ul>			-	-
B1-1 Neigh Bus 1	-	-	-	-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA
Roof Lines	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	Flat (slightly sloped for drainage, but not visible from street level) roofs shall be used for commercial buildings in infill locations where adjacent buildings have flat roofs. In other infill locations and on freestanding commercial buildings, sloped or visible (from street level) roofs shall be acceptable. Only commercial-grade roofing materials such as clay tile, slate, or metal roofing shall be used. HVAC units shall be screened from view from street level, and materials used for screening shall be consistent with facade materials.			-	-
B1-1 Neigh Bus 1	-	-	-	-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA



4.5 DRAFT STANDARDS & GUIDELINES - continued

DRAFT Lot and Building Standards (By Area)					
Color	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	Trim or other elements of buildings shall maintain or complement the natural color of the material used on the rest of the building, such as natural stone or brick. If painting of the building is required, the colors shall be neutral or earth tones. Building details, such as storefront windows or door trim, shall use colors complementary to the color scheme established by the building.			-	-
B1-1 Neigh Bus 1				-	-
R2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-			
B4-5 Heavy Busi 4	-	-	X		NA
R-2.5 Residential	X	X	X		
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X		NA
Single Family and Duplex Housing	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	<b>Standards and regulations – Single Family and Duplex Housing.</b> The following standards and regulations are adopted for properties which consist of single family housing and duplex (two (2) family dwellings) housing: A. <i>Buildings and Structures.</i> Single-family and duplex housing shall be limited to three stories or 45 feet in height; masonry materials are preferred and recommended, but not required for building facades. B. <i>Facade repetition and setback.</i> Single family and duplex housing shall meet the required residential setbacks for the underlying zoning district. C. <i>Signage.</i> No signage shall be allowed on property used for single family and duplex housing. D. <i>Parking.</i> Parking shall be allowed in the side or rear yard only.				
B1-1 Neigh Bus 1				-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-			
B4-5 Heavy Busi 4	-	-	X		NA
R-2.5 Residential	X	X	X		
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X		NA

DRAFT Parking Standards (By Area)					
Parking	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	When parking is located at the rear of a commercial building, entrances to the building from other than the Independence Avenue facade shall be designed to complement and be similar to the front facade in terms of materials, colors, lighting and other architectural details.  Awnings , signage, and displays are all appropriate at a rear entrance, as allowed or required by other sections of these guidelines.  Lighting for the parking lot shall be included and submitted as part of the facade or site design or both, whichever is appropriate. Such lighting shall be so designed that no flashing or direct glare from any light source is focused, beamed, or directed toward adjacent residences. Light standards for parking areas shall not exceed 17 feet in height. Rear entrances shall not be visually dominant over the primary front entrance.			Parking Lots The maximum number of driveways shall be as follows: <ul style="list-style-type: none"><li>1 for up to 150 feet of frontage;</li><li>2 for 150 feet to 500 feet of frontage;</li><li>3 for 500 feet or greater frontage;</li><li>1 additional driveway for each additional 500 feet of frontage.</li></ul> If a development is on a corner, the frontage on each street shall be considered separately when determining the maximum number of driveways.  All parking lots shall be set back at least four feet from the public right-of-way. This area shall be landscaped so as to provide screening between the sidewalk and the parking area by providing at least a four-foot screen of evergreens, a stone wall, a berm, or a combination thereof sufficient to block the view of the cars.  Commercial parking lots of 1,000 square feet or more shall be “broken up” with planting buffers and islands. A minimum of 6% of any parking lot interior shall be landscaped in a reasonably dispersed manner. A parking lot interior shall be calculated by multiplying the number of parking spaces shown on the plan by 280 square feet. Plantings along the outside perimeter of a parking lot shall not be included as part of interior lot landscaping. A single planting area shall be greater than 60 square feet, and no dimension shall be less than five (5) feet. If the parking lot is larger than 2,000 square feet, there must be multiple planting buffers and/or islands, each greater than 60 square feet. Vertical concrete curbs shall be provided throughout all parking lots at any pavement edge.  Trees shall be the primary form of internal parking lot landscaping. Trees may be supplemented by shrubbery or other forms of ground cover. In no instance, however, shall trees be placed such that they obstruct visibility, obstruct sight lines at street or driveway intersections, or create a hazard in any other way.  If parking is to be provided between the property line and the building, no more than one row of parking, a vehicular access drive, and a pedestrian path shall be provided between the building and the property line. Parking lot lighting shall be so designed that no flashing or direct glare from any light source is focused, beamed, or directed toward adjacent residences.	
	Parking Lots <ul style="list-style-type: none"><li>Parking lots and signage within parking lots shall be designed to minimize commercial traffic (that is entering or exiting the business) that goes through adjacent neighborhoods.</li><li>Parking lots shall be screened between the public right-of-way and the parking area by providing an area at least four feet wide with evergreens, a stone wall, a berm, or a combination thereof, sufficient to totally block the view of the cars.</li><li>The maximum number of driveways shall be as follows:<ul style="list-style-type: none"><li>1 for up to 150 feet of frontage;</li><li>2 for 150 feet to 500 feet of frontage;</li><li>3 for 500 feet or greater frontage;</li><li>1 additional driveway for each additional 500 feet of frontage.</li></ul></li></ul> If a development is on a corner, the frontage on each street shall be considered separately when determining the maximum number of driveways.			Commercial parking lots that are adjacent to one another and that abut Independence Avenue shall provide physical connections to one another so that cars do not have to return to Independence Avenue when patrons go to adjacent businesses unless topography or the depth of the development site prohibits such connection.  Rear and side lot lines abutting residential properties shall employ screening in the form of fences or in the form of a combination of trees and evergreen shrubs dense enough to form a solid screen within five (5) years of Design Review Committee approval. Fences or screening shall be at least four (4) feet in height. Masonry and wood fences shall be allowed. Chain link, barbed wire, or razor wire fences and barricades shall not be allowed.	
B1-1 Neigh Bus 1		-		-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-			
B4-5 Heavy Busi 4	-	-	X		NA
R-2.5 Residential	X	X	X		
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X		NA



## DRAFT Screening and Buffering Standards (By Area)

Screening and Buffering	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	-	-	-	-	-
B1-1 Neigh Bus 1	-	-	-	-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA

## DRAFT Landscape Standards (By Area)

Landscape	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	<sup>1</sup> Outdoor courtyard that shall include seating, ornamental pillars, sculpture, fountains, or other amenities; OR <sup>2</sup> Landscaping in accordance with a landscaping plan, submitted by the property owner (or designated agent) and approved by the Design Review Committee; such landscaping plan shall include the following: i. Compatibility with species, scale and design of appropriate landscaping of adjacent and nearby properties, and ii. Appropriate treatment for the subject property, incorporating design elements of the building facade, if appropriate.			Landscaping shall be in accordance with a landscaping plan, submitted by the property owner (or designated agent) and approved by the Design Review Committee.	
	<sup>3</sup> A gateway statement shall be created at the four corners of The Paseo intersection by using markers, signage, plantings, or the physical design of buildings, or by a combination of the four. Such statements shall not block sight lines at street or driveway intersections. The physical design of buildings could include build-to lines, towers, or other treatment consistent with these guidelines and acceptable to the Design Review Committee. The markers, signage, and plantings shall be of sufficient size to create a significant visual statement. Gateways and other markers shall be constructed of stone and shaped similarly to the low stone walls existing along Independence Avenue. <sup>2</sup> Archways or other overhead constructions that cross a street shall not be allowed. <sup>3</sup> Gateway or marker signage shall include only neighborhood or street names and the date of construction. Such signs shall be either engraved stone panels or metal.				
B1-1 Neigh Bus 1	-	-	-	-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA

## DRAFT Signage Standards (By Area)

Signage	Area 1 West Gateway	Area 2 West	Area 3 Central	Area 4 East	Area 5 East Gateway
	<sup>4</sup> The front facade of a building shall have only one major store sign. A smaller store sign may be appropriate for secondary facades or entrances or as minor signage on an awning. Minor or supplemental signs (such as store hours, directories, credit cards accepted), shall be permitted as long as the total area of all signage (major and minor) on any building facade shall not exceed 5% of the wall facing the street. Such signage shall also include banners and balloons. When computing wall area for a facade on a multistory building, the total height of the wall the sign is affixed to shall not exceed 20 feet for computation purposes. <sup>5</sup> Awnings over the public right-of-way require an encroachment ordinance, shall meet the criteria of Chapter 18 (the City's Building Code), and shall only include the name and logo of the business. <sup>3</sup> Permanent, free-standing signs, such as building identification markers and directories, shall be allowed. Their signage area, however, shall apply against the 5% maximum area allowed for the nearest facade of the building the sign is identifying. <sup>4</sup> No attached sign shall extend higher than the roof line or any parapet of a building or structure. Rooftop signs shall not be allowed. <sup>5</sup> Any sign shall contain only the name and logo of the business it identifies, shall be designed specifically for the building it identifies, and shall integrate with and complement a specific storefront in design, color, and materials. <sup>6</sup> No off-site advertising signs shall be allowed. <sup>7</sup> No sign shall flash, blink, or fluctuate. <sup>8</sup> No sign shall be animated or change physical position by any electrical or mechanical movement. <sup>9</sup> Permitted signs not requiring design review include: directional and informational signs; sale, exchange, or loose signs; and other temporary signs as defined in the Zoning Ordinance. Such signs shall only be displayed on the property they serve and shall be limited in size to 15 square feet per sign.				
	Any sign shall contain only the name and logo of the business it identifies, shall be complementary to the design, materials, and colors of the building on which it is attached, or (if free-standing) of the building the sign identifies.  Buildings shall have only one wall sign on their primary storefront, not exceeding 10% of the area of the facade on which it is located. One free-standing sign shall be allowed for each lot, whether occupied by a single business or group of businesses. Free-standing signs shall be a maximum of forty (40) square feet in area and seventeen (17) feet in height.				
B1-1 Neigh Bus 1	-	-	-	-	-
B2-2 Neigh Bus 2	-	-	-	-	-
B3-2 Comm Bus	X	X	X	NA	NA
B4-2 Heavy Busi 4	X	-	-	-	-
B4-5 Heavy Busi 4	-	-	X	-	NA
R-2.5 Residential	X	X	X	-	-
R-1.5 Residential	-	X	-	-	-
M1-5 Manf. 1	-	-	X	-	NA







Proposed Administrative Procedures

The following table includes existing Administrative Procedures recommended for inclusion in this report by City Staff.

The City Historic Preservation Officer, as designee of the City Development Director, may issue a Certificate of Appropriateness administratively if the change is not a substantial change as defined below. Any scope of work not addressed in the following table shall be deemed substantial and require the Commission review and approval under Section B of this article.

	Contributing Building		Non-contributing Building	
	Insubstantial	Substantial	Insubstantial	Substantial
Additions less than 100 sq. feet and no more than one story on non street facing facade	x		x	
Additions visible from public right of way (non-administrative review)		x		x
Accessory structures - New - (sheds, garages, etc.),visible from public right of way		x		x
Awnings, new installation		x		x
Awnings, color or material change	x		x	
Chimney removal or alteration		x	x	
Deck, visible from the public right of way		x		x
Demolition of primary building over 50 years old		x		x
Demolition of primary building less than 50 years old		x	x	
Demolition of accessory structures		x	x	
Doors, visible from the public right of way		x		x
Driveways, new materials	x		x	
Driveways, new		x		x
Equipment (antennas, satellite dishes, etc.)		x		x
Exterior siding (clapboard, stucco, brick, etc.) replacement with new materials		x		x
Fencing or walls that are not adjacent to a public sidewalk or street and set back to the rear corner of the building.	x		x	
All other fencing and gates		x		x
Fire escape		x		x
Ground Source Heating	x		x	
HVAC (Exterior components)	x		x	
Insulation (from exterior)		x		x
Landscaping (mature trees), visible from the public right of way	x		x	
Landscape structures (benches, gazebos, arbors, pergolas, pools, fountains, & etc. ) on secondary façade with minimal visibility	x		x	
Landscape structures (benches, gazebos, arbors, pergolas, pools, fountains, & etc. ) primary façade or high visibility		x		x
Lighting on structure	x		x	
Lighting on site, new	x			x
New construction (infill building)		x		x

Paint, color change	x		x	
Paint, previously unpainted siding or masonry		x	x	
Pool		x		x
Porch, replacement of flooring, railings	x		x	
Porch, new construction		x		x
Porch, removal of non-historic infill	x		x	
Ramps (ADA) on primary façade		x		x
Ramps (ADA) on secondary façade with minimal visibility	x		x	
Relocation of building/structure		x		x
Re-pointing, new mortar mix, color, profile		x		x
Retaining walls		x		x
Roof replacement with same material but new style, color	x		x	
Roof replacement with new material		x		x
Roof venting (soffit, ridge, etc.)	x		x	
Screen-in existing primary porches		x		x
Screen-in existing secondary porches	x		x	
Screened-in porches - new construction		x		x
Shutters		x		x
Sidewalks, new material same location dimensions	x		x	
Sidewalks, new		x		x
Sidewalk step railings	x		x	
Siding, change in material		x		x
Signs/plaques		x		x
Skylights		x		x
Solar panels		x		x
Steps/stairs, new materials/location		x		x
Storm windows, new materials	x		x	
Trim (scrollwork, fascia, porch details, etc.) new materials/design		x		x
Windows, visible from public right of way, replacement in-kind	x		x	
Windows, visible from public right of way, new materials		x		x
Wind Turbines		x		x
Renewal of applications in which the scope of work has not been altered from the previous approved scope of work.	x		x	



APPENDIX 4.6

CORRIDOR DEVELOPMENT PATTERNS 01

ZONING ANALYSIS 02

NCOD ORDINANCE 03

KCDC REPORT 04



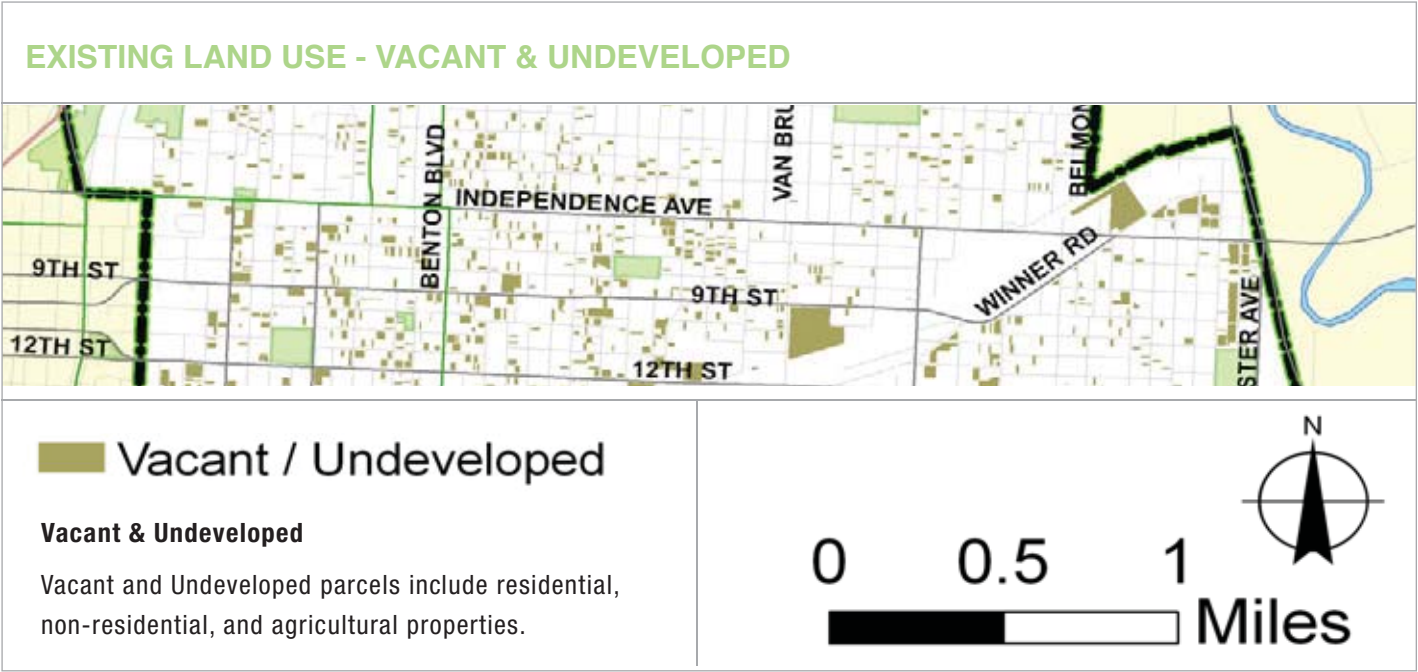


01 CORRIDOR DEVELOPMENT PATTERNS

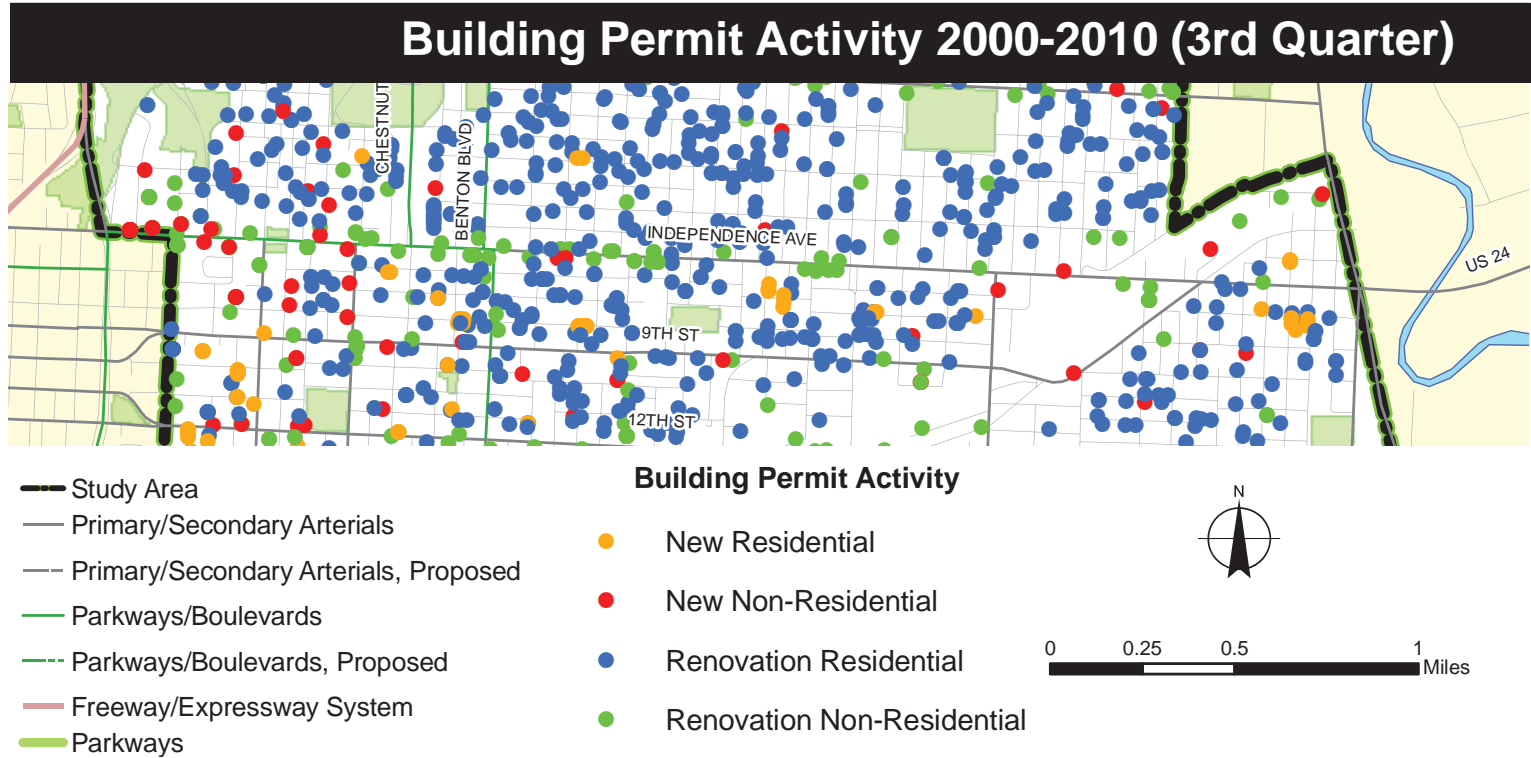
As part of the Independence Avenue Corridor Character Study, a range of variables related to development patterns were analyzed in order to gain an understanding of the degree of consistency and the range of diversity that exists. When these variables are considered at a corridor-wide level, they reveal an understanding of the general character of the corridor. When examined at a finer-level, they suggest a series of smaller character areas, with shared characteristics.

> Overall Corridor Development Patterns

The information that follows is derived from a series of maps illustrating the development patterns of the Independence Avenue Corridor as a whole. The information is extracted from the 2011 Truman Plaza Area Plan Data Book.







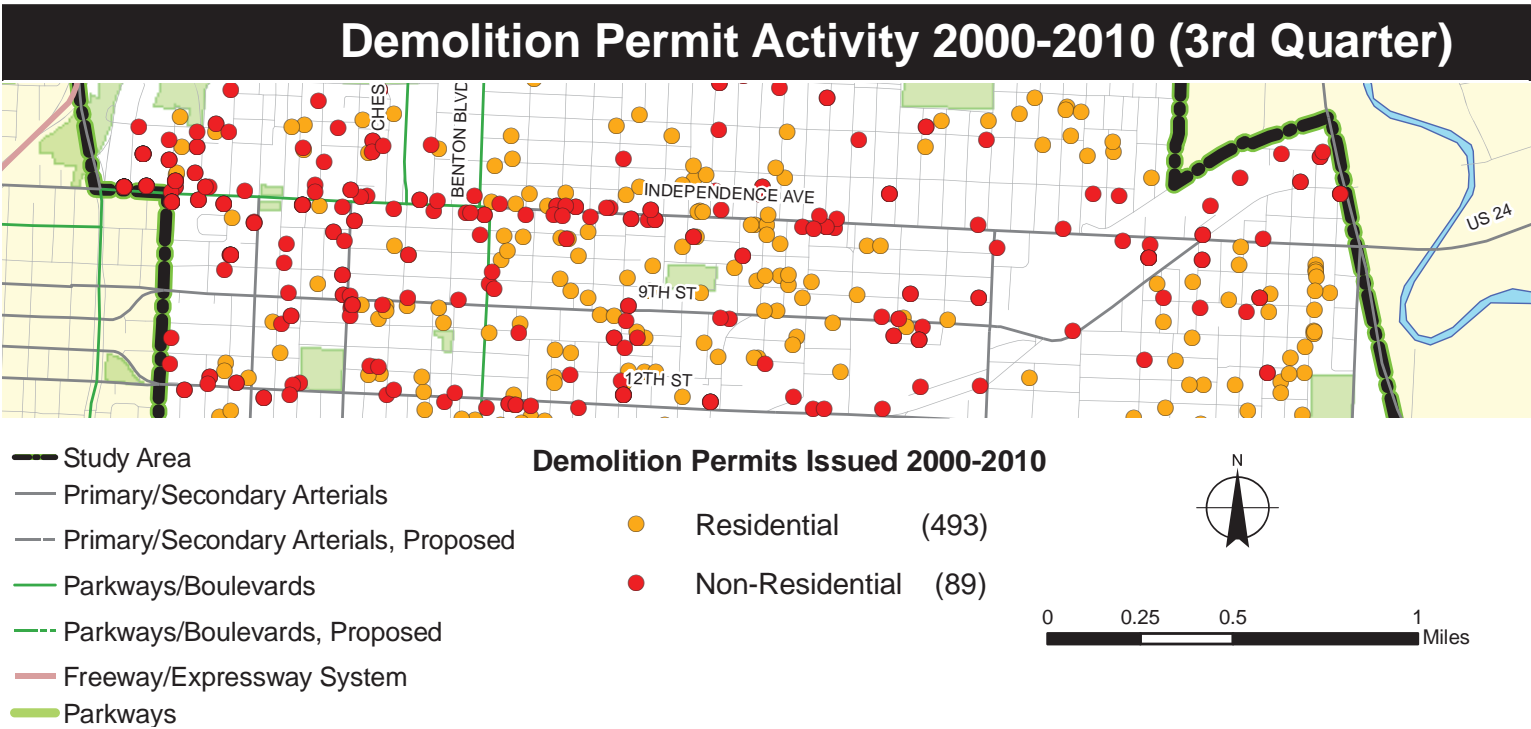
**Building Permits**

Building permits are a measure of construction activity. Building permit data indicates that changes have been taking place throughout the area, as shown on the Building Permit Activity Map below.

- Residential additions, alterations, and repairs permits (shown on the map as renovation) are the most frequent, and are also well dispersed.
- Along Independence Avenue, many permits have been pulled for renovation of non-residential structures.
- There are fewer new residential permits issued north of Independence Avenue than south of Independence Avenue, but there are many more renovation permits pulled north of Independence Avenue.

Demolition permit data is also an indicator of change within the area, as shown on the Demolition Permit Activity Map.

- Non-residential demolition permits are most numerous along Independence Avenue, and south of Independence Avenue.
- The majority of residential demolition permits were issued south of Independence Avenue, with clusters near Independence Avenue.





02 ZONING ANALYSIS

B1 -1 LOT AND BUILDING STANDARDS

Zoning Analysis

One of the first tasks of this study was to determine what regulatory standards applied to what base zoning districts. This was followed by determining which zoning applied to what Character Area. This, in concert with the allowed uses, set the framework for understanding the parameters of development. The tables created to research these standards follow.

LOT AND BUILDING STANDARDS (B1-1)		
Item	Area 1 (Paseo-Brooklyn)	Area 2 (Brooklyn-Benton)
	Highland - Maple	Prospect - Montgall
Lot Size		
Average Lot Area (ft <sup>2</sup> ) <i>Derived from the lot areas within an individual span of a given land use</i>	100,000	27,000
Minimum Lot Area (ft <sup>2</sup> ) <i>The smallest parcel within an individual span of a given land use</i>	9,000	5,000
Maximum Lot Area (ft <sup>2</sup> ) <i>The largest parcel within an individual span of a given land use</i>	438,500	44,000
Mode Lot Area (ft <sup>2</sup> ) <i>The most commonly occurring parcel size within an individual span of a given land use</i>	NA	NA
Minimum Lot Width (ft) <i>The narrowest parcel parallel to the street within an individual span of a given land use</i>	155	75
Maximum Lot Width (ft) <i>The widest parcel parallel to the street within an individual span of a given land use</i>	563	182
Mode Lot Width (ft) <i>The most commonly occurring parcel width within an individual span of a given land use</i>	NA	NA
Front Setback*		
Average Front Setback (ft) <i>Derived from the front setback distances of the parcels within an individual span of a given land use</i>	30	0.5
Minimum Front Setback (ft) <i>The shortest front setback distance of a given parcel within an individual span of a given land use</i>	4	0
Maximum Front Setback (ft) <i>The greatest front setback distance of a given parcel within an individual span of a given land use</i>	23	1
Mode Front Setback (ft) <i>The most commonly occurring front setback distance within an individual span of a given land use</i>	NA	0

LOT AND BUILDING STANDARDS (B1-1)		
Item	Area 1 (Paseo-Brooklyn)	Area 2 (Brooklyn-Benton)
	Highland - Maple	Prospect - Montgall
Rear Setback*		
Average Rear Setback (ft) <i>Derived from the rear setback distances of the parcels within an individual span of a given land use</i>	48	38
Average % of Lot Depth (%) <i>Derived from the percentage that rear setbacks extend into the total depths of parcels within an individual span of a given land use</i>	36	35
Minimum Rear Setback (ft) <i>The shortest rear setback distance of a given parcel within an individual span of a given land use</i>	20	0
Maximum Rear Setback (ft) <i>The greatest rear setback distance of a given parcel within an individual span of a given land use</i>	75	120
Mode Rear Setback (ft) <i>The most commonly occurring rear setback distance of a given parcel within an individual span of a given land use</i>	NA	NA
Side Setback*		
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	40	15
Minimum Side Setback (ft) <i>The shortest side setback distance within a given parcel within an individual span of a given land use</i>	5	0
Maximum Side Setback (ft) <i>The greatest side setback distance within a given parcel within an individual span of a given land use</i>	60	30
Mode Side Setback (ft) <i>The most commonly occurring side setback distance within a given parcel within an individual span of a given land use</i>	60	0

\*Within any given parcel containing multiple built structures, setbacks have been calculated from the structure that projects closest to the perimeter of the parcel, regardless of whether that is the same structure in each case (front, rear, side setbacks)



4.6 APPENDIX - continued

B2-2 AND B4-5 LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS (B2-2)	
Item	Area 2 (Brooklyn-Benton)
	Montgall - Chestnut
Lot Size	
Average Lot Area (ft <sup>2</sup> ) <i>Derived from the lot areas within an individual span of a given land use</i>	14,400
Minimum Lot Area (ft <sup>2</sup> ) <i>The smallest parcel within an individual span of a given land use</i>	13,500
Maximum Lot Area (ft <sup>2</sup> ) <i>The largest parcel within an individual span of a given land use</i>	15,300
Minimum Lot Width (ft) <i>The narrowest parcel parallel to the street within an individual span of a given land use</i>	75
Maximum Lot Width (ft) <i>The widest parcel parallel to the street within an individual span of a given land use</i>	86
Front Setback*	
Average Front Setback (ft) <i>Derived from the front setback distances of the parcels within an individual span of a given land use</i>	36
Minimum Front Setback (ft) <i>The shortest front setback distance of a given parcel within an individual span of a given land use</i>	0
Maximum Front Setback (ft) <i>The greatest front setback distance of a given parcel within an individual span of a given land use</i>	72
Rear Setback*	
Average Rear Setback (ft) <i>Derived from the rear setback distances of the parcels within an individual span of a given land use</i>	67
Average % of Lot Depth (%) <i>Derived from the percentage that rear setbacks extend into the total depths of parcels within an individual span of a given land use</i>	37
Minimum Rear Setback (ft) <i>The shortest rear setback distance of a given parcel within an individual span of a given land use</i>	13
Maximum Rear Setback (ft) <i>The greatest rear setback distance of a given parcel within an individual span of a given land use</i>	120
Side Setback*	
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	10
Minimum Side Setback (ft) <i>The shortest side setback distance within a given parcel within an individual span of a given land use</i>	0
Maximum Side Setback (ft) <i>The greatest side setback distance within a given parcel within an individual span of a given land use</i>	25

\*Within any given parcel containing multiple built structures, setbacks have been calculated from the structure that projects closest to the perimeter of the parcel, regardless of whether that is the same structure in each case (front, rear, side setbacks)

B4-2 LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS (B -2)		
Item	Area 3 (Benton-VanBrunt)	Area 5 (Hardesty-Winchester) ~ Includes 2 Parcels in 2 Zones ~
	Indiana - Bales	Ewing - Winchester
Lot Size		
Average Lot Area (ft <sup>2</sup> ) <i>Derived from the lot areas within an individual span of a given land use</i>	10,900	50,000
Minimum Lot Area (ft <sup>2</sup> ) <i>The smallest parcel within an individual span of a given land use</i>	5,000	19,000
Maximum Lot Area (ft <sup>2</sup> ) <i>The largest parcel within an individual span of a given land use</i>	20,000	80,300
Mode Lot Area (ft <sup>2</sup> ) <i>The most commonly occurring parcel size within an individual span of a given land use</i>	NA	NA
Minimum Lot Width (ft) <i>The narrowest parcel parallel to the street within an individual span of a given land use</i>	44	112
Maximum Lot Width (ft) <i>The widest parcel parallel to the street within an individual span of a given land use</i>	149	275
Front Setback*		
Average Front Setback (ft) <i>Derived from the front setback distances of the parcels within an individual span of a given land use</i>	19	NA
Minimum Front Setback (ft) <i>The shortest front setback distance of a given parcel within an individual span of a given land use</i>	0	NA
Maximum Front Setback (ft) <i>The greatest front setback distance of a given parcel within an individual span of a given land use</i>	70	NA
Mode Front Setback (ft) <i>The most commonly occurring front setback distance within an individual span of a given land use</i>	0	NA
Rear Setback*		
Average Rear Setback (ft) <i>Derived from the rear setback distances of the parcels within an individual span of a given land use</i>	36	NA
Average % of Lot Depth (%) <i>Derived from the percentage that rear setbacks extend into the total depths of parcels within an individual span of a given land use</i>	29	NA
Minimum Rear Setback (ft) <i>The shortest rear setback distance of a given parcel within an individual span of a given land use</i>	4	NA
Maximum Rear Setback (ft) <i>The greatest rear setback distance of a given parcel within an individual span of a given land use</i>	65	NA
Mode Rear Setback (ft) <i>The most commonly occurring rear setback distance of a given parcel within an individual span of a given land use</i>	45	NA
Side Setback*		
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	20	NA
Minimum Side Setback (ft) <i>The shortest side setback distance within a given parcel within an individual span of a given land use</i>	0	NA
Maximum Side Setback (ft) <i>The greatest side setback distance within a given parcel within an individual span of a given land use</i>	65	NA
Mode Side Setback (ft) <i>The most commonly occurring side setback distance within a given parcel within an individual span of a given land use</i>	8	NA

\*Within any given parcel containing multiple built structures, setbacks have been calculated from the structure that projects closest to the perimeter of the parcel, regardless of whether that is the same structure in each case (front, rear, side setbacks)



LOT AND BUILDING STANDARDS (B - )									
Item	Area 1 (Paseo-Brooklyn)	Area 2 (Brooklyn - Benton)		Area 3 (Benton-VanBrunt)			Area 4 (VanBrunt-Hardesty)	Area 5 (Hardesty-Winchester)	
	Maple - Brooklyn	Brooklyn - Prospect	Prospect - Benton	Benton - Indiana	Askew - Myrtle	Norton - VanBrunt	VanBrunt - Hardesty	Drury - Topping	Winner - Cambridge
Lot Size									
Average Lot Area (ft <sup>2</sup> ) <i>Derived from the lot areas within an individual span of a given land use</i>	33,700	50,400	13,000	7,500	12,700	10,000	22,500	15,000	14,500
Overall Average Lot Area (ft <sup>2</sup> ) <i>Derived from the average lot areas for individual spans of a given land use within a single area</i>	33,700	31,700		10,067			22,500	14,750	
Minimum Lot Area (ft <sup>2</sup> ) <i>The smallest parcel within an individual span of a given land use</i>	7,700	5,500	4,250	2,900	2,900	3,000	2,400	7,500	2,500
Overall Minimum Lot Area Average (ft <sup>2</sup> ) <i>Derived from the average minimum lot areas for individual spans of a given land use within a single area</i>	7,700	4,875		2,933			2,400	5,000	
Maximum Lot Area (ft <sup>2</sup> ) <i>The largest parcel within an individual span of a given land use</i>	71,500	99,300	45,000	18,500	96,500	43,600	365,000	25,300	80,200
Mode Lot Area (ft <sup>2</sup> ) <i>The most commonly occurring parcel size within an individual span of a given land use</i>	NA	NA	8,000	5,000	6,000	6,500	4,500	NA	4,700
Minimum Lot Width (ft) <i>The narrowest parcel parallel to the street within an individual span of a given land use</i>	92	46	47	32	25	25	25	50	30
Overall Minimum Lot Width Average (ft) <i>Derived from the average minimum lot widths for individual spans of a given land use within a single area</i>	92	46.5		27.33			25	40	
Maximum Lot Width (ft) <i>The widest parcel parallel to the street within an individual span of a given land use</i>	220	295	193	145	375	270	608	170	272
Mode Lot Width (ft) <i>The most commonly occurring parcel width within an individual span of a given land use</i>	NA	NA	80	40	50	50	35	NA	40



4.6 APPENDIX - continued

B3-2 LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS (B3-2)									
Item	Area 1 (Paseo-Brooklyn)	Area 2 (Brooklyn - Benton)		Area 3 (Benton-VanBrunt)			Area 4 (VanBrunt-Hardesty)	Area 5 (Hardesty-Winchester)	
	Maple - Brooklyn	Brooklyn - Prospect	Prospect - Benton	Benton - Indiana	Askew - Myrtle	Norton - VanBrunt	VanBrunt - Hardesty	Drury - Topping	Winner - Cambridge
Front Setback*									
Average Front Setback (ft) Derived from the front setback distances of the parcels within an individual span of a given land use	31	7	19	17	17	24	21	22	19
Overall Average Front Setback (ft) Derived from the average front setback distances of the parcels within an individual span of a given land use within a single area	31	13		19.33			21	20.5	
Minimum Front Setback (ft) The shortest front setback distance of a given parcel within an individual span of a given land use	3	3	0	0	0	0	0	0	0
Maximum Front Setback (ft) The greatest front setback distance of a given parcel within an individual span of a given land use	68	20	70	68	100	123	100	64	95
Mode Front Setback (ft) The most commonly occurring front setback distance within an individual span of a given land use	NA	4	0	20	0	0	0	NA	20
Rear Setback*									
Average Rear Setback (ft) Derived from the rear setback distances of the parcels within an individual span of a given land use	58	95	38	17	28	31	46	41	42
Overall Average Rear Setback (ft) Derived from the average rear setback distances of the parcels within an individual span of a given land use within a single area	58	66.5		25.33			46	41.5	
Average % of Lot Depth (%) Derived from the percentage that rear setbacks extend into the total depths of parcels within an individual span of a given land use	16	34	23	15	23	23	27	28	31
Overall Average % of Lot Depth (%) Derived from the average percentage that rear setbacks extend into the total depths of parcels within an individual span of a given land use in a single area	16	28.5		20.33			27	29.5	
Minimum Rear Setback (ft) The shortest rear setback distance of a given parcel within an individual span of a given land use	0	0	0	0	0	0	0	3	0
Maximum Rear Setback (ft) The greatest rear setback distance of a given parcel within an individual span of a given land use	217	224	147	80	70	105	92	68	110
Mode Rear Setback (ft) The most commonly occurring rear setback distance of a given parcel within an individual span of a given land use	8	NA	0	3	60	0	45	55	65



LOT AND BUILDING STANDARDS (B3-2)									
Item	Area 1 (Paseo-Brooklyn)	Area 2 (Brooklyn - Benton)		Area 3 (Benton-VanBrunt)			Area 4 (VanBrunt-Hardesty)	Area 5 (Hardesty-Winchester)	
	Maple - Brooklyn	Brooklyn - Prospect	Prospect - Benton	Benton - Indiana	Askew - Myrtle	Norton - VanBrunt	VanBrunt - Hardesty	Drury - Topping	Winner - Cambridge
Side Setback*									
Average Side Setback (ft) Derived from the side setback distances of the parcels within an individual span of a given land use	24	23	17	7	12	15	27	20	19
Overall Average Side Setback (ft) Derived from the average side setback distances of the parcels within an individual span of a given land use within a single area	24	20		11.33			27	19.5	
Minimum Side Setback (ft) The shortest side setback distance within a given parcel within an individual span of a given land use	0	0	0	0	0	0	0	0	0
Maximum Side Setback (ft) The greatest side setback distance within a given parcel within an individual span of a given land use	62	88	108	100	62	120	415	60	145
Mode Side Setback (ft) The most commonly occurring side setback distance within a given parcel within an individual span of a given land use	0	0	0	0	0	0	0	0	0

\*Within any given parcel containing multiple built structures, setbacks have been calculated from the structure that projects closest to the perimeter of the parcel, regardless of whether that is the same structure in each case (front, rear, side setbacks)



M1-5 LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS ( 1- )				
Item	Area 3 (Benton-VanBrunt)		Area 5 (Hardesty-Winchester)	
	Myrtle	Kensington	Hardesty - Winner	Cambridge - Access Rd
Lot Size				
Average Lot Area (ft <sup>2</sup> ) <i>Derived from the lot areas within an individual span of a given land use</i>	21,000	10,300	149,000	21,700
Overall Average Lot Area (ft <sup>2</sup> ) <i>Derived from the average lot areas for individual spans of a given land use within a single area</i>	15,650		85,350	
Minimum Lot Area (ft <sup>2</sup> ) <i>The smallest parcel within an individual span of a given land use</i>	21,000	10,300	8,700	21,700
Overall Minimum Lot Area Average (ft <sup>2</sup> ) <i>Derived from the average minimum lot areas for individual spans of a given land use within a single area</i>	15,650		15,200	
Maximum Lot Area (ft <sup>2</sup> ) <i>The largest parcel within an individual span of a given land use</i>	NA	NA	820,000	NA
Mode Lot Area (ft <sup>2</sup> ) <i>The most commonly occurring parcel size within an individual span of a given land use</i>	NA	NA	NA	NA
Minimum Lot Width (ft) <i>The narrowest parcel parallel to the street within an individual span of a given land use</i>	182	80	136	230
Overall Minimum Lot Width Average (ft) <i>Derived from the average minimum lot widths for individual spans of a given land use within a single area</i>	131		183	
Maximum Lot Width (ft) <i>The widest parcel parallel to the street within an individual span of a given land use</i>	NA	NA	1,300	NA
Mode Lot Width (ft) <i>The most commonly occurring parcel width within an individual span of a given land use</i>	NA	NA	170	NA
Front Setback*				
Average Front Setback (ft) <i>Derived from the front setback distances of the parcels within an individual span of a given land use</i>	55	2	44	47
Overall Average Front Setback (ft) <i>Derived from the average front setback distances of the parcels within an individual span of a given land use within a single area</i>	28.50		45.5	
Minimum Front Setback (ft) <i>The shortest front setback distance of a given parcel within an individual span of a given land use</i>	NA	NA	2	NA
Maximum Front Setback (ft) <i>The greatest front setback distance of a given parcel within an individual span of a given land use</i>	NA	NA	68	NA
Mode Front Setback (ft) <i>The most commonly occurring front setback distance within an individual span of a given land use</i>	NA	NA	45	NA

LOT AND BUILDING STANDARDS (M1-5)				
Item	Area 3 (Benton-VanBrunt)		Area 5 (Hardesty-Winchester)	
	Myrtle	Kensington	Hardesty - Winner	Cambridge - Access Rd
Rear Setback*				
Average Rear Setback (ft) <i>Derived from the rear setback distances of the parcels within an individual span of a given land use</i>	4	23	80	10
Overall Average Rear Setback (ft) <i>Derived from the average rear setback distances of the parcels within an individual span of a given land use within a single area</i>	13.50		45	
Average % of Lot Depth (%) <i>Derived from the percentage that rear setbacks extend into the total depth of parcels within an individual span of a given land use</i>	3	18	17	10
Overall Average % of Lot Depth (%) <i>Derived from the average percentage that rear setbacks extend into the total depth of parcels within an individual span of a given land use in a single area</i>	10.50		13.5	
Minimum Rear Setback (ft) <i>The shortest rear setback distance of a given parcel within an individual span of a given land use</i>	NA	NA	0	NA
Maximum Rear Setback (ft) <i>The greatest rear setback distance of a given parcel within an individual span of a given land use</i>	NA	NA	520	NA
Mode Rear Setback (ft) <i>The most commonly occurring rear setback distance of a given parcel within an individual span of a given land use</i>	NA	NA	NA	NA
Side Setback*				
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	0	3	74	69
Overall Average Side Setback (ft) <i>Derived from the average side setback distances of the parcels within an individual span of a given land use within a single area</i>	1.50		71.5	
Minimum Side Setback (ft) <i>The shortest side setback distance within a given parcel within an individual span of a given land use</i>	0	0	0	68
Maximum Side Setback (ft) <i>The greatest side setback distance within a given parcel within an individual span of a given land use</i>	0	6	622	70
Mode Side Setback (ft) <i>The most commonly occurring side setback distance within a given parcel within an individual span of a given land use</i>	NA	NA	NA	NA

\*Within any given parcel containing multiple built structures, setbacks have been calculated from the structure that projects closest to the perimeter of the parcel, regardless of whether that is the same structure in each case (front, rear, side setbacks)



R2-5 LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS (R - )			
Item	Area 1 (Paseo-Brooklyn)	Area 2 (Brooklyn-Benton)	Area 3 (Benton-VanBrunt)
	Garfield - Brooklyn	Brooklyn - Wabash	Myrtle - Norton
Lot Size			
Average Lot Area (ft <sup>2</sup> ) <i>Derived from the lot areas within an individual span of a given land use</i>	96,400	26,000	4,300
Minimum Lot Area (ft <sup>2</sup> ) <i>The smallest parcel within an individual span of a given land use</i>	74,000	8,400	1,700
Maximum Lot Area (ft <sup>2</sup> ) <i>The largest parcel within an individual span of a given land use</i>	118,800	56,800	5,800
Mode Lot Area (ft <sup>2</sup> ) <i>The most commonly occurring parcel size within an individual span of a given land use</i>	NA	NA	5,200
Minimum Lot Width (ft) <i>The narrowest parcel parallel to the street within an individual span of a given land use</i>	188	73	44
Maximum Lot Width (ft) <i>The widest parcel parallel to the street within an individual span of a given land use</i>	359	314	112
Mode Lot Width (ft) <i>The most commonly occurring parcel width within an individual span of a given land use</i>	NA	NA	45
Front Setback*			
Average Front Setback (ft) <i>Derived from the front setback distances of the parcels within an individual span of a given land use</i>	55	60	15
Minimum Front Setback (ft) <i>The shortest front setback distance of a given parcel within an individual span of a given land use</i>	13	27	7
Maximum Front Setback (ft) <i>The greatest front setback distance of a given parcel within an individual span of a given land use</i>	96	115	22
Mode Front Setback (ft) <i>The most commonly occurring front setback distance within an individual span of a given land use</i>	NA	NA	15
Rear Setback*			
Average Rear Setback (ft) <i>Derived from the rear setback distances of the parcels within an individual span of a given land use</i>	154	8	15
Average % of Lot Depth (%) <i>Derived from the percentage that rear setbacks extend into the total depths of parcels within an individual span of a given land use</i>	40	5	13
Minimum Rear Setback (ft) <i>The shortest rear setback distance of a given parcel within an individual span of a given land use</i>	50	0	0
Maximum Rear Setback (ft) <i>The greatest rear setback distance of a given parcel within an individual span of a given land use</i>	257	14	52
Mode Rear Setback (ft) <i>The most commonly occurring rear setback distance of a given parcel within an individual span of a given land use</i>	NA	NA	0
Side Setback*			
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	52	33	12
Minimum Side Setback (ft) <i>The shortest side setback distance within a given parcel within an individual span of a given land use</i>	20	1	1
Maximum Side Setback (ft) <i>The greatest side setback distance within a given parcel within an individual span of a given land use</i>	80	80	25
Mode Side Setback (ft) <i>The most commonly occurring side setback distance within a given parcel within an individual span of a given land use</i>	80	NA	NA

\*Within any given parcel containing multiple built structures, setbacks have been calculated from the structure that projects closest to the perimeter of the parcel, regardless of whether that is the same structure in each case (front, rear, side setbacks)

R1-5 LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS (R - )	
Item	Area 2 (Brooklyn-Benton)
	Wabash - Prospect
Lot Size	
Lot Area (ft <sup>2</sup> ) <i>The total area of the parcel</i>	119,700
Lot Width (ft) <i>The total width of the parcel parallel to the street</i>	290
Front Setback	
Front Setback (ft) <i>The distance from the furthestmost protuding point on the front of the building to the perimeter of the parcel</i>	7
Rear Setback	
Rear Setback (ft) <i>The distance from the furthestmost protuding point on the rear of the building to the perimeter of the parcel</i>	25
% of Lot Depth (%) <i>The percentage that the rear setback extends into the total depths of the parcel</i>	8
Side Setback	
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	8

UR LOT AND BUILDING STANDARDS

LOT AND BUILDING STANDARDS (UR)		
Item	Area 1 (Paseo-Brooklyn)	Area 5 (Hardesty-Winchester)
	Woodland - Garfield	Hardesty - Drury
Lot Size		
Lot Area (ft <sup>2</sup> ) <i>The total area of the parcel</i>	411,600	64,000
Lot Width (ft) <i>The total width of the parcel parallel to the street</i>	825	280
Front Setback		
Front Setback (ft) <i>The distance from the furthestmost protuding point on the front of the building to the perimeter of the parcel</i>	95	65
Rear Setback		
Rear Setback (ft) <i>The distance from the furthestmost protuding point on the rear of the building to the perimeter of the parcel</i>	22	55
% of Lot Depth (%) <i>The percentage that the rear setback extends into the total depths of the parcel</i>	4	24
Side Setback		
Average Side Setback (ft) <i>Derived from the side setback distances of the parcels within an individual span of a given land use</i>	24	56





**88-225 NC/O, NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT**

**88-225-01 PURPOSE**

The purpose of the NC/O, Neighborhood Conservation Overlay district, is to protect and preserve the established character of existing neighborhoods by limiting the flexibility of underlying base zoning to more effectively match the density, intensity or established character of an existing area. The NC/O district may also be used to establish specific design guidelines that are more detailed than the standards of this ordinance.

**88-225-02 APPLICATION FILING**

**88-225-02-A. An NC/O district application may be initiated by:**

- 1. a petition requesting NC/O district designation signed by a simple majority (50 percent + 1 property owner) of the property owners within the proposed district; or
- 2. the city council, the city plan commission, the overlay design review board, or the city planning and development director, acting on the city's behalf.

**88-225-02-B. Each NC/O district must be established by a separate NC/O district ordinance.**

**88-225-02-C. The standards or guidelines proposed for the overlay must be included with the application for designation. The associated standards and guidelines:**

- 1. Must reflect the prevalent intensity and consistent building design in the neighborhood, to ensure that new development reflects the identifiable physical character of the area.
- 2. May but are not required to include design features (e.g., front porches, window style, color, etc.); type/style of architecture; location, size, scale, and massing relative to adjacent structures; and other features that specifically relate to the district as a whole and any and all subdistricts being established.
- 3. Must identify projects which may be approved by the city planning and development director as described in 88-225-06 and projects which must be reviewed by the overlay design review board.

**88-225-02-D. The application must include or be accompanied by the following:**

- 1. Application fee.
- 2. Map showing the existing zoning and uses on all of the land in the area of request, and on all of the land within 300 feet, including streets and alleys, measured from the boundary of the area of request.
- 3. A list of the names and addresses of all property owners and residents in the area of request.
- 4. A list of all neighborhood associations or other organizations representing the interests of property owners in the area of request. This list should include information as the officers' names, mailing addresses, and phone numbers.
- 5. A statement of justification. This statement should:
  - a. point out the factors which render the area of request eligible for NC/O district classification; and
  - b. explain in detail how and why such a classification would be in the best interest of the city as a whole.
- 6. A description of the prevalent architectural and cultural attributes of the area, supported by a map denoting examples of such attributes.

- 7. Any additional information that the city planning and development director determines to be necessary competent and sufficient review of the application.

**88-225-03 DETERMINATION OF ELIGIBILITY FOR NC/O DISTRICT**

**88-225-03-A.** In reviewing and making decisions on NC/O district applications, the city planning and development director, overlay design review board, city plan commission, and city council must consider at least the following factors:

- 1. conformance with adopted plans and planning policies;
- 2. zoning and use of nearby property;
- 3. physical character of the area; and
- 4. the extent to which designation of the NC/O district will either improve or detrimentally affect nearby properties.

**88-225-03-B.** To be eligible for NC/O district classification, an area must satisfy all of the following criteria:

- 1. The area must contain at least one blockface.
- 2. The area must be either "stable" or "stabilizing."
- 3. The area must contain significant architectural, natural or cultural attributes.
- 4. The area must have a distinctive atmosphere or character that can be conserved by protecting or enhancing its architectural or cultural attributes.
- 5. The district must be a contiguous area of at least 10 acres, provided that the overlay design review board may recommend and the city council may approve an NC/O district with less than 10 acres if the city council determines that the area has an identifiable character and that an NC/O district will help stabilize the tax base, encourage investment, and promote the preservation of architectural, natural and/or cultural resources.

**88-225-04 DESIGNATION OF DISTRICT AND SUBDISTRICT**

NC/O districts may be designated only in accordance with the zoning map amendment procedures of 88-515, except as modified by the provisions of this series.

**88-225-04-A.** An NC/O district may be established as one district or may be composed of various subdistricts that have certain common requirements but differ in certain elements, while remaining complementary to the district as a whole.

**88-225-04-B.** The designation of an NC/O district must include:

- 1. designation of a specific area by rezoning as an overlay district (in the case of subdistricts, each subdistrict must be separately described);
- 2. development of specific standards and guidelines related to all or any of the standards for scale and form, facade composition, site design, intensity, garages, and accessory structures, etc. applicable to the district as a whole and to any subdistricts.
- 3. identification of uses, in the district as a whole or in any or all subdistricts, that would otherwise be allowed in the underlying base zoning district but are prohibited in the NC/O district or one or more subdistricts as consistent with the purposes of the NC/O district.

**88-225-04-C.** Applications initiated by petition for NC/O district designation must be submitted to the city planning and development director.

- 1. The city planning and development director must review NC/O district applications for completeness and determine if additional information is needed. The city has 28 days from the date the application is submitted to determine whether it is complete. A determination of completeness, however, does not preclude the city from requesting additional information.



2. The city planning and development director must determine the eligibility of an area being considered for NC/O district designation based on 88-225-03. If the city planning and development director determines that the area is not eligible for NC/O district designation, the applicant must be notified of this fact in writing through the mail to the address shown on the application. The decision of the planning and development director that an area is not eligible for NC/O district designation may be appealed to the overlay design review board.
3. An appeal under 88-225-04-C.2 may be made only by filing a written request with the city planning and development director. The request must be filed within 30 days of the date of the decision of the city planning and development director. In considering the appeal, the sole factor to be considered is whether the city planning and development director erred in their determination of eligibility. The overlay design review board must consider the same standards that were required to be considered by the city planning and development director in making their determination.
4. The overlay design review board's determination of eligibility on appeal is final. If the board determines that the area is not eligible for NC/O district designation, no further applications for NC/O district classification may be considered for the area of request for 2 years from the date of its decision.
5. If the area is determined to be eligible for NC/O district designation, the city planning and development director must schedule a public meeting for the purpose of informing property owners in the proposed district of the nature of the pending request. The planning and development director must send notice of the time and place of the meeting by mail to property owners within the proposed district and registered neighborhood organizations whose boundaries include all or a portion of the proposed NC/O district.
6. If the city planning and development director determines the application is complete and the area is eligible, a letter of completeness and eligibility must be issued to the applicant. The decision of the city planning and development director that an area is eligible for NC/O district designation may not be appealed.

#### **88-225-04-D. OTHER THAN PETITION INITIATED APPLICATIONS**

1. The city planning and development director must determine the eligibility of the application area in accordance with 88-225-03 and prepare the application in accordance with 88-225-02-D.
2. Once an area is determined eligible for NC/O district classification:
  - a. A public meeting must be scheduled to inform property owners in the proposed district of the nature of the pending NC/O district request. The notice of the time and place of the meeting must be mailed to all property owners and registered neighborhood organizations in the proposed district.
  - b. Following the initial meeting, community meetings must be held to receive input from property owners to determine the characteristics of the neighborhood and regulations needed in the NC/O district ordinance to preserve those characteristics. Planning staff will work with the neighborhood to create the standards and guidelines. A draft of the NC/O district ordinance will be made available for review.

#### **88-225-04-E. HEARING, RECOMMENDATION, AND FINAL ACTION**

1. The overlay design review board must hold a public hearing on the proposed NC/O district ordinance and standards and guidelines. Notices must be provided in accordance with 88-225-04. Following the close of the hearing, the overlay design review board must act in accordance with 88-605-05-F. to recommend to the city plan commission that the application for NC/O district designation be approved, approved with modifications, or denied. The overlay design review board may also act to continue the matter for further deliberation. If the overlay design review board does not act on an application for NC/O district designation within 60 days of the date of the public hearing, the proposed zoning amendment must be forwarded to the city plan commission with no recommendation.

2. The hearing and recommendation by the city plan commission must be in accordance with 88-515-06 except that the city plan commission may return the application to the overlay design review board for further consideration, together with a written explanation of the reasons for doing so.
3. The hearing and final action by the city council must be in accordance with 88-515-07.

#### **88-225-05 CERTIFICATE OF APPROPRIATENESS APPROVAL PROCESS**

**88-225-05-A.** All new construction, alternations to existing structures, exterior work visible from a public street or alley, movement of structures into or out of a NC/O district or demolition of structures by any means or process is subject to design review per the requirements of this article and the controlling NC/O district regulations. A certificate of appropriateness from the overlay design review board or city planning and development director as appropriate must be obtained prior to the issuance of a building permit.

**88-225-05-B.** No building or grading permit for such exterior work may be issued unless the work described in or occasioned by the permit conforms to all requirements of the controlling NC/O district.

**88-225-05-C.** In order to ensure that the proposal complies with controlling NC/O district regulations, an applicant for such certificate of appropriateness must:

1. submit all required materials to the city planning and development director as defined in the rules and regulations of the overlay design review board; and
2. receive approval of the plans or modify the plans in accordance with the recommendations of the overlay design review board or city planning and development director as appropriate. If the latter, the plans must be resubmitted to the city planning and development director for final approval prior to the issuance of the building permit.

#### **88-225-06 ADMINISTRATIVE CERTIFICATES OF APPROPRIATENESS**

**88-225-06-A.** The city planning and development director is hereby authorized to issue administrative certificates of appropriateness for projects within an NC/O district without review by the overlay design review board if the proposed scope of work is under the purview of the city planning and development director as defined in the ordinance establishing the NC/O district.

**88-225-06-B.** The city planning and development director may refer any project to the overlay design review board upon which it might not otherwise act, due to the complexity of the project or uncertainty as to its consistency with the district guidelines.

**88-225-06-C.** If the city planning and development director refuses to approve the certificate of appropriateness, the applicant may appeal to the overlay design review board and request an interpretation of the regulation affecting the applicant.

**88-225-06-D.** For city planning and development director certificate of appropriateness applications, public notice must be mailed to the applicant, property owners of sites directly abutting the subject parcel(s), and the site's NC/O design review board district representatives no less than 7 days prior to the scheduled date of determination. The notice must identify the subject parcel, describe the request, and identify the date of director determination on the administrative certificate of appropriateness application. The notice must also identify the opportunity to provide input prior to the determination and the right and rules to appeal the determination to the overlay design review board.

**88-225-06-E.** The city planning and development director must send a written report of all certificate of appropriateness applications submitted for staff approval along with decision notation for each NC/O district to the overlay design review board on a monthly basis.

#### **88-225-07 OVERLAY DESIGN REVIEW BOARD REVIEW CERTIFICATES OF APPROPRIATENESS**

##### **88-225-07-A. PUBLIC HEARING NOTICE**

Notices of public hearing must be provided in accordance with 88-515-04.



88-225-07-B. HEARING AND FINAL DECISION

- 1. The overlay design review board must hold at least one public hearing on all certificate of appropriateness applications that are not eligible for staff approval. Following the close of the hearing, the board must act, in accordance with 88-605-05-F to approve, approve with modifications, or deny the application.
- 2. In the event of a tie vote or the inability of the overlay design review board to act on a certificate of appropriateness application under this section, the application will be deemed to have been denied.
- 3. The overlay design review board must enter its order and record in writing its decision and the facts upon which its decision were based. An order of approval must describe in detail the work that was approved, the approved materials, and the approved manner of carrying out the work.

88-225-07-C. The overlay design review board may grant a rehearing if the rehearing request includes new evidence to be presented that was not available at the time of the original hearing. The request for a rehearing must be made within 30 days of the date of the overlay design review board's original action. No more than one rehearing is permitted.

88-225-07-D. Appeals from certificate of appropriateness application decisions of the overlay design review board may be made to the board of zoning adjustment in accordance with 88-575.

88-225-08 FAILURE TO COMPLY

Any person who violates the provisions of the controlling NC/O district ordinance once established will be deemed in violation of this zoning and development code and the penalties and enforcement procedures set forth in 88-615 will apply.

88-225-09 LAPSE OF APPROVAL

Unless the applicant submits a fully completed building permit application necessary to bring about the approved project, or if no building permit application is required, substantially commences the approved project within 18 months from the date of approval, staff approval, overlay design review, or board of zoning adjustment approval will expire and be null and void. For the purposes of this section, the date of approval is the date on which the written notification is mailed to the applicant.

88-225-10 REVIEW OF NC/O DISTRICT REGULATIONS

Five years after the enactment of an NC/O district and every 5 years thereafter, the city planning and development director must review the appropriateness of the NC/O district regulations and recommend changes, modification, or termination of the regulations to the overlay design review board if appropriate.

88-225-11 CHANGE, MODIFY, OR TERMINATE NC/O DISTRICT

An application to change, modify, or terminate an approved NC/O district must be filed with the city council. The process for approving or disapproving all proposed changes, modifications, and terminations must be in accordance with the procedures of 88-225-04-E.

NC/O – Rough Draft Outline

04/05/2013

88-225-02-D

5. Statement of Justification

The Neighborhood Conservation Overlay aims to both preserve and build upon positive layers of infrastructure already supporting Kansas City, Missouri's Northeast neighborhoods. By identifying current successes, as well as areas of opportunity, the Neighborhood Conservation Overlay can become a guide for future development: solidifying safe, functional, and unique neighborhood identity for the Northeast and the rest of the city.

Neighborhoods in the Kansas City Northeast are changing. After going through different cycles of growth and disinvestment, Northeast Kansas City is once again beginning to attract much attention in the Kansas City community. These neighborhoods have great historic significance, cultural richness, and an array of amenities supplemented with a parks and recreational capital. At the heart of the Northeast is Independence Avenue, the main east-west corridor which stitches its neighborhoods together, as well as connects them to other parts of the city. Independence Avenue is in many ways the face of Northeast Kansas City, MO, and is a vital part of the character of not only these neighborhoods, but the entire Kansas City Region.

A Neighborhood Conservation Overlay (NC/O) along Independence Avenue will help facilitate development and redevelopment which promotes and amplifies the attractive aspects of Northeast Kansas City. By focusing the NC/O on blocks immediately north and south of Independence Avenue, it targets sites which are most crucial to neighborhood identity, and can set the tone for future growth, not only in the corridor, but in the surrounding neighborhoods. Without the establishment of an NC/O for this area, current zoning and review guidelines do not provide adequate control over future development, and allow for uses and patterns which could be detrimental to the unique character of the Northeast. The intention of this overlay is to enhance the positive aspects of Independence Avenue, prevent further erosion of architectural style, street wall, and building form which exemplifies Northeast Kansas City.

The following sections discuss the important factors about Independence Avenue and Northeast Kansas City which make it eligible for an NC/O.

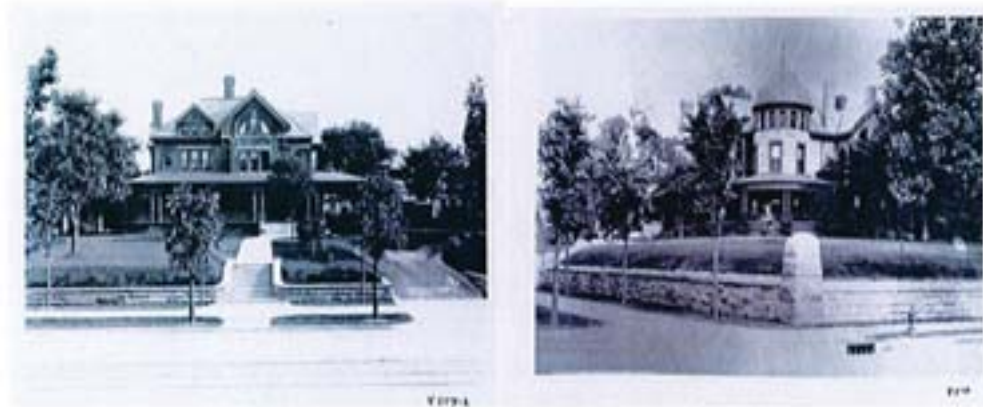
History

Settlement in Northeast neighborhoods predates Kansas City itself. Native peoples had lived in the area, particularly in what is now known as the Indian Mound neighborhood, for possibly over a millennium. The Northeast represents some of the earliest residential development outside of the original City of Kansas City. Early archeologists are said to have found Native Indian artifacts within the region primarily surrounding the Indian Mound neighborhood.



The Pendleton Heights and Scarritt Renaissance neighborhoods were originally home to many of Kansas City's elite. Pendleton Heights boasts as Kansas City's oldest surviving neighborhood, a proud distinction earned from the Kansas City Historical Society. According to the Truman Plaza Area Plan Data Book (2011), the "highly-styled and vernacular homes" (p. 10) had residents ranging from "prominent merchants, lawyers, politicians and others" (p.9-10). A brief listing of some prominent residents can also be found in the Truman Plaza Area Plan Data Book including: "Phillip Chapelle, Dr. Flavel Tiffany, Robert A. Long, Reverend Nathan Scarritt, the Heim Brothers, and Calvert Hunt, among many others" (p.12).

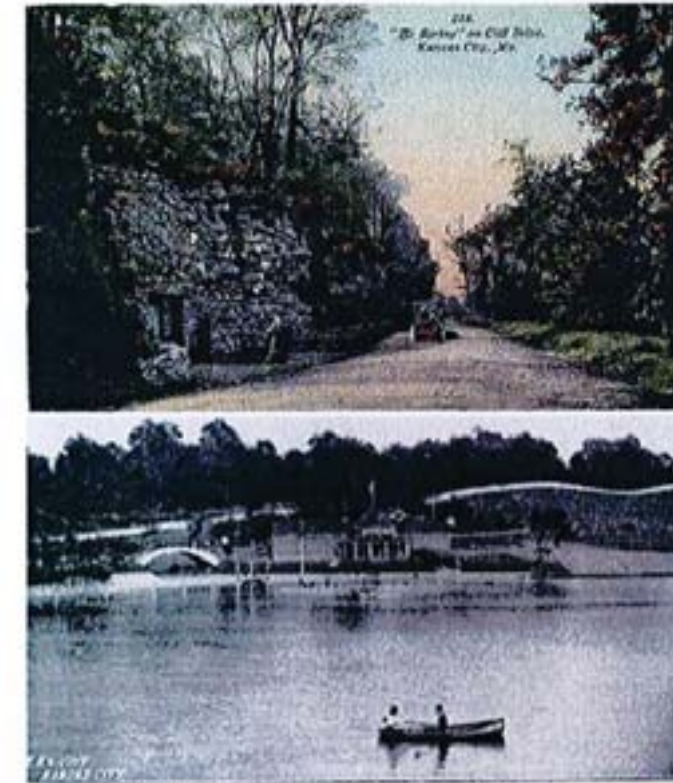
Many of the homes in the Scarritt Point neighborhood, now Scarritt Renaissance neighborhood, were American Foursquare in design; other styles also included Queen Anne, Colonial Revival, Italianate and Craftsmen Bungalow. Southern and eastern portions of the Northeast developed into worker housing for East Bottoms and Blue Valley industrial areas. Below are two images featuring the Burnham Residence and the Johnson Residence. Substantial time and money is being invested in the maintenance and restoration of the distinctive historic homes and buildings of the area, and their style and charm adds to the quality and personality of the Northeast.



(Pendleton Heights Neighborhood Assoc., 2013)

#### *Recreational Amenities: Parks, Boulevards, and Landmarks*

Northeast Kansas City is a major area for George E. Kessler's Parks and Boulevards system. Kessler Park is one of the largest and oldest parks in Kansas City, MO, and creates almost the entire northern border of the Northeast. A number of smaller parks provide the foundation for a meaningful system of public open, natural, and recreation spaces in the Northeast. As highlighted by the Truman Plaza Area Plan Data Book (2011), other major parks in the area include Budd Park, Ashland Square, Lykins Square, and Sheffield Park (p.11). Blue River and Fairmount Park also previously provided exciting recreational amenities to the Northeast Community; however, these parks no longer exist within the current framework of the landscape today. (City of Kansas City Missouri, 2011, p. 11)



(Missouri Valley Special Collections, 2013)

Many of the city's historic boulevards are located within the Northeast, including a portion of Independence Avenue, as well as The Paseo, Prospect, Gladstone, Benton, Maple, Chestnut, Belmont, and Van Brunt Boulevards. As indicated in the Truman Plaza Area Plan Data Book (2011), the boulevards provided a much needed link for automobiles throughout the area, streetcars served many of the residents, especially those people that worked downtown or to the east in the Blue Valley industrial areas" (p.8). Recognizing the historic prominence these streets possess by serving as primary nodes for previous development, these streets also contribute notable character and historic value to the Northeast community.

A number of important historical and cultural landmarks exist in the Northeast that are unique to the city: Kansas City Museum, Scarritt Point, Colonnade at Gladstone Boulevard, Indian Mound, Don Bosco Cultural Center, Thatcher Cultural Center, and Independence Avenue Christian Church. By encouraging development which highlights and activates these areas, they can be as celebrated like they once were, and provide important amenities to residents of Kansas City.





(Kansas City Public Library, 2013)

*Diversity*

Northeast Kansas City boasts a rich cultural heritage, enhanced through the establishment of various immigrant enclaves over the years. The multicultural nature of the Northeast is a critical aspect of its identity, and is a characteristic that should be encouraged in a way which builds communities, attracts new visitors, and is seen as a cultural destination of the Kansas City metropolitan area.

In the late 19<sup>th</sup> century, Italian immigrants settled in Columbus Park, Independence Plaza, and Pendleton Heights neighborhoods. This heritage survives in the local population, as well as various organizations, community centers, and ornamentalations. As industrial areas grew during the early 20<sup>th</sup> century, immigrants from other parts of Europe settled in southern and western neighborhoods in the Northeast. Today there are many strong Hispanic, African, and Asian ethnic communities which act as support systems for new immigrants just arriving in Kansas City.

According to American Community Survey data (2012), it is estimated that 30% of Northeast residents are foreign born, and 44% speak a language other than English in their home. Of these foreign-born residents, 70% come from Latin American countries, 17% from Asia, and 12% from Africa. This large foreign population manifests itself in many ethnic businesses, contributing to multi-lingual building signage, as well as very distinct façade decorations, as will be discussed in Section 6. The map below shows the languages found on signs in Northeast Kansas City

*Connectivity*

Independence Avenue is within easy walking distance of a significant portion of the neighborhoods which lie to the north and south. With proper pedestrian infrastructure and design guidelines, Independence Avenue can easily serve the neighborhoods which stem from

it as a walkable, neighborhood focused commercial corridor. As well, Independence Avenue and the Northeast Neighborhoods are in close proximity to Downtown Kansas City, Missouri. Although the connection between the Northeast and Downtown is currently not as strong, there is great opportunity for the Northeast to link with Downtown Kansas City and be a part of investment into the urban core



## 6. Prevalent Architectural and Cultural Attributes

Based on site observations, Independence Avenue is predominantly a commercial corridor which is comprised of five distinct sub-districts: West Gateway, West District, Central District, East District, and East Gateway. These districts have each have cohesive elements which unify the blocks of each section into a unique place. Dominant characteristics include: architectural style, building size, type, use, etc. Boundaries between districts are formed by residential blocks along Independence Avenue, which break the pattern of commercial development, and offer perceived transitions from one district to another. Future development could continue to utilize these buffer spaces in an effort to further differentiate the districts. These identified segments will act as the basis for Neighborhood Conservation Overlay sub-districts. Maps below show commercial versus residential building uses along Independence Avenue, and a diagram showing each of the five districts.

**Building Uses on Independence Avenue**



**Districts on Independence Avenue**



This section of the NC/O application examines each district, identifying the unique built elements which should not only be preserved, but be considered as models for future projects. The qualities and opportunities identified and explored in each district will fall under three headings: walkability, building scale and proportion, and building façade. Walkability analyzes the ease of pedestrian access from adjacent neighborhoods, and within the district itself, considering sidewalk condition, curb cuts for parking lots, building placement, and streetscape elements. Building scale and proportion considers the building form and site planning within these districts, in order to identify positive elements and areas of opportunity for existing building conditions. Finally, building façade considers building street frontage elements like materials, windows, awnings, colors, and uses, which contribute to the unique and diverse Northeast neighborhood identities on Independence Avenue.

### 1. West Gateway

The Independence Avenue West Gateway extends from Paseo Boulevard to Brooklyn Avenue. This area once served as the connection between Northeast Kansas City neighborhoods and downtown Kansas City, MO, but as the highway system developed around Greater Kansas City, this connection has become less coherent. This westernmost area of the Independence Avenue corridor has great opportunity to create a meaningful transition between downtown Kansas City, MO, and other parts of the city.

#### *Walkability*

The pedestrian realm in the West Gateway leaves much to be desired. With The Paseo acting as an on/off ramp to Highway 71 the rate and pace of traffic paired with over 200-foot of right of way make the intersection difficult to cross, and creates a significant divide in the walkability of Independence Avenue. Adjacent surface parking lots to the south of Independence Avenue contribute to the automobile-centric nature of this area. As well, shallow sidewalks, paired with vehicular traffic make these areas uncomfortable to pedestrians.

Despite the challenges to walkability in this area, there is great capacity to connect with the Parks and Boulevards system through The Paseo. Also, using non-architectural means such as streetscape elements can both enrich the pedestrian realm, as well as create perceived connection to Downtown Kansas City, MO.

#### *Building Scale and Proportion*

The majority of the buildings within the area are large institutional or commercial buildings ranging from one to eight stories tall. Building footprints range from site to site, but there is great opportunity in the West Gateway to employ building form that may not be appropriate in other parts of the corridor. This area in particular has the ability to relate the massive building forms of Downtown with the smaller forms of the Northeast, through higher intensity building uses.

#### *Building Façade*

Buildings within the area are primarily composed of stone foundations, brick facades, and punched windows. Shades, textures, patterns, and mortar of stone and brick vary from building to building allowing for a range of aesthetics within this archetypal façade.

### 2. West District

This stretch of the Independence Avenue Commercial Corridor extends from Brooklyn Avenue to Benton Avenue. Much of this district overlaps with the existing Historic Preservation Overlay.

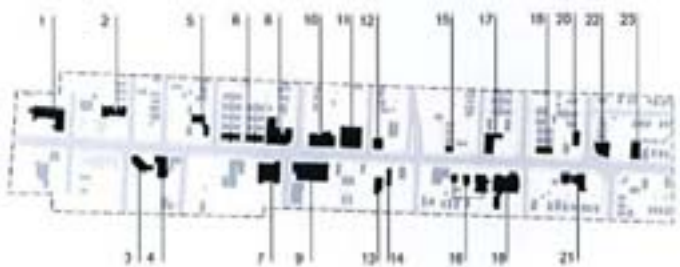


Historic Overlay District in Orange



Looking back to the historical background of the Northeast Kansas City community, this region was developed first. As one of the very first suburbs of Kansas City, MO, it was the home for many wealthy Kansas City residents when it was originally settled and developed. To this day, historic architectural styles from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries are the major stylistic elements in the built environment of the western portions of Northeast Kansas City. The following list of buildings highlights architectural attributes that not only exhibit great historic character, but also highlight the rich diversity within the Northeast community.

1. Don Bosco Community Center (West of Brooklyn, North Side)
2. Three Story Residential (West of Park Ave, North Side)[Too Far Removed from Street?]
3. Central Bank of Kansas City (East of Park Ave, South Side)
4. One Story Commercial (West of Olive Street, South Side)
5. Scuola Vita Nuova (West of Wabash, North Side)
6. Three Story Residential (East of Wabash, North Side)
7. CVS Pharmacy (West of Prospect, South Side)
8. Prospect Center/Grocery Store (West of Prospect, North Side)
9. Two Story Commercial (East of Prospect, South Side)
10. Three Story Commercial (Mid-block, East of Prospect, North Side)
11. Snyder's Market (West of Montgall, North Side)
12. One Story Commercial [One Way Clothing] (East of Montgall, North Side)
13. Post Office (West of Chestnut, South Side)
14. Family Dentistry (West of Chestnut, South Side)
15. Three Story Residential (East of Chestnut, North Side)
16. (3)Two and a Half Story Residential (East of Chestnut, South Side)
17. One Story Commercial (East of Bellefontaine, North Side)
18. Independence Avenue Christian Church
19. Three-and-a-half-story residential building (East of Gladstone, North of)
20. One Story Commercial (West of Benton, North Side)
21. Two Story Commercial Sequence (West of Benton, South Side)
22. Rios De Agua Viva (East of Benton, North Side)
23. Perky Brother's Building (East of Benton, North Side)



Walkability

This portion of Independence Avenue is actually known as Independence Boulevard. Being part of the Parks and Boulevards system, streetscape and lighting improvements have been done in recently. Wider, and more designed sidewalks, multiple levels of adequate lighting, and large trees augment the character of this district, making this region one of the most comfortable to walk throughout as it exists today. Minimized curb cuts also promote walkability and safety for pedestrian travel by limiting vehicular access, where appropriate. Building set backs are larger in this district than any other area on the Avenue which serves as an expansion zone for the area.. An example of a strong walkability elements occurs at **2607 Independence Avenue** (outside J-Mart). Here, vegetation provides a safe space for pedestrians to walk without the fear of vehicular traffic. Signage which runs perpendicular to the sidewalk, instead of being painted on, is more pedestrian friendly as well. Streetscape development in the rest of this district consists of pedestrian lighting, benches, trash receptacles and some pavement changes. Although improved streetscape does not stretch the entirety of this district, it sets an excellent standard for such investments, not only in the West District, but in other districts along Independence Avenue.





Photo by J. Nelson and T. Bronson

#### *Building Scale and Proportion*

Serving as the transition from the tall buildings within the downtown to the scale of a neighborhood home, buildings within this district are roughly two-to-five stories tall. In contrast to the other districts, in which the maximum height is only two stories, buildings also appear taller due to this district's higher topographic elevation.

One example of building scale examples includes the site of **544 Wabash Avenue** (Scuola Vita Nuova Charter School). Here, although it is only two stories high, the building footprint gives it mass and a large scale. In general, this district has larger building footprints than other areas of Independence Avenue.



Photo by J. Nelson and T. Bronson

#### *Building Façade*

Dominant color and material choices for this district are one of the main elements which differentiate it from other districts on Independence Avenue. Brick clads nearly all buildings and is left in its original tone. Hues range from burgundy to burnt pumpkin. There are a few instances in which warm browns or light sand tones are introduced as well. Accents and detailing complete the palette with off-whites, forest greens, and rich yellows. The diversity in the color palette is primary a result of the cultural diversity along the avenue. Unlike other districts, many of the businesses refrain from expressing cultural heritage on the exterior of the building frontage. Character is simply expressed through signage and interior design. An example of a site with a successful building façade is at **2268 E. Independence Avenue**. Here, the permeability of the façade, through the use of windows and breezeways, gives the residential building character of an accessible building off of the street.



Photo by J. Nelson and T. Bronson



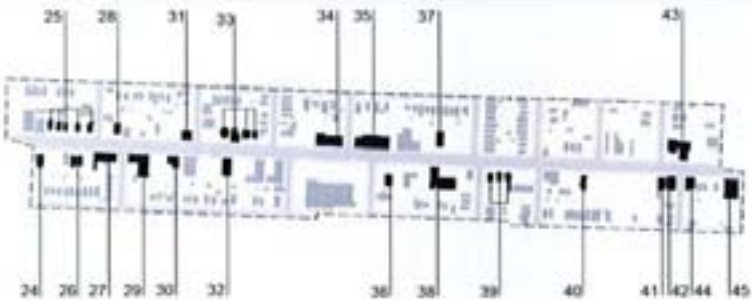
3. Central District

The central region falls between Indiana Avenue and Kensington Avenue along the Independence Avenue Commercial Corridor. One of the most notable characteristics of the Central District is the presence of the Hispanic influence on the architectural attributes..

A high degree of importance is placed on the Architectural Attributes to highlight diversity of the Northeast Community residents. This culture is a positive characteristic of the North East and should be expressed in the design of the Avenue. The following list details the recognized Architectural Attributes that contribute positively to one or more selection category. These categories include: walkability, building scale and proportion, and building façade.

- 24. Two Story Residential (East of Benton, South Side)
- 25. (5) Two Story Residential (West of Indiana, North Side)
- 26. (2) Two Story Residential (West of Indiana, South Side)
- 27. (2) One Story Commercial (West of Indiana, South Side)
- 28. Two Story Residential (East of Indiana, North Side) [Left of Manhattan's]
- 29. One Story Commercial (East of Indiana, South Side) [Brick bldg next to Orange/Red/Blue Building]
- 30. One Story Building (East of Indiana, South Side) [Orange Building]
- 31. Two Story Commercial (West of Bales, North Side)
- 32. Casa de Musica/One Story Commercial (East of Indiana, South Side)
- 33. Two Story Residential [Four Buildings in a row, excluding corner buildings at each end] (Between Bales and Askew, North Side)
- 34. Two Story Commercial [Tan Exterior] (West of Monroe, North Side, directly across from current Cosentino's Apple Market site)
- 35. Two Story Commercial [Yellow & Blue Exterior] (East of Monroe, North Side)
- 36. Spalitto's Pharmacy (East of Cleveland, South Side)
- 37. Elvira's Cakes (West of Myrtle, North Side)
- 38. One Story Retail (West of Myrtle, South Side) [Colorful Mural]
- 39. (3) Two Story Residential (East of Myrtle, South Side)
- 40. Two Story Residential (East of Norton, South Side) [Next to Vacant Lot]
- 41. Romance Studio (West of Spruce Avenue, South Side)
- 42. Bethel Assembly of God (West of Spruce, South Side)
- 43. Grace Church of the Nazarene (East of Spruce, North Side)
- 44. Two Story Commercial (East of Spruce, South Side)
- 45. Two Story Commercial (West of Kensington, South Side)

Building Locations in the Central District



Walkability

Walkability on this part of the Avenue is less "pedestrian-friendly" due to a couple of main factors. Increase in curb cuts, a rise in number of privacy fences on the Avenue, and inadequate lighting all play a role in this decline of pedestrian movement. In addition, the lack of large trees and usable green space discourages impulsive strolls and foot traffic in general. Parking lots accessible by sporadic curb cuts along the Avenue give priority to the vehicles and leaves pedestrians to make do. Streetscape elements in this district are primarily limited to infrequent benches, trash receptacles and covered bus stops.



Photo by J. Nelson and T. Bronson

Building Scale and Proportion:

In general, the buildings in this district of the Avenue are lower than the buildings in the west district, with a maximum height of two stories. In the example shown to the right at 3538 E Independence Avenue, the scale of these two buildings are indicative of that which exists along the Central District.





Photo by J. Nelson and T. Bronson

Building use within the Central District is primarily commercial, with retail uses and restaurants scattering the area. Intermittent residential units either used for traditional residential use or converted into a business fill in the porous architectural infrastructure. Spalitto's Pharmacy and Cosentino's Apple Market are two landmarks which the public has identified as buildings with high community traffic. Although each building features an expansive setback and numerous curb cuts, the contribution to civic life is notable.

#### *Building Façade*

Currently, facades primarily open up along the Avenue. Frontage and relation to the street is a crucial element to fostering vibrant and safe community atmosphere. Additionally, facades in the district feature brightly painted brick. A wide range of colors adds flavor and life to the Avenue. An example of the bold palate of the Avenue can be found at **3401 E. Independence Avenue**. Buildings not clad in brightly painted brick are either homes with wood siding or natural colored brick. Most detailing on these buildings is expressed in white or off white tones.



Photo by J. Nelson and T. Bronson

Many of the ground floor windows in this district are protected with iron bars which act as a deterrent to late-night residents with criminal intentions. While the practicality of these façade elements is understandable, they tend to detract from the public realm by making buildings seem inaccessible. Other security methods should be explored which can bridge the gap between protection and inviting business frontage.

Contemporary buildings emulate the historic nature of the existing buildings while promoting positive community interaction. Elvira's Cakes at **3838 Independence Avenue** is an excellent example of a restaurant that is sited well and features an outdoor café helping to increase positive activity along the Avenue.



Photo from Google Streetview

Lastly, there are many vacant buildings in the Central District which possess the qualities outlined above. These structures, although void of use, still contribute to the identity in this district, and building re-use should be emphasized as development patterns change.

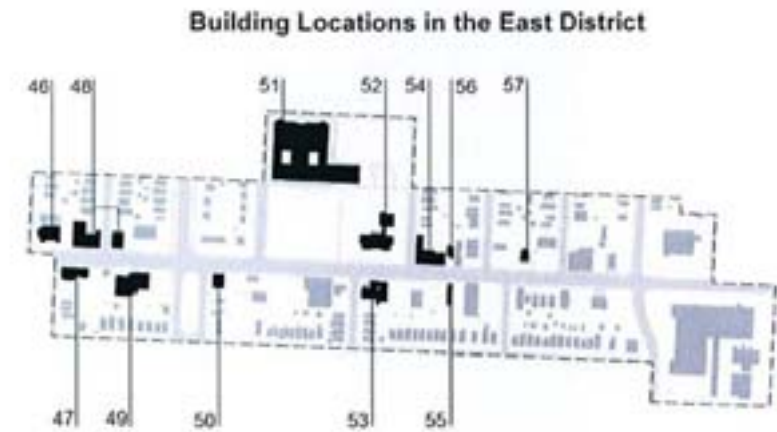
#### **4. East District**

The Eastern district in the Independence Avenue corridor extends from Elmwood Avenue to Hardesty Avenue. Within this region, there is a mixture of residential and commercial building uses along Independence Avenue. Strong architectural assets range from historic churches to vacant schools. A better listing of these architectural attributes can be found on the following map and highlighted in the list below.

46. Methodist Church (East of Elmwood, North Side)
47. Dr. Kendrick's Office (East of Elmwood, South Side)
48. Anchor Corner buildings (East and West of Lawn Ave, North Side)
49. Fire Station (West of Van Brunt, South Side)
50. Small Market (East of Van Brunt, South Side)
51. NE Junior High School (East of Chelsea, North Side)
52. Thatcher Cultural Center (West of Quincy, North Side)
53. Pentecostal/Lutheran Church (East of Brighton, South Side)
54. Two Story Retail (East of Quincy, North Side)
55. HR Block (West of Denver, South Side)



- 56. Two Story Residential (West of Denver, North Side)
- 57. Three Story Residential (East of Denver, North Side)



Walkability

In the East District, pedestrian traffic is encouraged through sidewalks and lighting on the south side of the Avenue. However, a considerable number of parking lot curb cuts create periodic clashes between pedestrian and vehicular traffic. Building setbacks remain consistent with the Central District. The one major exception to the setback standard lies at the site of the Northeast Junior High School, which has an expansive grass lawn in front of the building as well as mature trees near the street and sidewalk. Streetscape elements are almost identical to that which is in the Central District, enough to comply with basic needs, but future investment into lighting, street furniture, and vegetation can significantly improve the pedestrian realm along Independence Avenue.

Building Scale and Proportion

Building size and scale in this district is widely mixed due to the array of uses and building styles. This region of Independence Avenue has less historic influences, and more suburban-style commercial and residential development. In fact, some of the buildings feature site placement completely unique to individual chain store uses, with expansive surface parking encircling the buildings.



Photo from Google Streetview

Between the historic nature of the architectural assets within the eastern region and the diverse range of program, scale, building typology, and site placement; the eastern region contributes in many ways to the collective whole of Independence Avenue.

Building Façade

Much like the other regions along the commercial corridor, many of the strong architectural components feature brick work with intricate detailing. In many cases, the second story has a slightly different treatment than the first story as well; in some instances this means painted brick while other areas employ a complete change in materiality. Brick tones range from traditional burnt red to warm sand. Highlights in the architectural assets are represented in white detailing, forest green elements, or golden tone painted brick work.



Photo from Google Streetview

The only more contemporary contribution to the architectural portfolio of this region is the Fire Station, located just West of Van Brunt.





Photo from Google Streetview

Though the architectural components of this region are rather diverse in comparison to the Western most historic region, the cultural contributions of this region are rather sparse. A few primary services contribute to the culture of the Avenue; these include a dentist and an optometrist office, fire station, and two churches. It is also noted that the restaurants in this region augment the cultural heritage of the region. These restaurants feature Chinese and Mexican type foods. Integration of a few intermittent residential units of varying scales also adds diversity and culture to the region.



Photo from Google Streetview

#### 5. East Gateway

The East Gateway District extends from Hardesty Avenue to Winchester Avenue, where Independence Avenue takes on the name East Winner Road. Building frontage, between Hardesty Avenue and Winchester Avenue, lies in the Sheffield and Indian Mound neighborhoods. These neighborhoods are dissected by an old industrial swath of land that breaks up the rhythm of the street.

#### Walkability

Curb cuts in this area interfere with the pedestrian flow of traffic in the same way as other parts of Independence Avenue. Setbacks vary drastically, resulting in a much more automobile-oriented, and less neighborhood-scale district. However, this contributes to a mixing of commercial chains, local businesses, and residential homes that is not seen anywhere else along Independence Avenue.

Streetscape elements in this district are minimal; but much like other districts along Independence Avenue, investment into street furniture and vegetation can create a strong pedestrian realm, and blend the neighborhoods with commercial street presence.

#### Building Scale and Proportion:

The scale of buildings varies as well with the change in building use. In this region, it is most typical to see buildings range from one to two stories. While this may not seem like a notable difference, the change comes in building footprint. Large retail or commercial uses have a footprint which dwarfs that of a small single-family residence. An example of these low-lying, yet sprawling properties is at **6201 Independence Avenue- Westlake ACE Hardware**. This commercial property has a very large building footprint which fronts a parking lot. While the parking does not contribute to the walkability desired along the corridor, it does promote the convenience of vehicular circulation, while maintaining a fairly compact parking area. Considering the rest the East Gateway, uses range from retail/commercial to residential as the character of the Avenue goes in and out of the neighborhoods.



Photo from Google Streetview

#### Building Façade:

The character of the East Gateway district is a more industrial presence blending with commercial and residential uses. Common materials include brick- painted and unpainted, commercial concrete block, and residential wood siding. Colors remain more restricted and neutral compared to the Central District, with a few exceptions in bold signage. In many cases, windows, are barred over on commercial properties or not present at all. Buildings with a desirable street frontage strive to have accessible windows on the first and second level of a building. An example of a building with a good façade is at **6400 Independence Avenue**, site of the UMB Bank. This property has a considerable amount of glazing, an appropriate setback, and the façade clearly marks the entry of the building..



Photo from Google Streetview



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