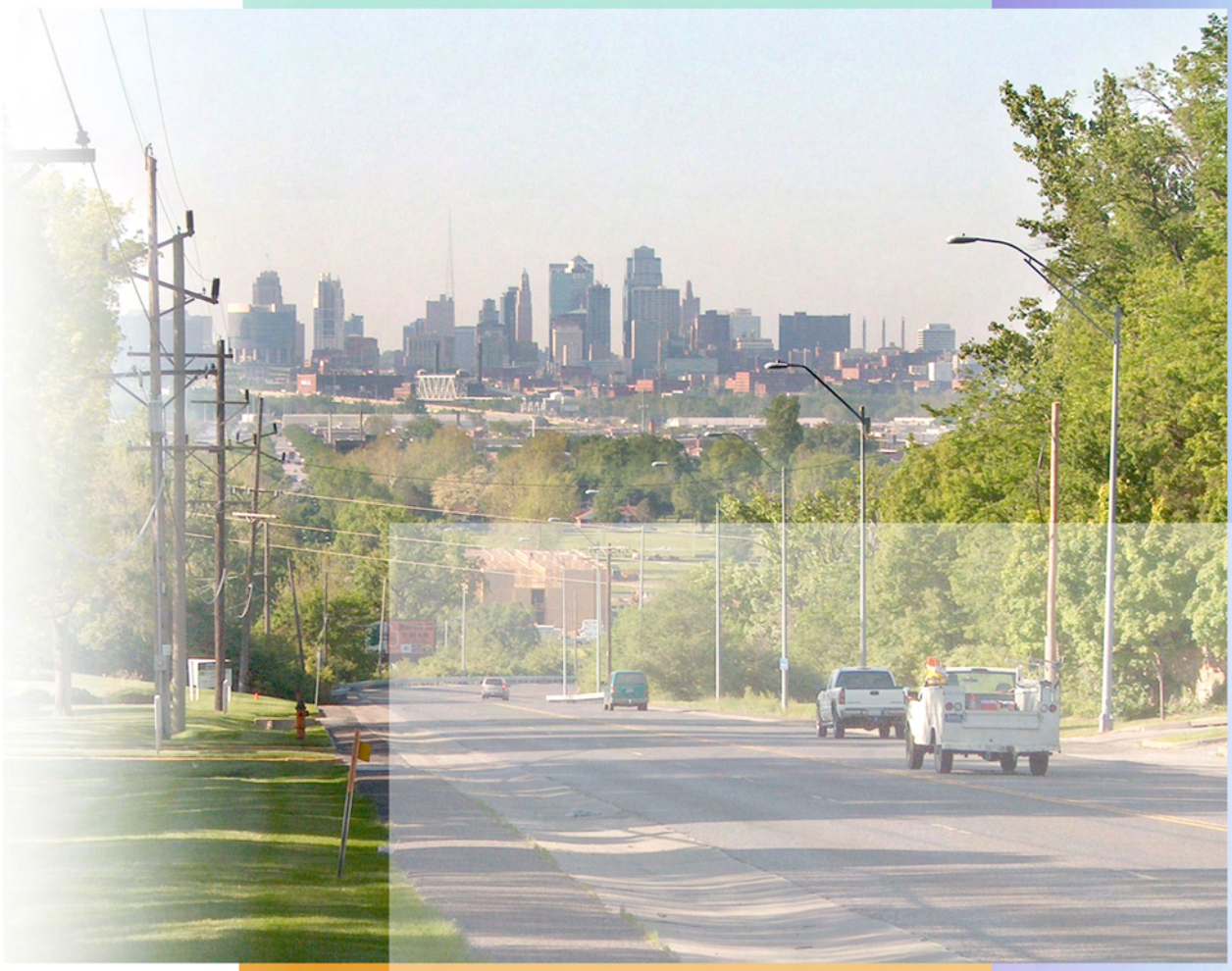
North Oak Corridor

LAND USE & DEVELOPMENT PLAN



CITY OF FOUNTAINS
HEART OF THE NATION
KANSAS CITY
MISSOURI

City Planning & Development Department

Planning, Preservation
& Urban Design Division

City of Kansas City, Missouri

Adopted August 21, 2006

RESOLUTION NO. 060955

Adopting the North Oak Corridor Land Use and Development Plan as a guide for the future development and redevelopment of that part of Kansas City, Missouri generally bounded by N.E. Englewood Road to the north, 32nd Street to the south, N. Main Street to the west and N. Troost Avenue and Interstate 29/35 to the east. (648-S)

WHEREAS, after review by the City Development Department it has been deemed appropriate to adopt the North Oak Corridor Land Use and Development Plan as a guide for the future development and redevelopment for the area generally bounded by N.E. Englewood Road to the north, 32nd Street to the south, N. Main Street to the west and N. Troost Avenue and Interstate 29/35 to the east; and

WHEREAS, public notice of the hearing on the North Oak Corridor Land Use and Development Plan before the City Plan Commission was published on July 31, 2006; and

WHEREAS, after all interested persons were given an opportunity to present testimony, the City Plan Commission considered and recommended approval of the North Oak Corridor Land Use and Development Plan on August 15, 2006; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the North Oak Corridor Land Use and Development Plan is hereby adopted as a guide for the future development and redevelopment for that area generally bounded by N.E. Englewood Road to the north, 32nd Street to the south, N. Main Street to the west and N. Troost Avenue and Interstate 29/35 to the east. A copy of the North Oak Corridor Land Use and Development Plan is attached hereto, in substantial form, and is hereby approved.

Section B. That the North Oak Corridor Land Use and Development Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section C. That the Council finds and declares that before taking any action on the proposed Downtown Land Use and Development Plan hereinabove, all public notices have been given and hearings have been had as required by law.

Authenticated as Passed

KAY BARNES, Mayor

City Clerk

DATE PASSED SEP 21 2006

CREDITS
and acknowledgments

North Oak

These are the people, along with hundreds of citizens, who contributed to the creation of the North Oak Corridor Land Use and Development Plan.

Appointed Steering Committee:
Jim Rice and Tammy Henderson, *Co-Chairs*

Ms. Linda Clark
Mr. Edward Ford
Mr. Charles Meyers
Mr. Tim Kristl
Mr. Pete Hall
Mr. Stan Masters
The Honorable Tom Brown
Ms. Ruthanne Harper
Mr. Russ Collins
Mr. Ralph Scott
Mr. Jim Aust
Mr. Don Smarker
Mr. Kathy Monson
Mr. Jim Cascone
Mr. Larry Janacaro
Ms. Lee Ann Pionteck
Associate Pastor Tim Bourland
Dr. R. Phillip Roberts
Mrs. Anita Gorman
Brian Irwin
Mark Huffer

Mayor:
The Honorable Kay Barnes

City Manager:
Wayne A. Cauthen

City Council:

Bill Skaggs ..... *1st District*
Deb Hermann ..... *1st District-at-Large*
John Fairfield ..... *2nd District*
Bonnie Sue Cooper ..... *2nd District-at-Large*
Saundra McFadden-Weaver ..... *3rd District*
Troy Nash ..... *3rd District-at-Large*
George Blackwood ..... *4th District*
Jim Glover ..... *4th District-at-Large*
Terry Riley ..... *5th District*
Becky Nace ..... *5th District-at-Large*
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North Oak

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executive SUMMARY

The ***North Oak Corridor Plan*** is a detailed guide for the Corridor designed to achieve the community's vision of the development/redevelopment of a healthy commercial corridor that supports strong neighborhoods and that is connected with the best choices in transportation. The ***North Oak Corridor Plan*** framework is intended to:

- Promote economic development and target incentives;
- Establish a long-range land use and zoning strategy;
- Encourage the improvement of North Oak Trafficway to city standards;
- Support home ownership at a range of housing types and values;
- Provide a framework for urban design;
- Create a citizen based approach to implementing the plan.

Cascone's is a community anchor for the North Oak Corridor.

Boundaries

The North Oak Corridor study area is defined by:

- **North:** Englewood Road
- **South:** 32nd Street
- **East:** North Troost Avenue/I-29/I-35
- **West:** North Main Street

Key Recommendations

ECONOMIC DEVELOPMENT

- Focus future commercial economic development/redevelopment in the Corridor toward the Vivion and Cherry Nodes;
- Encourage the targeted development of Class B and C multi-tenant office space in 1-2 story structures;
- The introduction of residential uses on North Oak Trafficway that support the Cherry Street Node.

LAND USE AND ZONING

- Encourage development of a mixed-use "automobile-oriented" development at the Vivion Road Node;
- Encourage "neighborhood oriented" development area at the Cherry Street Node;
- Promote the introduction of residential development on North Oak Trafficway in targeted areas adjacent to the Cherry Street Node;
- Recommend clustered residential development on the ridgelines in the southeastern portion of the study area.

executive SUMMARY

Proposed Land Use Map and Categories

The Proposed Land Use Map is used as a guide for development, redevelopment and zoning. It shows what land uses are appropriate in the long term for locations throughout the Corridor planning area.

Public/Semi-Public: Uses that serve civic purposes and the public, either in public or private ownership.

Residential Low Density: (Up to 7.2 units per acre) Detached single family residences.

Residential – Low-Medium Density Cluster: (less than 15 units per acre) Single family housing, either detached or attached, in cluster subdivisions as part of a planned development.

Residential – Medium Density (15-25 units per acre): This category accommodates housing types including townhouses and other attached housing.

Commercial – Office/Service: Includes administrative, corporate, and professional offices and small scale offices and services.

Proposed Land Use Map and Categories (continued)

Commercial – General Retail: Includes community and regional scale sales and services that generally require the use of an automobile. Can include medium and large scale box stores, drive-through and sit-down restaurants, large grocery and drug stores, and gas stations.

Mixed Use –(Multi-Modal Oriented): It is intended to include a mix of neighborhood oriented uses including retail and housing (at higher densities than single family), services, public and semi-public uses and offices.

Utilities: This category includes public, semi-public and private utility stations and facilities e.g. Kansas City Waterworks.

Parks, Parkways and Trails: Includes both public and private parks and developed and undeveloped parkways and trails.

Open Space: Includes both public and private land that is in some way either temporarily or permanently reserved from development.

executive SUMMARY

TRANSPORTATION

- Improve North Oak Trafficway up to City standards;
- Promote a multi-modal transportation environment;
- Preserve and increase green space and common design elements;
- Accommodate existing and future transit improvements;
- Improve connections to neighborhoods.

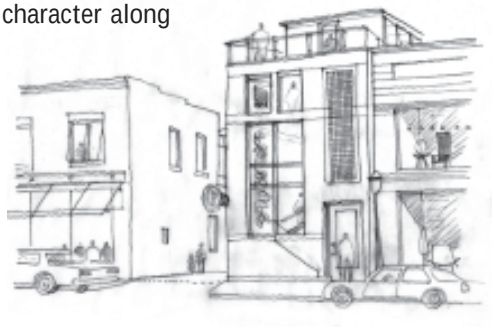
NEIGHBORHOODS

- Build partnerships for long term support of neighborhood programs;
- Concentrate improvement programs on existing neighborhoods south of I-29, with initial focus east of North Oak;
- Strengthen existing housing stock first and later follow up with targeted infill new housing;
- Use the Neighborhood Program Menu within the plan to craft a neighborhood program to evolving neighborhood circumstances.

URBAN DESIGN

Urban Design refers to those physical elements that contribute to the "sense of place" within an environment. Key urban design principles include:

- **Architectural Character and Materials** should provide for a consistent design within a development that relates to adjacent uses and provides variety, interest, and a sense of place at the Corridor level.
- **Circulation:** Development/Redevelopment should provide for good, safe circulation for vehicles, transit, pedestrians and bicyclists.
- **Edges:** The design between different types of uses, intensities and scales, should minimize negative interactions.
- **Landscaping** should be used to enhance one of the characteristics that Corridor residents care most about – green space.
- **Lighting** should both illuminate and contribute to safety and security.
- **Linkages:** The Corridor should be linked both physically and visually in ways that contribute to Corridor cohesiveness and identity.



- **Nodes:** The design of nodes should recognize the evolution of changing form and character along the Corridor.
- **Outdoor Public Spaces:** Should add to the character, comfort, safety and appeal for people of all ages and abilities.
- **Parking (including for bicycles):** Parking for both vehicles and bicycles should be convenient but not visually or spatially dominant**.**
- **Signage:** Signage should be appropriate for viewing and understanding by the primary user and should contribute to the positive identity of the area in which they are located.
- **Site Orientation of Buildings** Should provide for a compatible development pattern along that varies with the road configuration.
- **Streetscape:** The design of streetscape should improve the character and activity of the area through which it goes.

IMPLEMENTATION

- **North Oak Implementation Committee:** The Implementation Committee will involve community leadership from businesses, neighborhoods, Corridor organizations and agencies, will work in partnership with the City to implement the plan. Possible subcommittees include Economic Development, Transportation, Neighborhood Programs, Identity and Urban Design, and Financing Coordination.
- **Seek Funding to Be Used For Plan Implementation:** The community should consider forming a special district such as a Special Business District (SBD), Neighborhood Improvement District (NID), Community Improvement District (CID), or Transportation Development District (TDD), all of which can also help create funding for community improvements.
- **Use of Existing Resources:** The Implementation Committee will work with the City to direct funds from the North Oak TIF to implement roadway and neighborhood improvement projects outlined in the plan.
- **Prioritize Projects:** The Implementation Committee will review individual projects recommended within the Plan and assess their priorities and work to implement them.

INTRODUCTION

The first chapter of the ***North Oak Corridor Land Use and Development Plan*** introduces the Plan for the Corridor and its area of influence – the neighborhoods. It also includes a vision statement and plan purpose, location of planning area, a summary of the planning process and an overview of the rest of the document.

Vision Statement

The North Oak Corridor will:

- Remain an important commercial corridor;
- Be improved to City infrastructure standards;
- Continue as an important Transit Corridor;
- Support and connect to neighborhoods; and
- Establish a unique identity and sense of place.

The North Oak Corridor Plan promotes:

- Attracting, retaining and supporting business;
- Protecting neighborhoods from commercial encroachment;
- Rehabilitating existing neighborhoods;
- Improving coordination between businesses and neighborhoods;
- Improving connections and conditions for all modes of travel; and
- Incorporating "green" environmentally sensitive approaches to development and strategically preserving and enhancing natural and landscaped areas.

The Children's Fountain serves as the symbolic gateway to the corridor.

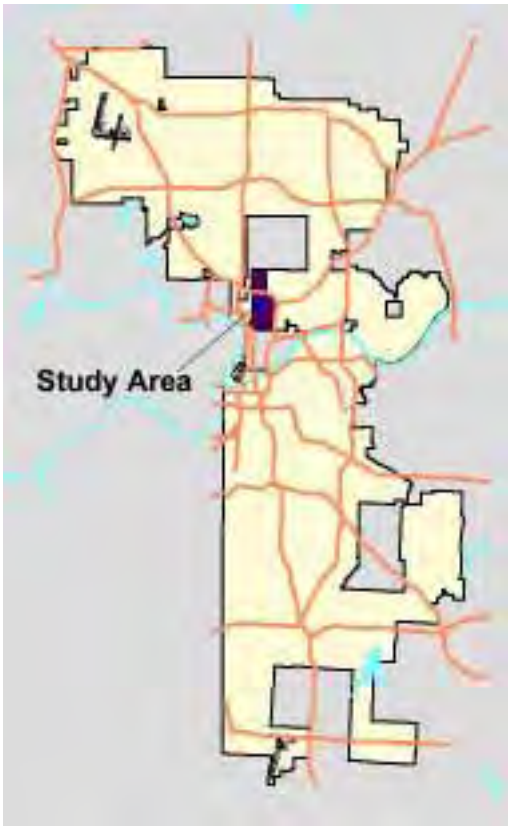
Introduction and Purpose

The purpose of the ***North Oak Corridor Plan*** is to serve as the Plan of Record for the North Oak roadway Corridor and establish a long-range land use and development strategy to identify development opportunities supported by an implementation strategy. In the Corridor's area of influence, the Plan will guide neighborhood reinvestment efforts, identify and prioritize infrastructure needs, and create a complimentary urban design framework. Recommendations of the Plan will balance the mobility, accessibility and livability that the community wants.

Planning Area Location

The boundaries of the North Oak Corridor and area of influence are:

- Englewood Road/City of Gladstone Corporate Limits on the north
- 32nd Street/City of North Kansas City Corporate Limits on the south
- N. Main Street on the west
- N. Troost and I-29/35 on the east



Map 1 - Planning Area in Citywide Context

Planning Process

A successful planning process involves the active participation and sustained interest of people who live, work, play, invest, and shop in the planning area. The North Oak Corridor

INTRODUCTION

The planning process was completed over a twelve month span and involved stakeholder interviews, a Corridor inventory, steering committee meetings, community workshops, and plan development and adoption.

STAKEHOLDER INTERVIEWS

Stakeholder Interviews were held with:

- Corridor neighborhoods, businesses,
- North Oak Corridor Steering Committee Co-Chairs, and
- Area governments and agencies.

CORRIDOR INVENTORY

- The ***North Oak Corridor Data Book*** provides a detailed analysis of the Corridor's physical infrastructure, market potential, and environmental constraints and was used to create a detailed set of important Corridor challenges and opportunities.

STEERING COMMITTEE MEETINGS

- A mayoral appointed citizen-based steering committee served as the decision-making body that represented different segments of the corridor and community issues to help shape the vision for and become invested in the ***North Oak Corridor Plan***.

COMMUNITY WORKSHOPS

- Public workshops formed the base of the planning effort and were used throughout the process to help residents and stakeholders shape the vision for and become invested in the ***North Oak Corridor Plan***.

TECHNICAL ADVISORY COMMITTEE

- Made up of City staff, representatives of adjoining communities, and others, this group provided technical support throughout the process.

At a communityworkshop a corridor resident discusses challenges and opportunities.

PLAN DEVELOPMENT AND ADOPTION

- Using the ***North Oak Corridor Data Book,*** the steering committee, and community workshops, planning process participants were able to:
  - Identify key issues
  - Prioritize areas of concern by geography
  - Determine appropriate strategies for improvement

The ***North Oak Corridor Plan*** is the result of this effort and will serve as the adopted policy document for the Corridor.

North Oak

Planning Document Organization

EXECUTIVE SUMMARY

This chapter provides an overview of the concepts that distinguish the most essential information within this plan including major recommendations.

INTRODUCTION

This chapter includes the purpose of the plan and what the plan area includes, highlights of the planning process and an overview of the whole document.

ECONOMIC DEVELOPMENT

This chapter outlines how the economic situation in the corridor has changed over the years.

LAND USE AND ZONING

This chapter includes definitions, policies and action steps.

NEIGHBORS REBUILDING NEIGHBORHOODS

This chapter includes a menu of neighborhood programs with strategies and interventions to address the special issues of 1st ring suburbs, and neighborhood-related policies.

BEST CONNECTIONS: TRANSPORTATION IN THE CORRIDOR

This chapter explores the character of sections of North Oak and other major roadways in the corridor; and makes recommendations regarding transit, bicycling and pedestrian improvements and policies.

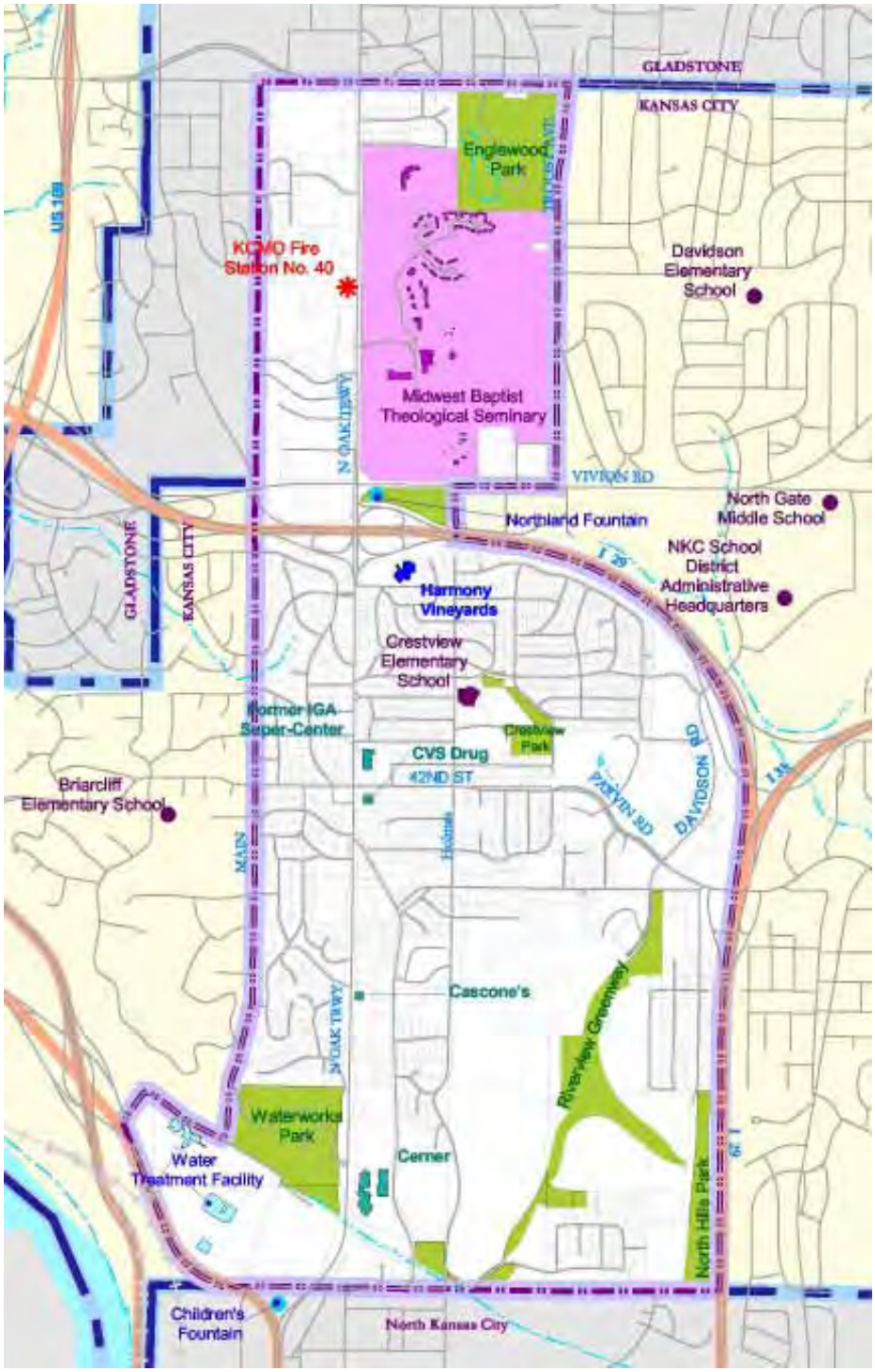
URBAN DESIGN FRAMEWORK

This chapter provides design principles on which to build the Corridor and specific guidelines to apply to development and substantial redevelopment.

IMPLEMENTATION AND ADMINISTRATION

This chapter contains recommendations on organizing to implement the plan, an implementation matrix with action steps, implementation responsibilities and general time frame, and a list of projects with general time frame and responsibilities.

INTRODUCTION



Map 2 - North Oak Corridor Study Area

Planning Area Location

The boundaries of the North Oak Corridor and area of influence are:

- Englewood Road/City of Gladstone Corporate Limits on the north
- 32nd Street/City of North Kansas City Corporate Limits on the south
- N. Main Street on the west
- N. Troost and I-29/35 on the east

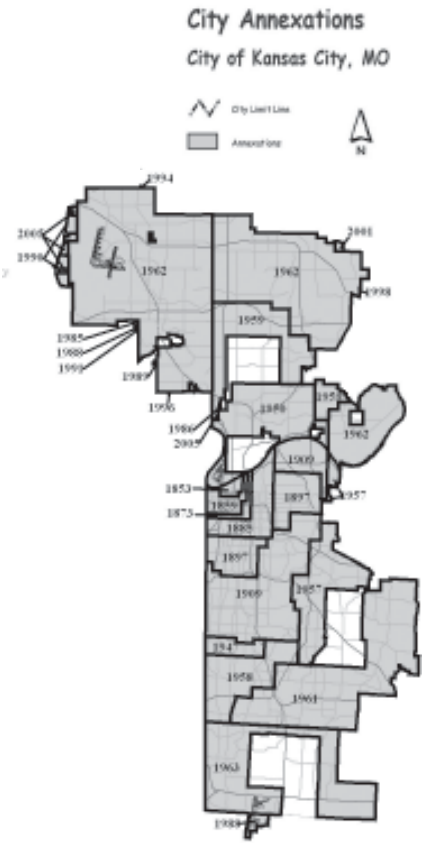
economic DEVELOPMENT

Introduction and Purpose

The North Oak Corridor Land Use and Development Plan is constructed on a foundation of economic reality. This chapter reviews how the Corridor developed economically, how it has changed over the years and what can make it strong again.

Basic Issues/Current Conditions

- **First Annexation Area:** The North Oak Corridor is in located in Kansas City's First Annexation Area north of the Missouri River. Most of the development in the Corridor and surrounding neighborhoods was completed between the annexation in the 1950s and the 1980s.
- **1960s – 1980s:** The core of the commercial area, near the North Oak Trafficway and Cherry Street intersection, began in the early 1960s. Healthy commercial development along North Oak during the 1960s through the 1980s both north and south of Vivion Road served the growing population.
- **Development Constraints:** Because of steep topography, much of the commercial development south of the I-29 and Vivion Road interchange is linear with narrow lot depths. This means multiple driveways, street pavement that merged with parking lots, parking and even parts of a few buildings in the right-of-way. Increasing traffic made access to this type of development difficult.
- **Shift in Commercial Development:** Residential and commercial growth gradually spread to undeveloped areas of the Northland, which was facilitated by the development of the highway system north of the Missouri River. Over a period of years, commercial development in the Corridor became less stable and by the time of the Corridor planning process some of its uses included:
  - Day labor facilities
  - Payday loan establishments
  - Used car lots
  - Vacant commercial lots
- **Economic Strength Key:** Bringing economic strength back to the Corridor is the key to both its ability to serve surrounding neighborhoods and to regain its image as a thriving commercial corridor within the community.



The North Oak Corridor area was annexed into Kansas City in 1950.

Steep topography south of Vivion Road has limited commercial lot depths.

Market Analysis

The City commissioned a market analysis as part of the Corridor Plan to address commercial development problems. There are two types of commercial markets that have potential in the North Oak Corridor, office and retail. Of these, retail has a greater potential in the short term.

- **Retail Market – 1-Mile Radius:** Within a 1-mile radius of the Corridor, the volume of sales is higher than what would be expected from only people living within that area. This probably reflects people from outside the Corridor coming to shop at retail concentrated near the I-29/Vivion Road Interchange. In the future, the locally owned, unique shops and new office buildings of Briarcliff Village, less than a mile to the west on Briarcliff Parkway could further impact the Corridor market.
- **Retail Market – 3-Mile Radius:** In the 3-mile radius of the Corridor, there appears to be more purchasing power in the current population than there are current sales. Satisfying unmet buying power could mean a market within the Corridor for as much as 240,000 sq. ft. of retail plus a couple of gas stations. Hunt Midwest's proposed commercial retail development at the northwest corner of Vivion and North Oak will likely consume the total market of 240,000 sq. ft. in the Corridor. Proposed commercial development and redevelopment in Gladstone and North Kansas City are also within the 3-mile radius.
- **Retail Market – 5-Mile Radius:** Within a 5-mile radius of the Corridor, the volume of sales is again higher than what would be expected from only people living within that area. This reflects the many new shopping opportunities that draw people.
- **Strategic Approach to Development:** A strategic approach to investment would involve reinventing the Corridor south of Vivion Road as a commercial corridor that primarily serves adjacent neighborhood uses and further focusing development at the Cherry and North Oak node. This area has a high visibility location, interesting road configuration, ease of access from neighborhoods and a number of vacant and underdeveloped properties. The development of a smaller, unique – even multicultural – market-niche neighborhood retail service at the Cherry and North Oak node could also attract some of the customer-base that comes to the Hunt-Midwest development.

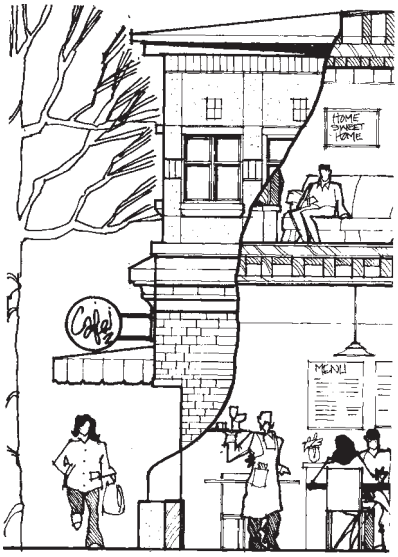
- **Corridor Office Market:** The market for office in the Northland is currently overbuilt and unlikely to change in the next 5 years. After that, the Corridor's strength would be in office spaces that are Class B (modern, not necessarily new – could be renovated Class C spaces) and Class C (lowest quality spaces available, typically in buildings that are old but in fair condition). These spaces do not command high rents but seem to attract a substantial number of users.
- **North Kansas City and Gladstone Economic Development:** Northgate Village in North Kansas City and planning for the Downtown Village Center in Gladstone have shown those Cities' support for increasing density and development that supports walkability and a strong transit orientation. Development along the North Oak Corridor in Kansas City that is similarly dense, walkable and transit supportive can benefit from the momentum of North Kansas City and Gladstone and benefit from improved transit. Both the North Kansas City and Gladstone developments include higher density residential as well as retail and office uses.

Recommendations and Rationale

NODAL DEVELOPMENT

Although many commercial uses in the Corridor may change or redevelop over the lifetime of the plan, two locations should receive priority.

- Currently, the Cherry Street/North Oak Trafficway and Vivion Road/ North Oak Trafficway nodes have vacant land, marginal uses, and deteriorating conditions. An advantage of each area is their high profile siting that gives them development/ redevelopment potential supported by market studies. Therefore, it has been determined that these nodes should receive primary investment emphasis.
- Uses at the intersection of Vivion and North Oak, because of the location adjacent to the I-29 intersection and their isolation from low density neighborhoods, are likely to be auto-oriented. The locations are also on the primary transit corridor that could be served by Bus Rapid Transit in the future. For this reason, additional density, improved internal multi-modal circulation, provision for a quality transit stop, and the addition of residential uses, should be pursued.



- Development at Cherry and North Oak must have unique features in order to attract a market. Uses that should be encouraged include small neighborhood-oriented businesses and higher density residential uses that will benefit from a dense, walkable environment served by transit. Such uses could include:
  - Specialty groceries
  - Ethnic restaurants
  - Restaurants with outdoor seating
  - Residential over retail or office
  - 2–3 story townhouses
  - Condominiums.
- **Office Development:** North Oak should seek to be recognized in the regional market as providing good Class B and C space near downtown Kansas City with fewer amenities but with quality structures meeting architectural standards. The North Oak should cater to the small business environment where office spaces are generally 3,000 square feet or smaller in multi-tenant buildings of 1 to 2-stories, most often totaling no more than 30,000 square feet.
- See Implementation Chapter for additional detail relating to plan recommendations.

Policies

ROADWAY CHARACTER

The redesigned North Oak roadway should reflect the character that will support desired development.

- **Parkway Section** (North Oak from Englewood Parkway to I-29 Interchange): This would serve existing auto-oriented commercial and office development, the Midwest Baptist Theological Seminary, parkland, limited single family residential, and the future commercial development and redevelopment at Vivion and North Oak. The character of the roadway would include increased landscape depth, with a possible median at some locations, a parkway-like feel, and improved transit stops.
- **Flexible Urban Section** (North Oak from I-29 Interchange to 43rd Street, and 39th Street south to 32nd Street): This would serve existing residential, service commercial and office uses including the Cerner headquarters, as well as the City's Waterworks facility and Waterworks Park. It would also serve proposed mixed use development fronting the east side of North Oak north of Cerner offices. Improvements to support adjacent uses would include sidewalks on both sides, preserving green areas and adding street trees, an improved transit stop near Waterworks Park/Cerner, and efforts to preserve views of the Downtown skyline.

- **Urban Section** (North Oak from 43rd Street south to 39th Street): This would serve the existing retail around the intersection of 42nd and North Oak and the existing uses and proposed neighborhood mixed-use at the Cherry Street and North Oak node. Roadway character would include minimizing the width of street paving, sharing access, and emphasizing pedestrian amenities and a major transit stop. This would make destinations on both sides of North Oak seem closer and more walkable and allow for a unique sense of place.

ORGANIZATION

- Leadership in the Corridor should develop a strong coherent management partnership to coordinate and direct economic development.
- The City, North Oak Implementation Committees and any ongoing North Oak management partnership should support development and redevelopment:
  - That is economically viable;
  - Supplies a unique market niche;
  - Contributes to the character of the Corridor;
  - Provides a tangible benefit to surrounding neighborhoods.

NODAL DEVELOPMENT

Corridor economic development/ redevelopment efforts should be concentrated in the vicinity of the Vivion and North Oak intersection and in the vicinity of the Cherry Street and North Oak intersection.

- Development in the vicinity of Cherry Street and North Oak should be neighborhood-oriented mixed-use that is walkable and transit-friendly as further defined in the Land Use Chapter.
- Development in the vicinity of Vivion Road and North Oak may be large scale and auto-oriented if layout is compatible with internal multi-modal circulation and good connections to public transit, trails and walkways along the edges of the development. Development should comply with Urban Design Guidelines in the Urban Design chapter.

LAND USE
and zoning

This chapter describes the difference between land use planning and zoning, defines the categories of land use found in this plan, provides recommendations and sets out policies for land use decisions

Introduction and Purpose

Land use planning policy is different from zoning in that planning is the guide or intent of the future use of land, while zoning is the law that determines allowable uses on this land. Planning drives zoning. All requests for rezoning must comply with the City's adopted comprehensive plan, which is the ***FOCUS Kansas City Plan.*** Other more detailed plans, such as the ***North Oak Corridor Land Use and Development Plan***, make detailed recommendations regarding land use and provide the basis for Council decisions. The Proposed Land Use Map (see p. 18) shows where the different uses should be located in the North Oak Corridor in the long term. Zoning helps implement land use plans by regulating exactly what uses are allowed on specific parcels of land and how they can be developed in terms of placement on the lot, height, density, access, parking, signage, setbacks, and other design requirements.

Definition of Land Use Categories

- **Public/Semi-Public:** Uses that serve civic purposes and the public, either in public or private ownership.
- **Residential Low Density:** (Up to 7.2 units per acre) This category consists of detached single family residences.
- **Residential – Low-Medium Density –Cluster:** (under 15 units per acre) Consists of single family housing, either detached or attached, in cluster subdivisions as part of a planned development.
- **Residential: Medium Density (15-25 units per acre):** This category accommodates housing types including townhouses and other attached housing.

Price Chopper and strip mall development

Kansas City Waterworks

- **Commercial – General Retail:** Includes community and regional scale sales and services that generally require the use of an automobile. Can include medium and large scale box stores, drive-through and sit-down restaurants, large grocery and drug stores, and gas stations.
- **Commercial – Office/Service:** Includes administrative, corporate, and professional offices and small scale offices and services.
- **Mixed Use: (Multi-Modal Oriented):** It is intended to include a mix of neighborhood oriented uses including retail and housing (at higher densities than single family), services, public and semi-public uses and offices.
  - Uses can be mixed either within the same structure (store below and housing above) or side by side within a block with good walking connections.
  - Should be designed to encourage a multi-modal environment.
- **Utilities:** This category includes public, semi-public and private utility stations and facilities e.g. Kansas City Waterworks.
- **Parks, Parkways and Trails:** Includes both public and private parks and developed and undeveloped parkways and trails.
- **Open Space:** Includes both public and private land that is in some way either temporarily or permanently reserved from development.

Basic Issues and Current Conditions

To determine issues and conditions, the planning team interviewed stakeholders, surveyed the area, and reviewed land use and zoning data.

- **Appropriate Use for Vacant Land:** One in five acres is vacant, much of it in the southeast quadrant of the planning area
- **Future of Midwestern Baptist Theological Seminary Property:** After the City and O'Laughlin Investments, the Midwestern Baptist Theological Seminary is the largest land owner, but is in the process of selling property for commercial uses.
- **Balance Between Residential and Commercial Uses:** The greatest single use of land in the North Oak planning area is single family. Residential uses increase the demand for commercial uses. Some financing programs for commercial redevelopment provide revenue for housing improvements.
- **Response to Environmental Constraints:** The North Oak Corridor contains steep topography, a substantial portion of which is undeveloped.
- **Alternatives to Strip Commercial:** Commercial zoning and uses are mostly in a strip along North Oak. Shallow parcels are not consistent with typical market needs.
- **Under Use and Low Visibility of Waterworks Park:** The community complained that Waterworks Park is isolated and not well used.

LAND USE
and zoning

Recommendations and Rationale

Land use recommendations are consolidated on the Proposed Land Use Map (p.18). The map shows:

- Locating Commercial Office/Service in areas appropriate for commercial development but where less street activity and auto access is desired.
  - Rationale: Locations tend to be close to single family residential areas and on fringe of commercial.
- Retaining Commercial – General Retail in locations with good auto access
  - Rationale: People using general retail services, such as big box stores and drive-in restaurants, drive their cars.
- Locating Mixed – Use developments at high visibility locations with good access not only for autos, but also for walkers, bicyclists and transit riders.
  - Rationale: Best hope for marketing, best access for patrons, best contribution to Corridor identity.
- Continuation of Residential Low Density in most of its current locations.
  - Rationale: Existing housing in excellent to fair condition in locations served by local streets and protected from intense uses.
- Clustering Low Medium Density Residential in areas of steep topography and high quality streams
  - Rationale: Protection of sensitive areas by building on ridgelines, but providing land owners a way to develop.
- Locating new and redeveloped Residential Medium Density close to commercial and mixed use areas and transit lines.
  - Rationale: Higher densities close to services and public transportation.

Creekwood office buildings

Cluster development

Policies

- **Public/Semi-Public** uses should be encouraged to locate on public transportation routes and be linked by sidewalks and trails
- **Residential – Low Density** should generally be served by local streets and protected from the most intense uses and traffic but maintain good pedestrian connections to businesses on North Oak.
- **Residential – Low Density** should continue where it already exists (see existing land use map), except along parts of Cherry Street, where this plan calls for higher densities as part of the proposed Hillside Townhome development.
- **Residential – Low-Medium – Cluster** development should be the ultimate land use for large open spaces adjacent to high quality and restorable streams in the North Oak Corridor. Development should be characterized by:
- Preserving a stream buffer;
  - Identifying and preserving upland forest and/or grasslands of at least 5 acres in size, which is the minimum size needed to have an effect on stormwater run-off;
  - Limiting site clearing, staging site clearance and preserving natural vegetation; careful identification of the most sensitive areas to be preserved in permanent open space;
  - Confining most buildings to the ridgelines;
  - Reducing impervious area whenever possible;
  - Reducing setbacks and lot sizes;
  - Relaxing requirements for curb and gutter; and
  - Using natural systems to convey and treat parking lot stormwater.
- Large areas east of Cherry/Holmes and south of Russell Road, as shown on the Proposed Land Use Map, should be reserved for **Low-Medium Density Cluster** Development, leaving large areas for open space and wildlife habitat.
- New and redeveloped **Residential – Medium Density** uses should be designed to benefit from and support new retail development, services, and transit by being located close to them with a scale and type (e.g. 2 to 3-story townhomes) that will help sustain development
  - Monolithic apartment complexes should be avoided.
  - Current **Residential – Medium Density** use should remain at current existing locations or redevelop to newer townhouse use.

LAND USE
and zoning

- **Commercial – Office/Service** uses should generally be located in proximity to collector and arterial level roadways and public transit.
- **Office/Service** uses are acceptable as part of mixed use developments
- **Commercial – General Retail** uses, because of size, configuration, and auto-oriented use should be located on major arterial streets, highway interchanges, or major intersections
- **Mixed Use** Developments should be located at major transit stops
- **Targeted uses at the Mixed-Use Center at the Cherry Street** Node are neighborhood-oriented services, offices and retail, e.g. specialty shops, small indoor and outdoor restaurants, neighborhood grocery and specialty food stores, and housing over shops or offices, 2 – 3 story townhouses and condominiums.
- Commercial development and redevelopment require a site plan that addresses zoning requirements and conform to the urban design guidelines for the development area.

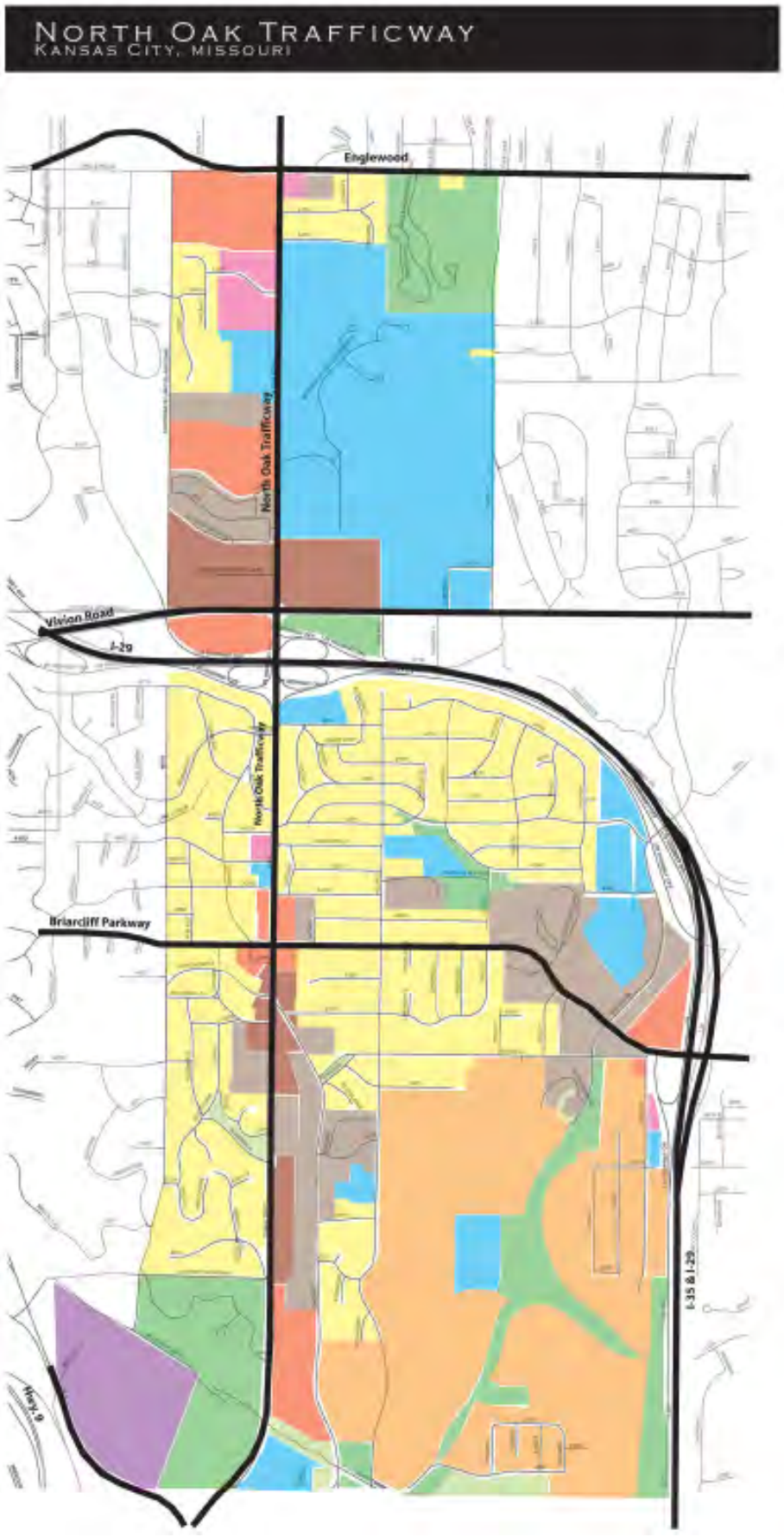
  The City will assist developer interests in development/ redevelopment projects to address issues including limited commercial parcel size, challenging topography, up-zoning to meet recommended densities and mixed uses for projects consistent with the goals and visions of the North Oak Corridor Plan.
- Uses not recommended in the Corridor and Planning Area include billboards and other off-site advertising, cell towers, and package liquor stores and bars that do not serve food.
- Waterworks Park should become more of a Corridor asset through improved visibility and connections. Strategies to achieve this goal include:
  - Supporting the Waterworks Park master planning effort
  - Connecting Waterworks Park to the regional trail system at a location and in a way that does not compromise the security of the City's water plant.

Billboard signs are discouraged.

PROPOSED LAND USE

LEGEND

- Public/Semi-Public
- Residential Low Density (Up to 7.2 units per acre)
- Residential - Low-Medium Density (Under 15 units per acre)
- Residential - Medium Density (15-25 units per acre)
- Commercial - Office/Service
- Commercial - General Retail
- Mixed Use (Pedestrian/Transit Oriented)
- Utilities
- Parks, Parkways and Trails
- Open Space



Map 3 - Proposed Land Use

best connections: TRANSPORTATION in the corridor

Best Connections in the North Oak Corridor are multi-modal, driving, taking transit, biking, and walking. This chapter introduces new service standards for transportation in the Corridor and makes recommendations on the character of different segments of North Oak and other roadways, trails and sidewalks.

Introduction and Purpose

The North Oak Trafficway helps establish the character of the North Oak Corridor. It serves homes, businesses, schools, parks, places of worship and affects ease of travel for residents and visitors.

This Plan recommends enhancing the Trafficway and transportation in the Corridor to make it conform to higher standards than are usually applied to roadways. The following are goals for Corridor transportation:

- Safer
- Greener
- More functional
- Enhance Corridor identity
- More efficient - better serves people living in and coming in and through the Corridor
- Supports desirable development patterns
- Offers appealing multi-modal transportation choices: transit, pedestrians, bicyclists, as well as vehicles
- Balances mobility with accessibility – the ability to get through the Corridor with the ease of getting to shopping, services and residences in the Corridor
- Provides streets scaled/designed for pedestrians to use comfortably
- Limits encroachment of roadways into adjacent property and encroachment of commercial uses into residential neighborhoods
- Continues to effectively serve as one of the 5 main regional access routes connecting the Northland directly to a Missouri river crossing.

North Oak looking south from Englewood

Strip commercial, multiple curb cuts, and few pedestrian improvements characterize North Oak south of Vivion near the Cherry Street intersection (looking south).

TRANSPORTATION FRAMEWORK

This chapter makes detailed transportation recommendations for the North Oak Trafficway and for the whole Planning Area. The Transportation Planning Framework Map (p. 36) illustrates the following:

- Presents a unified picture of a transportation system,
- Identifies multi-modes: vehicular, transit, bicycle and pedestrian, including trails with connections to parks and greenways;
- Shows transportation support for development patterns shown in the Preferred Concept and the Proposed Land Use; and
- Supports the City's ***Major Street Plan*** for arterial streets, though it would require a change to the Bicycle Routes to remove the North Oak Trafficway Bicycle Route south of 46th Street.

The remainder of the Chapter includes:

- A summary of issues and conditions
- Recommendations on:
  - Enhanced service standards to apply to North Oak Trafficway within the Planning Area
  - North Oak roadway character by section
  - Roadways connecting to the North Oak Trafficway
  - Transit Connections
  - Bicycle Routes
  - Pedestrian Connections
  - Trails: The Green Connection
- Transportation Policies for the Corridor and the whole Planning Area

The south end of North Oak looking south has an appealing character, with Waterworks Park, a green setback and a skyline view.

best connections: TRANSPORTATION in the corridor

Basic Issues and Current Conditions:

CHARACTER OF NORTH OAK:

- The photos on these two pages show the current character of North Oak.

IMPROVING ACCESS AND SAFETY TO AND FROM I-29 AT VIVION ROAD/NORTH OAK:

- More than half of the vehicular crashes on North Oak Trafficway within the Planning Area in a 3-year period starting in 2002 occurred in the I-29/Vivion Road area.

CHARACTER OF OTHER STREETS CONNECTING NEIGHBORHOODS TO NORTH OAK:

- Streets like Briarcliff/N.E. 42nd Street, Cherry and Holmes will serve as key connectors to future development along North Oak, to schools and transit routes.
- They generally lack curbs, gutters and sidewalks and therefore do not meet the City's standards; upgrades are needed.

Shopping areas set away from the road and sidewalks a comfortable distance from the street characterizes North Oak near Englewood (looking south).

THE CURRENT AND FUTURE ROLE OF TRANSIT IN THE CORRIDOR:

- North Oak has the primary through bus route, with other routes into the neighborhoods on Vivion, and on streets such as Main, 42nd, Holmes, and 44th south of I-29.
- Transit upgrades recommended include Bus Rapid Transit as a near-term improvement, and light rail as a possible long-term opportunity.

DETERMINING THE SAFEST ROUTES THAT SERVE MAJOR DESTINATIONS FOR BICYCLISTS:

- The City's Bicycle Route Plan recommends on-street bicycle lanes for the full length of North Oak.
- Topography, sight lines and fast traffic south of the I-29 interchange spurred efforts to find alternative parallel routes, including Cherry Street and Holmes.

A trail system in the Corridor could tie together parks, schools and recreational facilities.

Without curbs and sidewalks, continuous access allows many points of conflict between cars and people.

DESIGNING AN EFFICIENT PEDESTRIAN NETWORK CONNECTING THE MOST IMPORTANT DESTINATIONS:

- Very little of the North Oak Corridor planning area has sidewalks, but there is strong community demand for sidewalks and trails, both in the vicinity of schools and throughout the Corridor.
- Consistent with the Kansas City Walkability Plan, connection to areas of population concentration with key destinations, including schools, recreation, mixed-use centers and transit routes is highly recommended.

CONNECTING PARKS WITH A TRAIL SYSTEM THAT TIES INTO A CITYWIDE TRAIL SYSTEM:

- Parks, trails outside the Corridor boundaries, schools and recreational facilities provide starting points and destinations for proposed new trails.

Recommendations and Rationale

SERVICE STANDARDS – DETAILED RECOMMENDATIONS

The following are detailed service standards that will apply to the upgrade of North Oak Trafficway:

SAFETY AND EFFICIENCY RECOMMENDATIONS:

- Manage access e.g. limit points of conflict among vehicles and between vehicles and pedestrians. Require shared access for adjacent commercial developments wherever possible, and minimize the number and width of driveways for individual uses. Encourage shared parking.
- Improve signalization: Include upgraded signalization and signal timing to move traffic smoothly and allow for safe pedestrian crossings while contributing to the positive identity of the Corridor.
- Manage turns by providing protected left turns at key intersections, limiting turns as appropriate and eliminating points of conflict through access management.
- Improve intersections to make them safer for all users.
- Improve drainage using Best Management Practices, which can include installing curb and gutter with roadway upgrades to improve drainage and support visual quality and land use.
- Manage travel speeds through roadway design to best serve local and regional destinations.
- Maintain Capacity/Minimize pavement: The number of travel lanes on North Oak should not be reduced, but the amount of paving should be customized to fit travel needs and needs of adjacent uses.
- Limit encroachment of roadway into private property by using right-of-way currently in public ownership.

best connections: TRANSPORTATION in the corridor

RECOMMENDATIONS REGARDING TRANSPORTATION OPTIONS:

- Incorporate transit:
  - All sections should accommodate Bus Rapid Transit (BRT) without purchase of additional right-of-way.
  - Transit vehicles will operate in traffic and not require a dedicated lane.
  - Acceleration/deceleration lanes should be provided at transit stations where right-of-way permits.
- Make improvements for pedestrians:
  - All sections should include sidewalks for pedestrians on both sides separated from traffic, and safer pedestrian crossings serving bus stops.
  - Width of paving should be minimized in the Cherry Street node area to help unify walkable development on both sides of the street.
  - Pedestrian Level of Service Standards from the ***Kansas City Walkability Plan*** should be used to evaluate any proposed improvements.

BRT is a complete rapid transit system that is faster and more frequent than regular buses and uses special design vehicles.

RECOMMENDATIONS RELATED TO BEING SUSTAINABLE AND HAVING A UNIQUE SENSE OF PLACE

- Additional landscaping/green space: All roadway sections should provide opportunity for additional landscaping or green space either on sides or in a median where determined feasible and desirable.
  - Landscaping should be sustainable and planting techniques should promote sustainability using long-lived, indigenous varieties, hardy, disease-resistant, and urban tolerant plants.
- Common design elements such as banners, street light standards, palette of building materials, plantings, street furniture, etc., should be incorporated to help the Corridor develop a unique sense of place.

NORTH OAK ROADWAY CHARACTER

For a roadway design strategy that achieves the service standards above, the plan recommends three different character types for sections of the roadway:

- **PARKWAY-LIKE:** Englewood Road south to I-29 interchange
- **FLEXIBLE URBAN:** I-29 interchange south to 43rd Street, and 39th Street south to 32nd Street
- **URBAN:** 43rd Street south to 39th Street

The three tables that follow show the character of each on the roadway sections in the North Oak Corridor.

PARKWAY-LIKE: Englewood to I-29	
ROADWAY FEATURES	LAND USES
• Increased landscape depth; possible median • Two travel lanes each way • Parkway feel • Minor and major transit stops • I-29 interchange improvements	• Regional shopping • Single-family residences • Commercial • Office • Educational and service

Parkway-like feel for a roadway

Parkway-like feel for a roadway

I-29 INTERCHANGE IMPROVEMENTS

Improvements to I-29 in the vicinity of the North Oak interchange, which is in this section of the Roadway, are important in order to:

- Eliminate traffic back-ups from I-29 northbound to northbound North Oak;
- Better serve existing and proposed development in the vicinity of Vivion and North Oak; and

  Eliminate a barrier for pedestrians and bicyclists.
- The Northland Downtown MIS had recommended that the I-29/ Vivion Road interchange be closed and that the 1-29/North Oak Trafficway interchange be replaced by a single point diamond. The City will continue to work with MoDOT, stakeholders and citizens as these plans are implemented and the impacts to the North Oak Corridor are determined.

best connections: TRANSPORTATION in the corridor

Mixed commercial and residential uses are appropriate in the Flexible Urban Section south of 39th Street.

FLEXIBLE-URBAN: I-29 to 43rd, 39th to 32nd

ROADWAY FEATURES

- No median
- Two travel lanes each way
- Expanded Pavement
- Turn lanes at limited locations
- More green space/transition
- Minor transit stops

LAND USES

- Mixed-Use e.g. commercial/retail with residential
- Single-family residences
- Commercial
- Office
- Townhomes

Currently, sidewalks exist in limited sections of the corridor.

Decorative streetlights and banners could signal a special area at the Cherry Street Node.

The Urban Section should be designed to encourage pedestrian traffic.

Use of color and pattern can encourage visitors to slow down and consider a retail area.

URBAN: 43rd Street to 39th Street

ROADWAY FEATURES

- No median
- Two travel lanes each way
- Minimize pavement width
- Destinations closer/walkable
- Major transit stops

LAND USES

- Cherry Street node
- Townhomes
- Mixed-Use, e.g. commercila/retail with residential

ROADWAYS CONNECTING OTHER PARTS OF THE NORTH OAK CORRIDOR

Cherry Street

Cherry Street, because of its oblique roadway alignment and because of the uses it is proposed to serve, must accommodate cars, pedestrians and bicyclists.

On-street parking on Cherry Street could buffer pedestrians and support retail.

PROPOSED CHARACTER OF CHERRY ST., AT NORTH OAK INTERSECTION:

- Narrow road width, particularly at pedestrian crossings; one travel lane in each direction and parking on both sides of the street;
- Bicycle accommodation through a separate bicycle lane, a widened travel lane, or share-the-road signage and removal of barriers; and
- An Amenity Zone, a Pedestrian Zone, and an Expanded Pedestrian Zone as specified in the Streetscape section of the Design Guidelines, that will provide for landscaping, an unobstructed pedestrian circulation path on both sides of the street, and space for outdoor seating and dining, planters, art, sandwich board signs, newspaper vending machines, bicycle parking and such.

PROPOSED CHARACTER OF CHERRY ST., SOUTH OF MIXED USE AREA:

- Narrow road width, particularly at pedestrian crossings; one travel lane in each direction and parking on both sides of the street;
- Bicycle accommodation through a separate bicycle lane, a widened travel lane, or share-the-road signage and removal of barriers; and
- An Amenity Zone and a Pedestrian Zone as specified in the Streetscape section of the Design Guidelines, that will provide for landscaping, benches and other pedestrian amenities, and an unobstructed pedestrian circulation path on both sides of the street.

Holmes

Holmes parallel to North Oak, north of approximately 37th Street will be targeted for improved pedestrian and bicycle connections because:

- Lower traffic volume alternative parallel to North Oak with minimal problems with grades, sight lines, and right-of-way;
- Part of an existing transit route;
- Connects significant destinations for motorists, bicyclists, and pedestrians: (multifamily housing/school/park/churches); and
- Potential future bicycle/pedestrian connection under I-29.

PROPOSED CHARACTER OF HOLMES NORTH OF 37TH STREET:

- One travel lane in each direction with pedestrian and bicycle accommodation. Purpose:
  - Discourage high volume vehicular traffic,
  - Give the street a neighborhood character, and
  - Make it safer and more pleasant for bicyclists and pedestrians.
- Bicycle accommodation through a separate bicycle lane, a widened travel lane, or share-the-road signage and removal of barriers.
- An Amenity Zone and a Pedestrian Zone as specified in the Streetscape section of the Design Guidelines, that will provide for landscaping, and an unobstructed pedestrian circulation path on both sides of the street.

Briarcliff Parkway

Briarcliff Parkway within the boundaries of the North Oak Corridor will be targeted for improvements because:

- Designated by the Board of Park and Recreation Commissioners as a Parkway;
- Only continuous east-west connection in the southern part of the corridor;
- Designated bicycle route on the City's ***Major Street Plan;***
- Part of a transit route;
- Connects destinations attractive to motorists, bicyclists, and pedestrians (multifamily housing/ commercial uses);
- Connects to the proposed trail system.

TRANSPORTATION
in the corridor

PROPOSED CHARACTER OF BRIARCLIFF PARKWAY WITHIN THE NORTH OAK CORRIDOR:

- One travel lane each direction, on-street parking, turn lanes at the intersection with North Oak;
- Bicycle accommodation through such approaches as a separate bicycle lane, a widened travel lane, or share-the-road signage and removal of barriers; and
- An Amenity Zone and a Pedestrian Zone as specified in the Streetscape section of the Design Guidelines, that will provide for landscaping, and an unobstructed pedestrian circulation.

Bicyclist on the Vivion Trail

Vivion Road

Vivion Road within the North Oak Corridor is important because it is to serve multiple modes of transportation:

- Vehicles: It is designated as a Primary arterial to carry 10,000 or more vehicles/day
- Transit: Two bus routes run on Vivion
- Bicycles: It is a designated Bicycle Route
- Trail: The Vivion Trail serves both pedestrians and bicyclists.

Northland Fountain

The ***Vivion Road Corridor Study*** relating to the segment of Vivion Road within the North Oak Corridor recommends:

- urban design and corridor identity features,
- improvements to the trail system,
- additional sidewalks and improvements to pedestrian crossings,
- introduction of a variable width median to add visual interest, and relocation of the Vivion/North Oak intersection further north to allow for better traffic stacking of vehicles exiting I-29.

42nd Street is a local transit route, which should receive considerations for extended sidewalks.

Englewood Boulevard

Englewood Boulevard is one of the connections to Englewood Park and is also a designated bicycle route from North Oak going east. Boulevard/ Parkway sections typically require at least 150 feet of right-of-way, though many designated boulevards through older developments do not meet those standards.

TRANSIT CONNECTIONS

(See Transportation Framework Map, p. 36)

North Oak will continue to be a transit spine in the Northland because it will serve much of the Northland's densest areas of population and is a direct route to Downtown Kansas City and jobs in the Central Business Corridor.

- *Primary Transit Corridor:* North Oak will be the primary transit corridor within the North Oak plan area, with the possibility of Bus Rapid Transit in the future providing more frequent service for longer hours. North Oak should have the highest levels of expectation for transit-friendly infrastructure and development, as well as the greatest expectations for transit service.
- *Secondary Transit Corridor:* Vivion Road forms part of a secondary east/west regional transit corridor. The intersection of Vivion Road and North Oak as the intersection of primary and secondary transit corridors is a good location for transit-oriented development and a higher level of transit related improvements.
- *Local transit routes:* Transit routes through the neighborhoods serve the Corridor south of Vivion Road. These streets should receive higher consideration for:
  - pedestrian improvements such as sidewalks, benches and improved lighting;
  - removal of hazards to bicycles, such as grates and pot holes; and
  - improvements at bus stops, such as concrete pads at bus stops, and improved pedestrian crossings at intersections near bus stops, that will make bus riding safer and more pleasant.

Repairing hazards to bicycles would be a priority on local Transit Routes. An example of this is this before and after photos of damaged manhole cover and pothole.

best connections: TRANSPORTATION in the corridor

- *Smart Moves Regional Transit Plan:* According to the Smart Moves Coordinator, the Smart Moves Red Rapid Rider line would travel North Oak, connecting it to destinations from Barry Road on the north to St. Joseph's Health Center at I-435 on the south. See http://www.marc.org/kcsmartmoves/ .
- *Transit of the Future:* The Steering Committee and the community do not want to preclude high technology improvements to transit in the future, such as light rail. North Oak should be able to accommodate light rail type transit in the future if:
  - Any future Kansas City Area Transportation (KCATA) study shows the need;
  - The type of development and population density that supports and benefits from that type of transit is promoted;
  - Trade offs are accepted to accommodate all transportation modes within existing or expanded right-of-way; and
  - Funding is available.

Providing safe bicycle and walking accommodations is especially important for children

BICYCLE AND PEDESTRIAN CONNECTIONS

- *Link good Walking and Bicycle Routes to key places and transit:* The framework for improving pedestrian and bicycle circulation would include safe bicycle routes, pedestrian improvements along transit routes and on Briarcliff Parkway/42nd Street and Holmes, and a connected trail system.

BICYCLE ROUTES

(See Transportation Framework Map, p. 36)

The City's ***Major Street Plan*** includes designated bicycle routes as shown on the Transportation Framework map.

- *Redirect Bicycle Routes:* Amend the Major Street Plan to remove the North Oak route south of I-29 because of difficult sight lines, steep grades, and right-of-way constraints. Redirect them to Holmes between Russell Road and I-29, which is a safer parallel street.

This grate is a hazard to bicyclists—it catches tires

- *Connect Bicycle Routes to BRT Stops:* A mechanism to do this should be included as part of the redesign of North Oak south of 46th Street.
- *Eliminate major barriers to Bicycle Circulation:* I-29 is a major barrier to bicycle circulation between the southern and northern parts of the Corridor. Bicycle/pedestrian connections through the I-29 interchange at North Oak should be part of any roadway improvement to that interchange.
- *Remove Hazards on Shared Routes:* Where designated bicycle routes would share the road with vehicles, remove hazards such as drain grates that catch tires, and install signage.
- *Install Bicycle Parking:* On designated bicycle routes, develop a public/private campaign to get bicycle parking at major destinations – schools, services, parks, shopping, job sites.

PEDESTRIAN CONNECTIONS

(See Transportation Planning Framework Map, p. 36)

Improve Pedestrian Connections Strategically: The Corridor Plan calls for improving pedestrian connections strategically by:

- Improving pedestrian connections along transit routes, especially by making pedestrian crossings safer at bus stops and adding a "walk" phase to traffic signals;
- Completing safe routes to schools, particularly along Holmes in the vicinity of the elementary school ;
- Developing a highly walkable mixed-use development at the Cherry Street;
- Creating a pedestrian connection at the end of 41st Street to provide better neighborhood access to commercial services and transit;
- Making sure pedestrian routes are pleasant, have some protection from weather (trees, awnings) are secure, well-lit, have unobstructed lines of sight, and are adequately separated from traffic (See also the Urban Design Framework chapter), and
- Removing major barriers to pedestrian crossing at:
  - Waterworks Park/Cerner
  - I-29/North Oak Interchange (should be a joint bicycle/pedestrian crossing)

*Use the **Kansas City Walkability Plan** Pedestrian Level of Service Standards for all significant development and redevelopment, new and improved roadways*

The "Walking Bus" is a way to help children walk to school safely.

best connections: TRANSPORTATION in the corridor

TRAILS: THE GREEN CONNECTION

(See Transportation Framework Map, p. 36)

Trails should:

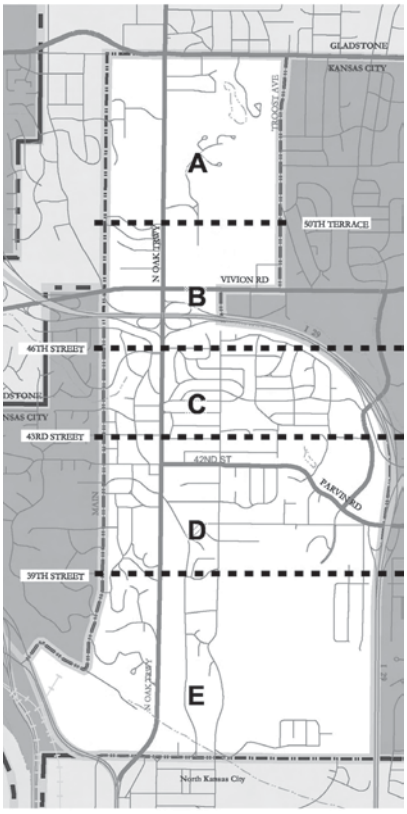
- Be shared use: bicycle and pedestrian;
- Connect parks, schools, neighborhoods and similar destination points;
- Be part of the I-29/North Oak/Vivion Road interchange reconstruction; and
- Be refined in the Citywide Trail Plan.

I-29 is a barrier between neighboorhoods and the Vivion Trail.

POLICIES

- In engineering North Oak Trafficway reconstruction, the following should guide the design of the roadway:
  - The character of each roadway section as defined in this Plan, and
  - The expanded service standards.
- Throughout the North Oak Planning Area, planning for multi-modes should be considered integral to the health of the Corridor transportation system. Impact on the various transportation modes must be considered when planning for any single transportation mode.
- New construction and substantial reconstruction of transportation accommodations and development throughout the North Oak Planning Area should follow the principles and guidelines in the Urban Design Framework chapter.

The Corridor Plan includes recommendations for a bicycle/pedestrian trail system



Priority North Oak Roadway Construction Areas

- MoDOT and FHWA policies and procedures for design, environmental documentation and public participation will be implemented.
- In regards to transit, the City and the community will:
  - Strongly support Bus Rapid Transit (BRT) in the Corridor by:
    - Communicating their opinions to the transit operating authority and the regional transportation planning council as well as supporting and participating in any future transit studies;
    - Helping to develop the Corridor in ways that will benefit from and support the viability of transit; and
    - Requesting that the developer, when a development occurs along BRT routes that necessitates transit access, to be responsible for providing the improvements to allow that access, such as bus pull-outs, concrete pads at bus stops and bus shelters.
  - Support the integration of the North Oak Corridor into a regional transit system.
  - Work to make higher levels of transit accommodation, such as light rail, and new transit technologies feasible in the future by:
    - Promoting transit-oriented development, which accommodates density, mixed-use, and walkability;
    - Encouraging passage of transit-friendly ordinances (i.e. zoning to support higher densities, changes to parking regulations, funding mechanisms); and
    - Supporting future studies or federal funding requests.
- Priorities for North Oak roadway reconstruction should be based on:
  - Sections that have funding and/or are tied to targeted development;
  - Sections that will support and attract desirable new development;
  - Sections that build on the strengths of North Oak;
  - Sections that will reduce problems with multiple modes of transportation; and
  - Sections that will help establish a positive identity for the Corridor.
- The projects for the reconstruction of North Oak Trafficway are as follows:

  Project A: I-29 Interchange: 46th Street to 50th Terrace (approximately). This priority is dependent on MoDOT initiation and partnership.

  Project B: 32nd Street to 39th Street

  Project C: 39th Street to 43rd Street

  Project D: 43rd Street to; 46th Street

  Project E: 50th Terrace to Englewood Road

  These projects are not meant to be achieved in any particular order. This will be determined as opportunities present themselves.

best connections: TRANSPORTATION in the corridor

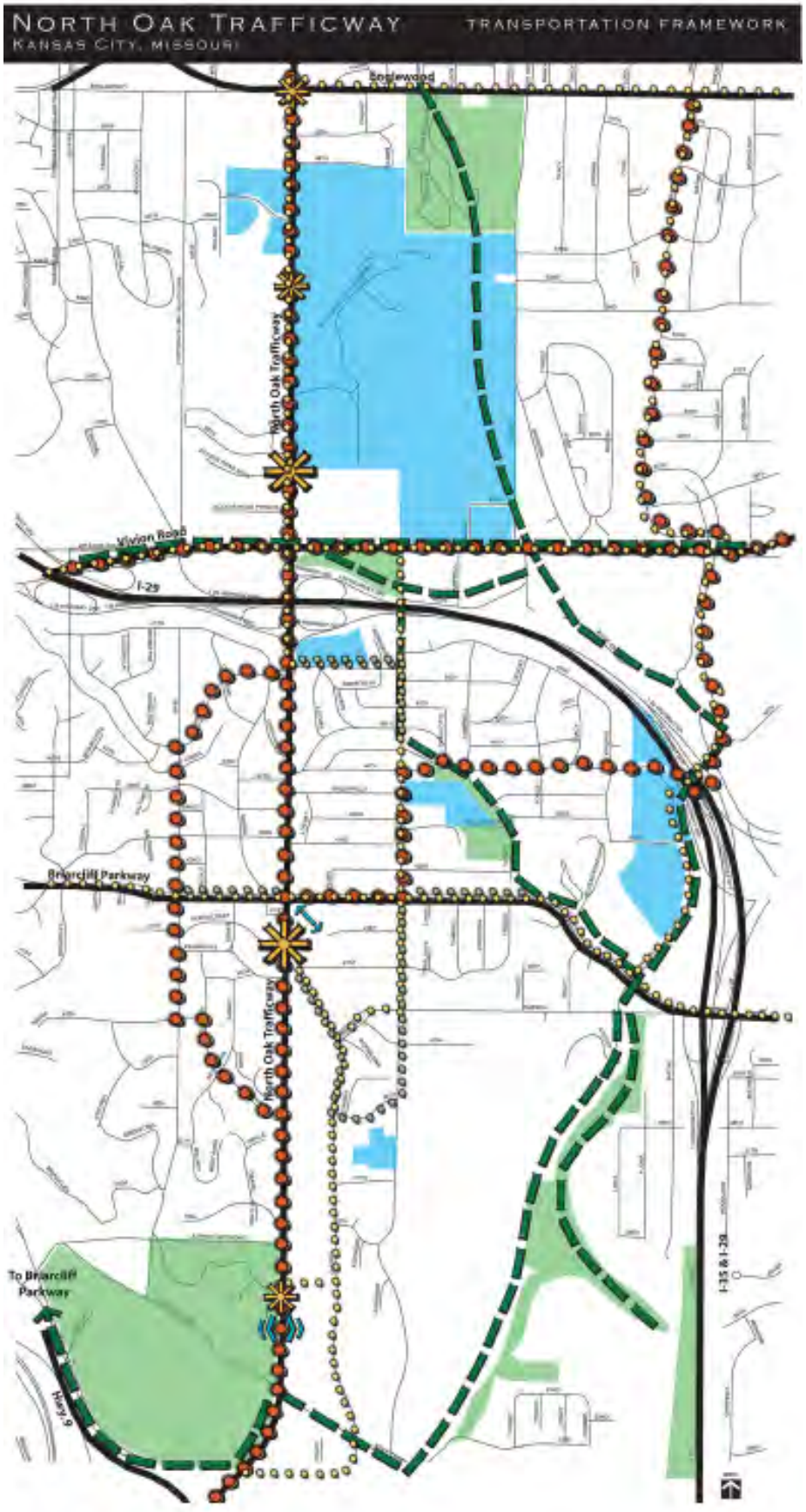
- Priorities for bicycle accommodations throughout the North Oak Planning Area should include:
  - Opportunities to be a part of funded transportation improvements;
  - Connections to high priority transit corridors
  - Improving bicycle safety features on bicycle routes, especially routes shared with vehicular traffic (i.e. changing grates, installing signage);
  - Installation of bicycle parking at major bicycle destinations – schools, services, parks, shopping, job sites;
  - Elimination of major barriers to bicycle connections (i.e. major street crossings, bridges or underpasses) especially those close to key bicycle destinations; and
  - Construction of shared-use bicycle and pedestrian trails connecting at a minimum parks, recreation facilities and schools.
- Priorities for pedestrian improvements throughout the North Oak Planning Area should be based on:
  - Opportunities to be a part of funded transportation improvements;
  - Proximity to Transit Corridors;
  - Improvements that eliminate major barriers to pedestrian connections (i.e. major street crossings, bridges or underpasses, topographical changes) especially those close to key pedestrian destinations; and
  - Improvements to routes to key pedestrian destinations including schools, parks, recreation and community centers, higher density housing, and shopping areas.

IMPLEMENTATION

The Implementation chapter provides a time frame, responsibilities, and action steps for accomplishing transportation improvements. These are contained in an Implementation Matrix and an Implementation Project Table.

LEGEND

- Transit Route with Pedestrian Improvements
- Pedestrian Improvements
- Proposed Bicycle Routes
- Major Transit Stop
- Minor Transit Stop
- Northland Gateway/ Pedestrian Crossing
- Pedestrian Connection
- Proposed Trail System



Map 4 - Transportation Planning Framework

neighbors rebuilding

NEIGHBORHOODS

Strong neighborhoods help to bolster nearby commercial areas by providing a safe environment and a strong customer base. At the same time, strong commercial areas provide residents with increased property values and a convenient outlet to purchased goods and services. Maintaining and enhancing North Oak Corridor neighborhoods is a priority of this plan. This Chapter tells how to do it.

Introduction and Purpose

This Chapter is concerned about the needs of neighborhoods that use North Oak Trafficway's access and services. Although some housing fronts North Oak, most does not. The purpose of this chapter is to propose programs for reinvesting in housing and providing for future neighborhood opportunities.

Basic Issues and Current Conditions

A series of community meetings and stakeholder interviews, along with analysis of demographic and housing data helped identify the following basic issues:

- **Approach to Code Enforcement:** The community noted increasing code violations south of Vivion Road and east of North Oak.
- **Approach to Housing Reinvestment and Infill:** The majority of housing in the Corridor was built between 1950 and 1980, and not upgraded to today's market**.**
- **Approach to increasing Home Ownership:** Half of the properties in the Corridor are rental**,** which is also reflected in the higher number of single person and other non-family households, and transient households as compared to the Northland and citywide. According to the Census, non-family households do not contain any persons who are related to the "householder" by blood, marriage or adoption.
- **Increasing diversity of population:** School representatives report that 17 languages are spoken by children attending Crestview Elementary School. This puts a strain on teaching and other services in the community. Cultural diversity may also offer opportunities for unique shops, restaurants and markets.

The community vision is of neighborhoods where owners stay and invest in their homes throughout their lives, that build on the excitement of many cultures, and that attract high quality new development in strategic locations.

This chapter includes a Neighborhood Program Menu to help those interested in Corridor neighborhoods:

- Reinvest, Motivate & Monitor
- Build Confidence & Partnerships, and
- Target Intervention

This 1950s Crestview home has good curb appeal.

The Neighborhood Program Menu

The Neighborhood Program Menu beginning on page 38 lists strategies and interventions under the primary categories bulleted above as specifically applied to housing renovation, infill housing, rental and homeownership programs, design, resources and capital improvements and others. For each strategy, the menu shows

- Why it is needed,
- Who is to implement the strategy/intervention, and
- How they are to do it.

RECOMMENDATIONS AND RATIONALE

CONCENTRATE ON EXISTING NEIGHBORHOODS SOUTH OF I-29

Due to the general age and condition of the housing stock, the initial focus should be east of North Oak, but eventually include the west side of North Oak as necessary and appropriate.

REINVEST, MOTIVATE & MONITOR

Due to community desire and market strategy, strengthening the existing housing stock is recommended first and then consideration for building new. Therefore, reinvest in the existing housing stock by continuing a small grants program for repairs to owner-occupied housing; focus upon property maintenance and code enforcement to motivate property owners to reinvest in their homes; and monitor progress according to programs selected from the Program Menu.

DEFINE COMMUNITY CRITERIA FOR SUCCESS

Due to the established success of the SMART (Sustainable Maintenance and Renewal Today) Program in the neighborhoods adjacent to the Corridor, its goals will be used in part to define the criteria for success.

neighbors rebuilding

NEIGHBORHOODS

SMART Program goals:

- A substantial increase in the curb appeal of the target area;
- Re-energized neighborhood organization;
- An increase in property values of 2-3% according to the Multiple Listing Service (MLS);
- Leveraging of public infrastructure improvements; and
- An increase in disposable income of participants due to energy-efficient home repairs

Other important criteria include:

- Property owners are effectively educated about the program and neighborhood expectation.
- Good relationships with renters and rental property owners are built such that concerns between neighborhoods, property owners, and tenants are successfully communicated and mitigated.

  The percentage of owner-occupied housing is increasing.
- There is an increase in the percentage of property maintenance cases that are resolved by the neighborhood without City intervention.
- There is a decrease in the percentage of code enforcement cases that have been open over 3 months.

BUILD CONFIDENCE & PARTNERSHIPS

In order to expand human and financial resources and increase confidence to help strengthen the market, the following steps are recommended. Use community-based criteria to assess progress and target areas to be improved. Build partnerships for long term support of neighborhood programs. Secure public dollars to initiate a "public facelift" and to build confidence in the project, according to programs selected from the Program Menu.

TARGET INTERVENTION:

If housing does not improve after some years of intensive programming and the market does not respond, community partners such as Northland Neighborhoods United should work strategically to determine areas where demolition and infill new housing construction is appropriate, and should help make development easier. Targeted housing types would be those appealing to all ages and stages of life. Community partners could make desirable housing more likely by acquiring property and preparing it for resale, organizing community response, or other means selected from the Program Menu.

Appropriate housing could include:

- 1 bedroom apartments
- Starter homes
- Market rate town homes
- Live/work units
- Below market-rate town homes
- Market rate single-family homes
- Senior housing or congregate care homes

Example of infill housing that would compliment the existing neigborhoods.

Life-Cycle housing would allow seniors to stay in their neighborhood.

NEIGHBORHOODS

Policies

- Green the neighborhoods bordering the commercial corridor for visual impact/enhancement, pedestrian comfort, interest and appeal and environmental benefit, namely stormwater management. Indigenous, low maintenance plants, planting techniques and designs are important.
- Neighborhoods should be walkable, convenient for bicycling, should accommodate the vehicle and should be conveniently connected to commercial and mixed-use areas, as further discussed in the chapter, Best Connections – Transportation in the Corridor.
- New construction and renovation should conform to urban design principles and guidelines in the chapter, Urban Design North Oak Corridor Area of Influence - Neighborhoods.
- The housing program as a whole for the Corridor planning area should provide for a full range of housing types and values that will allow residents to find appropriate housing throughout their lives.
- Homeownership should be the most desirable option in Corridor planning area neighborhoods.
- Helping owners renovate their homes to current market standards should be a key component of any housing approach in Corridor planning area neighborhoods.
- Both tenants and landlord/investors should be accountable to neighborhood home owner values/standards.
- Housing solutions should acknowledge and address the complexity of first ring suburb issues from physical to demographic to social.
- The City, not-for-profit organizations and neighborhoods should organize and prepare for remaking parts of the Corridor in ways that will sustain it well into the future.
- Housing incentives should be used to help:
  - Renters on both the east and west sides of the Corridor buy homes in the area so that they can continue to live there.
  - Integrate new affordable housing units with market rate units to promote a more balanced and healthier community.
  - Mix unit types (single family detached, townhomes, and multi-family) and housing tenure within the same development.
  - Convert existing rental units to owner units.

Successful neighborhoods accomodate vehicles, bicycles, and residents who walk

This multi-family style development maintains lots of charm with appealing landscaping and sidewalks that encourage pedestrian activity.

Neighborhood Program Menu

GOAL: REINVEST IN HOUSING AND PROVIDE FOR FUTURE OPPORTUNITIES

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
Use a comprehensive Neighborhood Improvement Program, including Code Enforcement to help reverse decline	Because of the complexity of issues in a first ring suburb, no one program is likely to be successful	NNI, Neighborhood Organizations	• Become educated on the City's Neighborhood Improvement Program, assemble volunteer and other resources, determine and document level of support, and apply
Initiate a proactive approach to reducing serious code enforcement cases	Kansas City's Safe City Plan outlines the "Broken Windows" theory, which says that if a window in a building is broken and left unrepaired, all the rest of the windows will soon be broken. Early intervention can prevent further deterioration.	Neighborhood Organizations	• Appoint a "Property Maintenance Coordinator" for the neighborhood to coordinate neighborhood response to property issues. Develop a set of "Neighborhood Expectations" regarding property upkeep and send to new residents. When property maintenance problems appear, first send a letter from the neighborhood to owner asking for repair; only if not fixed report to City & maintain follow-up.
Increase options for homeowners to renovate housing	To counteract current trends	Homeowners	• Take full advantage of the Sustainable Maintenance and Renewal Today (SMART) Grant Program
		City Planning & Development staff with Partnership Org., NNI & Neighborhood Organizations	• Identify a community partner to complete a "prototypical" residential upgrade, consolidate parcels and infuse new housing as willing sellers arise.
Explore Tax Incentives for housing renovation	Assessed values are rising regularly, a disincentive for major renovation.	City Planning & Development staff	• Review ways to provide tax incentives for single family housing such as is being done in Columbus Ohio (http://development.columbus.gov/NeighborhoodsandResidents/housing/homeowner/nids_rti.asp)
Make more funds available for housing renovation	The demand for housing funds greater than availability	EDC, NNI	• Direct a percent of revenue from commercial development in an expanded TIF along North Oak Corridor to housing programs
Prioritize and target neighborhood capital improvements	To encourage property owners to invest	City Planning & Development staff with NNI & Neighborhood Orgs.	• Review list of neighborhood capital improvements in the Implementation chapter and prioritize
Make both tenants and landlord/investors accountable to neighborhood home owner values/standards	Because about 50 % of the housing units in the Corridor were rental in 2000.	City Neighborhood and Comm. Services staff	• Complete design of landlord licensing program similar to that in the City of Independence, Missouri that will make landlords take responsibility for the properties they own. http://www.ci.independence.mo.us/Health/code_enforcement.stm
		City Neighborhood and Comm. Services staff	• Create a Rental Inspection Program similar to Williamsburg, Virginia's, which requires interior and exterior inspections of certain rental units such that rental properties in selected areas are inspected when first offered for rent and at change of occupancy. http://www.williamsburgva.gov/dept/codecomp/RENTAL/nhp.htm
		City Planning & Development staff	• Give rental property owners the opportunity to qualify for zero-interest loans for a percentage of the repair or rehabilitation cost like the City of Walnut Creek, CA http://www.ci.walnut-creek.ca.us header.asp?genericId=3&catId=20&subCatId=1123
Address pockets of aging and/or deteriorated housing stock identified through criteria for success	Reverse trends of aging First Suburbs	City Planning & Development staff	• Target Federal HOME Program funds to activities that build, buy, and/or rehabilitate affordable housing for homeownership, and use Community Development Block Grant (CDBG) funds to make certain that affordable housing is developed and services are provided to those in need. Use HOME dollars to provide: – Financial assistance to homeowners and new homebuyers for the purchase or rehabilitation of a Corridor home. – Site acquisition or improvement assistance. – Demolition of dilapidated housing that will be replaced with a housing assisted with HOME funds.
		City Planning & Development staff	• Where narrow, residential lots predominate, offer perspective homeowners access to financing options that will allow the purchase and demolition two, vacant smaller homes in order to build a larger home for larger families.
	Allow residents to find appropriate housing in the Corridor throughout their lives	City Planning & Development staff & Private Developers	• Help provide for a full range of housing types by seeking suitable sites and financing for housing for the elderly.

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
Seek ways to preserve or add to "Green"	"Green" is both a community goal and a way of sustaining the Corridor into the future	City Planning & Development staff	• Use Urban Design Landscaping Guidelines to review development proposals; in developments of large acreages, use clustering to preserve green
		NNI & Public Schools	• Apply for Missouri Department of Conservation's Tree Resource Improvement & Maintenance (TRIM) cost share program for projects such as tree inventory, plan development, educational activities centered on trees, tree pruning, removal, and tree planting. The program can only be used on public land. http://mdc.mo.gov/documents/forest/urban/TRIMworkbook.pdf
		NNI	• Work with volunteer gardeners and landscape architects living in the Corridor to develop a landscaping component to include in all housing programs
		Neighborhood Organizations	• Invite Master Gardeners to speak at neighborhood meetings on landscape issues; sponsor a "rain garden" project in partnership with appropriate local businesses; organize volunteer to adopt neighborhood parks
Help owners renovate their homes to current market standards	Post-war housing has not had a lasting appeal; need to build faith and inspire enthusiasm for renovating current stock in a sensitive way	City Planning & Development staff	• Seek funds to develop a demonstration program to renovate one house in the Corridor using the First Suburbs Coalition Idea Book
		NNI	• Design and hold homeowner workshop on using the MARC First Suburbs Coalition Idea Book to modernize housing stock
		Neighborhood Organizations	• Arrange for a presentation of the MARC First Suburbs Coalition Idea Book at a neighborhood meeting
Require and encourage new construction and renovation to conform to urban design principles and guidelines	New development and renovation needs to be compatible with the North Oak Corridor's best assets	NNI, City Planning & Development staff, Neighborhood Organizations	• NNI and leaders of neighborhood organizations to keep copies of the Design Guidelines on hand for inquiries from homeowners and developers
		City Planning & Development staff	• CPD staff to make copies of guidelines available on the Department web site
		City Planning & Development staff	• CPD staff to use guidelines to review development cases
		City Planning & Development staff	• CPD Housing staff to use guidelines in designing/redesigning housing programs
Chart current conditions and criteria for success	Need base line conditions and knowledge of change as a reinforcement for successful efforts & spur to improve where needed	North Oak Corridor partnership organization	• Refine the community-based criteria for success and use them to assess progress and target residential neighborhoods to be improved, determine when to secure public dollars to initiate a "public facelift", and when to launch additional projects
Create partnerships among Corridor neighborhood associations, agencies, nonprofits, and community groups, such as Northland Neighborhoods Incorporated, Family and Community Trust/ Caring Communities, and Northland Community Alliance, City staff, and businesses, to advance full range of neighborhood improvements efforts and monitor progress	All have interests in the Corridor and working together, can make a difference	NNI, Neighborhood Organizations	• Investigate future participation in Neighborhoods NOW Initiative of Greater Kansas City LISC. Neighborhoods NOW is a coordinated program to provide greater opportunities for jobs, affordable housing, better support services and a more attractive environment, using a combination of public, private, philanthropic and corporate sources. By partnering, LISC plans to improve targeted blocks and commercial corridors in four areas: housing, commercial & retail development, residential support services, and leadership development. (http://www.lisc.org/kansascity/NL/2005-11/neighborNOW.htm)
		Potentially the North Oak Corridor Plan Steering Committee or similar	• Develop an on-going organizational approach to focus interests in the Corridor, such as was done with Brush Creek Community Partners (http://www.bccp.org/index.html)

Neighborhood Program Menu

GOAL: REINVEST IN HOUSING AND PROVIDE FOR FUTURE OPPORTUNITIES

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
Make homeownership the most desirable option in the Corridor	The North Oak Corridor has a low level of homeownership compared to both the Northland and the City; the community would like to change that	City Planning & Development staff	• Create a Community Land Trust (CLT) similar those already in use in nearly 40 states across the country to help communities make land and housing available to residents having difficulty affording a home. A CLT can be used to facilitate ownership by providing land-lease opportunities that enable renters to become owners and help rental property owners turn their properties into owner-occupied housing units. (http://www.iceclt.org/clt/index.html)
		NNI and Neighborhood Organizations	• Encourage renter participation in the HomeWorks® project of Kansas City Neighborhood Alliance, to educate renters on homeownership http://www.kcna.org/homeworks/index.htm
		NNI and Neighborhood Organizations	• Refer interested buyers to Missouri's First Place Program that helps low-income homebuyers purchase new homes with affordable mortgage financing, often at an interest rate below that offered by market rate loans. (http://www.mhdc.com/homes/firstplaceloans/program_details_and_guidelines.htm)
		City Planning & Development staff	• Consider developing other City programs to supplement first time homeowners such as the First-Time Homebuyer Assistance (FTHBA) Program where low interest loans are made available to qualifying homebuyers upon meeting eligibility requirements. http://www.ci.walnut-creek.ca.us/header.asp?genericId=3&catId=20&subCatId=101
		NNI and Neighborhood Organizations	• Contact local realtors to secure an ongoing listing of residential sale properties available in the Corridor to make available to HomeWorks® graduates, particularly non-traditional homebuyers (minorities and women) who may be interested in the area

URBAN DESIGN framework

Urban design addresses built form at a district scale, interrelationships between public and private spaces, how a place functions, different types of land use, connections to adjacent areas and destinations, and how it is remembered by users. This chapter provides urban design principles and guidelines for the North Oak Corridor (roadway and related development) and for its area of influence, the neighborhoods.

Introduction and Purpose

The purpose of the North Oak design framework and guidelines are to help guide the North Oak Corridor in:

- Re-establishing a unique sense of place as a healthy thriving commercial corridor
- Rehabilitating existing neighborhoods in a way that they remain quality places.
- Creating better connections by all means of transportation among places where people live, shop, find services, work and play
- Creating confidence in a consistent high quality of development in the North Oak Corridor.

The Northland Fountain is a gathering place for the corridor's residents.

North Oak will change character from the northern end at Englewood to the southern end at the Children's Fountain (see the chapter, Best Connections: Transportation in the Corridor). Neighborhoods on either side of the roadway will support and be supported by Corridor activities, but will have a residential character. This chapter provides a framework for design for each area and includes principles and guidelines to show how public amenities and private development should reflect the special character of each area.

Vivion and North Oak looking west

North Oak Corridor Roadway and Related Development

PARKWAY SECTION (NORTH OAK FROM ENGLEWOOD PARKWAY TO I-29 INTERCHANGE)

This section includes existing auto-oriented commercial and office development, the Midwest Baptist Theological Seminary, parkland and a limited area of single-family residential. In the future, there should be major commercial development tied to improved interstate highway access and better transit.

The primary visual elements that shape this section's sense of place are the Northland Fountain and park and the seminary's campus. They leave the impression of expansive, well-tended park-like spaces with large trees and water features (fountain and pond). To maintain and expand both the good impression and function as development occurs, the urban design framework should include:

- Intense landscaping within or on the edges of the roadway to create an immediate impression of parkway-like space
- Entry features on all four corners of Vivion and North Oak over time of sufficient size to include some combination of parklike features, including with trees and water.
- Development that is primarily commercial at the major intersections, but that is internally walkable and has good pedestrian and bicycle connections to transit stops, to trails, and to adjacent residential. Clustering of buildings and inclusion residential uses as part of or adjacent to the commercial is strongly encouraged.

FLEXIBLE URBAN SECTION (NORTH OAK FROM I-29 INTERCHANGE TO 43RD STREET, AND 39TH STREET SOUTH TO 32ND STREET)

This section includes existing residential uses, some fronting on North Oak, service commercial and office uses including the Cerner headquarters, the City's Waterworks facility and Waterworks Park. Most uses will remain the same in the future. The exception is a proposed addition of mixed use development fronting the east side of North Oak north of the Cerner offices.

The primary visual elements that shape these sections sense of place are the rolling topography that provides fine views of the Downtown skyline, and heavily wooded areas in the southwest part of the Corridor. The Cerner office complex is the largest scale building in the Flexible Urban Section. To maintain and improve the visual impression and function of the Flexible Urban sections, the urban design framework should include:

- Highlighting best views from North Oak towards the Downtown;
- Encouraging roadway edge treatments, particularly on the west side, that protect the natural wooded areas visible from the roadway;
- Encouraging consolidation and alternative configuration of access points, alley or parallel street access, so that drive-ways for both office/service and single family homes on North Oak are minimized;
- Encouraging mixed use that is small scale, two to three story maximum buildings in locations shown on the Preferred Concept Map, with retail on the first floor facing North Oak, and residential against the hillside on the Cherry Street side; and
- Providing pleasant pedestrian access from neighborhoods to transit stops and along North Oak, and providing one or more bicycle connections from Cherry Street.

Open space at the Northeast corner of North Oak and Vivion Road, next to the Midwest Baptist Seminary

Aerial view of the Cherry Street node

URBAN SECTION (NORTH OAK FROM 43RD STREET SOUTH TO 39TH STREET)

This section includes existing small scale strip commercial uses with adjacent higher density residential development. Proposed uses are neighborhood commercial uses around the 42nd Street intersection and a walkable neighborhood scale mixed-use area around the Cherry Street intersection and transit stop (the Cherry Street Node).

The primary visual elements that shape this section's sense of place are the angle of the Cherry Street/North Oak intersection, which results in a triangular-shaped building, and the view of it from the top of the slope to the south. To maintain and improve the visual impression and function of the Urban section, the urban design framework should include:

- A redevelopment that is neighborhood-serving, mixed use, with ground level retail and upper level office or residential development. Buildings should be two-stories, minimum.
- A visible focus at the Cherry Street intersection that can be seen from the top of the slope to the south. This could be a building or a special public space, public art, or similar feature that draws the eye in a positive way.
- Roadway redesign that draws attention to development on both sides of the road and makes it easy for a pedestrian to get from one side to the other.
- Design and implement streetscape enhancements which reinforce the visual character and unique sense of place for the North Oak Corridor as well as provide a safe, appealing environment for pedestrians and bicyclists. These enhancements should strengthen circulation paths along North Oak Trafficway and provide attractive, usable multi-modal connections to adjacent neighborhoods.

URBAN DESIGN
framework

Principle – Architectural Character and Materials *should provide for a consistent design within a development that relates to adjacent uses and provides variety, interest, and a sense of place at the Corridor level.*

DEFINITION

The overall design type and detailing of structures, including construction materials.

INTENT

To provide a consistent design within a project so that it harmonizes with, and has some elements in common with other major developments in the vicinity of the project. Material selection and detailing will contribute to visually organizing and giving a human scale to the project. Human scale is one that a person will feel comfortable with in terms of visual and physical perception of size, familiar features, and usability.

GUIDELINES

- Architectural materials should reflect those that currently predominate in the corridor, (i.e., stone, brick and block masonry, non-reflective glass and architectural metals or directly compliment the predominant materials.)
- Simulated materials, such as stucco board and aluminum siding, are discouraged.
- Development projects should have a consistent architectural design as reflected in building height and massing, architectural character and building materials.
- The design of buildings should help to visually reduce mass and contribute to a sense of human scale through use of such techniques as:
  - More than one color or texture on a facade,
  - A defined base and cornice or parapet, and architecturally defined main entrances,
  - Stepbacks from the building base,
  - An articulated façade such as columns and roof such as raised sections at primary entrances,
- Design of buildings on the perimeter of projects should reflect sensitivity to edge and boundary conditions, and should present the view of a finished edge to adjacent uses. This should include screening of mechanical equipment, loading docks and trash receptacles. This should also include screening of parking lots as outlined in the Parking section.

Use of quality building materials and design have made places like Zona Rosa a community asset.

Principle – Circulation: *New development and substantial redevelopment should provide for good, safe circulation for vehicles, transit, pedestrians and bicyclists.*

DEFINITION

The ability and opportunity for people of all ages and abilities to move to and through a site using various means of transportation

INTENT

- To provide opportunities for the public to walk, bicycle take transit or drive to and within the development while minimizing conflicts among the methods of transportation;
- To promote an orderly, visually pleasing and active street environment for workers, residents and visitors;
- To accommodate multiple modes of transportation, including walking, bicycling, transit use and automobiles
- To provide adequate and efficient servicing of the development by trucks and utility vehicles, but to minimize the visual and noise impact of such service.

GUIDELINES

- Sidewalks or walking paths in good condition should be provided not only on both sides of every street, but also within a development connecting multiple destinations and should comply with Americans with Disabilities Act (ADA) guidelines.
- The pedestrian circulation system within a development should be clear and understandable, and provide linkages between buildings, between parking lots and buildings, and between a development and adjacent uses for the applicable modes (i.e. pedestrians, bicyclists, automobiles).
- Developments should provide convenient & direct pedestrian connections/routes and smaller blocks so that people do not have to walk a long way out of their way to get where they want to go.

Use of articulated walking trails provide a safer walking environment.

Sidewalks should be accessible to all.

Safe street crossings should be provided at transit stops and other key pedestrian destinations such as schools, parks, libraries, community centers. Safe street crossings include:

- Minimizing distance to cross or including refuge median for pedestrians
- Designated crosswalks
- Automatic pedestrian signals
- Directional corner ramps for wheel chair and stroller access, and
- Good sight lines for pedestrians and vehicles

- Pedestrian-friendly streets should have trees or awnings to give relief from the sun and rain, provide occasional formal and informal seating, and encourage visual interest like landscaping, storefront displays or sidewalk cafés.

Landscaping offers visual interest at the eye level to passers-by on foot and bike.

Pedestrian routes should be made secure by making sure they are well-lit, the sidewalks or paths have clear views ahead and behind, and that the sidewalks are far enough from traffic to feel safe.

- Bicycle circulation & parking/connections to bicycle routes should be buffered to include:
  - Bike lanes or separate bike paths connecting transit & other destinations
  - Signage (bicycle lane, share the road, etc.)
  - Removing obstacles like grates that can catch tires
  - Bike parking or storage close to destinations
- In order to minimize the disruption of green space and pedestrian pathways along streets, curb cuts should be kept to a minimum. Property owners should investigate sharing curb cuts.
- Access drives for service and delivery vehicles should be located so as not to disrupt other vehicular or pedestrian circulation, or to visually detract from the fronts of buildings or gateway features.
- The design and location of access drives and other roadways through a development should prevent headlights from shining into adjacent residential areas.
- Developments should be designed to discourage the dumping of automobile traffic from the development on to adjacent residential streets. Directing pedestrian and bicycle access to adjacent neighborhood streets is encouraged.

Bicycle-friendly grates make bike riding for transportation a safer option.

***Principle** – The design of **Edges**, or transition points between different types of uses, intensities and scales, to minimize negative interactions.*

DEFINITION

The transition point between two types of uses or areas of different intensity, such as between a mixed use or commercial area and a residential area.

INTENT

- To improve the interaction between different types of uses, intensities and scales
- To provide a compatible transition between uses
- To reduce incompatibilities between adjacent uses

Neighborhood markers serve as good transition cues between the commercial corridor and the adjacent neighborhood.

GUIDELINES

- New and redeveloped Commercial, Office, and Mixed Use development should provide transition elements to enhance the edge adjacent to low density residential uses. The transition elements could include:
  - Topographical changes
  - Landscape buffer
  - Traffic calming devices such as curb necking or islands to slow traffic between commercial and neighborhood areas
  - Neighborhood markers to mark the transition into a neighborhood area
  - Four sided construction practices.
- Edge treatment should support pedestrian, bicycle, and neighborhood vehicular circulation.
- Where more intensive commercial, office and mixed use projects back up to low density residential uses, well screened parking lots may be used as part of the edge treatment.
- The scale and massing of more intense uses should relate to and be compatible with lower density uses.

***Principle – Landscaping** should be used throughout the Corridor to enhance one of the characteristics that Corridor residents care most about – green space.*

DEFINITION

Plantings and associated hardscape (walls, solid edges/borders) within public and private open space.

URBAN DESIGN framework

INTENT

To minimize runoff; help cool and purify the air and lower energy costs; help provide shade and comfort for pedestrians; help muffle noise and provide visual screens, and help boost surrounding property values

GUIDELINES

All development and redevelopment projects should include a landscape plan that accomplishes the following:

- Preserves healthy, attractive plant materials of significant size (trees of a five-inch caliper and larger);
- Includes a combination of evergreen and deciduous plant material, preferably with multiple year-around ornamental qualities in coloration, bark, form, fragrance, fruit and/or flowers.
- Emphasizes low-maintenance, water-conserving plantings that are well adapted to Kansas City's climate and soils, including use of native plant materials.
- Clusters plant materials to provide plantings that are less likely to dry out, and are easier to maintain than scattered single plants, shrubs or trees.
- Complements the project and the structures, including parking structures and surface lots, by using a design that provides a frame for significant views, and screens negative views, and mitigates harsh environmental effects including summer sun and winter winds.
- Avoids contributing to safety problems by avoiding landscaping that can block security lighting, and block public views into an area.
- Includes a method for maintenance and replacement of plant materials.
- Includes street plantings on all streets. Coordinate size, type and spacing with the City Forester.
- Includes screening and landscaping of parking areas as stated in the Parking Guidelines.
- Serves as a significant buffer to adjacent properties, such as residential, institutional and historic.

Enhanced streetscaping provides a safer pedestrian pedestrian experience and more pleasant commercial atmosphere.

In addition to improving visibility, pedestrian lights can help to "brand" an area.

Principle – Lighting *should illuminate the best features of the Corridor while contributing to safety and security.*

DEFINITION

Natural and artificial sources of illumination, particularly street lighting, pedestrian level lighting, lighting of signs and architectural features.

INTENT

To encourage vehicular and pedestrian safety through lighting that does not disturb neighboring uses; to add to the North Oak Corridor identity.

GUIDELINES

- Lighting should be provided within parking lots and along walkways, parking lots, building entrances and related areas to promote a safe environment.
- Lighting should be used to focus attention on unique aspects of a development such as gateway features, architecture, special landscaping.
- The design of fixtures should be consistent throughout a development, and complementary to street lighting along adjacent public streets.
- All lighting should be directed downward and shielded from glare to adjacent properties by cut-off shields or internal devices.
- All roadway lighting along the public right-of-way will be consistent.

Principle – Linkages *The Corridor should be linked both physically and visually in ways that contribute to Corridor cohesiveness and identity.*

DEFINITION

Physical and/or visual connections between important elements, including focal points and activity centers, both along the corridor and surrounding neighborhoods.

URBAN DESIGN
framework

INTENT

- To strengthen the various relationships that will encourage movement between important elements inside and outside neighborhoods, nodes, and between the Corridor and the remainder of the City.
- To strengthen a unique identity, sense of place and image for people living in, visiting, or traveling through the Corridor.

GUIDELINES

- Physical linkages can be formed by roadways, intersections, pedestrian paths and/or trails. Detailed recommendations regarding physical linkages are found in the Transportation Chapter.
- In addition to physical linkages on public property, private development should adhere to the following guidelines:
  - Development should provide hard surface walkways for internal site circulation to connect public sidewalks and parking to the front doors
  - Developments with large parking lots should provide walkways through them marked by such things as color, texture, curbing, landscaping
  - Developments that have more than 300 feet of frontage should provide hard surface walkways through the approximate center of the development to connect to the next public street
  - Developments should provide a hard surface walkway connecting their property to any abutting trail
  - Developments should provide a hard surface walkway connecting to adjacent neighborhoods
- Visual linkages can be formed by view corridors, repetition of similar forms, materials or colors, lighting, landscaping
  - Public and private development should create and maintain visual linkages to:
    - The Kansas City Skyline
    - Primary pathways to neighborhoods
    - Key entries to commercial development
  - Developments should incorporate some building materials, or landscaping, in common to help visually unify the Corridor and to help connect it to surrounding areas. This could include ornamental iron, native limestone, or a particular type of tree, ornamental grass or flower.

Public art can strengthen an area's sense of place.

Example of pedestrian interest at eye-level

Principle – Nodes: *The design of nodes in the vicinity of major intersections should recognize the evolution of changing form and character along the Corridor. This change is addressed through such elements as building type and form and amenities in the public realm.*

DEFINITION

Concentrated areas of intense development generally including some commercial uses, among others.

INTENT

To focus development and design attention in specific locations along the Corridor that will have a significant impact on its function and identity.

GUIDELINES

Redevelopment Node: Northeastern Corner of the Intersection of Vivion Road and North Oak Trafficway

- A major community development/redevelopment node should be located at the intersection of Vivion Road and North Oak Trafficway
  - Large-scale uses are acceptable if layout is compatible with internal pedestrian and bicycle circulation and good connections to public transit, trails and walkways. Neighborhood retail, such as restaurants and coffee shops are encouraged. Residential uses are encouraged as upper story uses or as separate structures within the site.
  - The development should have quality construction and design following the guidelines in "Architectural Character and Materials.
  - Green space on the south and west sides of the development and along drainageways should be preserved. Ways to do this could include providing a wide space between the curb and walkways to allow for trees and landscaping, building around the drainageway and leaving mature trees.
  - Traffic patterns adjacent to, into and within the development should be safe for cars, transit, pedestrians and bicyclists and should provide for direct and safe connections among modes.

Redevelopment Node: Cherry Street and North Oak

- A major neighborhood redevelopment node should be located at the intersection of Cherry Street and North Oak
  - Encouraged uses include residential and retail in the same building and small scale retail and services. Examples include restaurants with outdoor tables, coffee shops, furnishings/art gallery, book store, florist, one-of-a-kind clothing shops, day care, dry cleaner and medium density housing. Offices are also acceptable, particularly as second floor uses.
  - Discouraged uses include auto-oriented uses, big box stores, package liquor stores, bars that do not serve food, check cashing businesses, day labor businesses and pawn shops.
  - Other guidelines as designated throughout the Corridor section of this chapter referring to mixed-use pedestrian friendly areas or the Cherry Street Node

Small neighborhood serving stores are indicative of a local mixed use center.

URBAN DESIGN
framework

Principle – Outdoor Public Spaces: *Good design of the public realm should add to character: comfort, safety and appeal for people of all ages and abilities.*

DEFINITION

All areas not occupied by buildings, streets and parking lots, and intended to be used primarily by the public, including but not limited to outdoor seating areas, urban gardens, plazas, parks, trails and similar gathering and relaxing areas.

The Vivion Trail is an important asset to the community.

INTENT

To increase the feeling of community by providing places for people of all ages mingle in a relaxed, unstructured atmosphere.

GUIDELINES

- Developments should provide common outdoor public open space to meet the intent stated above.
- Outdoor public spaces should be clearly visible and easily reached from the public sidewalk, street or trail.
- Outdoor public space should be designed for high visibility. safe access, comfortable lighting, reasonable separation from vehicular traffic, and friendly activity to optimize user safety.
- Outdoor public space should be designed as an integral element of the overall building and project design, and not considered space

Principle – Parking (including bicycle Parking) *Parking for both vehicles and bicycles should be convenient and balanced with pedestrian circulation, comfort, convenience and appeal.*

DEFINITION

Areas designated for the temporary storage of vehicles and bicycles, either in surface lots or in structures

INTENT

To provide temporary storage space for vehicles and bicycles designed to serve the development and balance with pedestrian features.

Streetscaping provides a buffer between autos and pedestrians.

GUIDELINES

- Parking guidelines applying throughout the Corridor:
  - Landscaped areas to be sized to provide sufficient area to create positive visual impact, support healthy plant growth and pedestrian appeal.
  - Surface parking lots should be landscaped with trees and shrubs, clustered so as to improve survivability and ease of maintenance
  - Curbs and sidewalks should be designed to prevent vehicles in parking lots from overhanging walkways and planting areas
  - Street frontages of surface parking lots should be screened by a 3-foot tall decorative wall, berm, or landscape screen
- Parking guidelines for mixed-use development transit and pedestrian-friendly development adjacent to North Oak Trafficway, such as the Cherry Street Node:
  - On-street parking is encouraged.
  - Surface parking lots should be located at the sides or rear of structures.
  - Surface parking lots should be designed to discourage over parking.
  - Parking should occupy no more than a third of the street frontage of non-residential streets.
- Parking guidelines for large scale development, such as at the Vivion/North Oak intersection:
  - Large lots should be subdivided with landscaped islands including trees.
  - Large parking lots should provide walkways demarcated by color, texture, curbing, and landscaping
- Parking guidelines for other non-residential development fronting North Oak:
  - Surface parking lots are encouraged to locate at the sides or rear of structures.
  - There should be no more than one row of parking between the building and the front property line. The remainder of the parking should be oriented to the side and rear of the building.
- Bicycle parking should be provided in accordance with the following site location guidelines:
  - Visibility - locations should be highly visible to encourage use and deter theft and vandalism
  - Access – locations should be convenient to building entrances, but away from normal pedestrian and auto traffic.
  - Lighting & Security - bicycle parking areas should be well lit and within view of passers-by. Bicycle racks should be securely anchored to the ground and allow for securing the frame and one wheel of the bicycle
  - Weather Protection - whenever possible, location of bicycle parking area should be within an existing overhang or covered walkway.
  - Avoiding Conflicts with Auto Parking & Pedestrians - racks should be located so as not to block pedestrian paths; bicycle and auto parking should be separated with a physical barrier.

- Parking garages located above grade should:
  - Be generally consistent in height with, but not taller than, the height of the buildings in adjacent commercial and residential neighborhoods;
  - Incorporate ground level retail uses and design approaches that can help make transitions to the use and scale of nearby buildings;
  - Have exterior finishes that match or compliment the buildings that the parking serves
  - Have screened openings that obscure the parked vehicles but maintain a balance of visibility for the security of garage users; and
  - Be designed so that lighting in the structure or from vehicles in the structure, does not shine or glare into adjacent uses, especially non-commercial uses.

Principle – Signage *The design of signage should be appropriate for viewing and understanding by the primary user and should contribute to the positive identity of the area in which they are located.*

DEFINITION

A system of display boards or surfaces used for directions, identification, instructions or advertising; usually consisting of lettering, pictures, diagrams, decoration, etc. often in combination on a contrasting background surface.

INTENT

To provide a clear, easily understandable, coordinated method of conveying information for things such as business and address identification.

GUIDELINES

The following guidelines are for signage in all areas of the Corridor:

- Signs should be highly graphic with a minimum number of words
- Non-standard signage forms are encouraged
- Signage, such as specific size and placement, should be developed as part of the overall design of a development. Specific signage design should compliment the building design and character of the North Oak Corridor and is encouraged to reflect the nature of the business.
- Signs should be made of durable, low maintenance materials
- Indirect lighting of signs and non-blinking neon are encouraged in commercial areas.

Signage should be developed as part of the overall design of a commercial development to aid in establishing a unique character in the area.

Freestanding sandwich board signs are encouraged in the Cherry Street node.

- The location of signage should not block key views, e.g. Downtown skyline
- The following types of signs are encouraged in pedestrian-oriented mixed use areas, such as the Cherry Street Node:
  - Wall signs over a business entrance
  - Signs projecting over the sidewalk
  - Signs incorporated into awning design and fabrication
  - Signs that graphically depict the business
  - Sandwich board signs
- The following signs are allowed for auto-oriented non-residential uses outside designated mixed-use areas:
  - Monument signs
  - Signs on the ground, e.g. monument sign, should be incorporated into the landscape plan.

Principle – Site Orientation of Buildings *should provide for a compatible development pattern along North Oak that varies with the road configuration.*

GUIDELINES

- Buildings should have the primary entrance accessible to the pedestrian directly from a public street. Site design should provide direct access into the buildings from the public sidewalk.
- Entrances to buildings should be prominent and visible from the street.
- Where a street wall exists, consisting of building fronts aligned with only a minimum setback from the street, infill buildings should maintain the existing building line and should be generally consistent with the existing building line of adjacent buildings.

Principle – Streetscape *The streetscape design should improve the character and activity along the North Oak Corridor.*

DEFINITION

Consists of enhancements in the public right-of-way including medians and associated landscaping, fountains, sculpture, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signs, benches, trash containers, newspaper and other vending machines, and bus shelters

URBAN DESIGN
framework

INTENT

To establish a common standard for streetscape that supports a unique identity for the North Oak Corridor, stimulates street life, helps to "green" the Corridor, and creates an inviting, safe, pedestrian-friendly environment.

GUIDELINES

- **Amenity Zone:** Street trees, planting beds, signs, lighting and banners should be located in an eight-foot wide space between the curb and the edge of sidewalk. Where utilities are not located in the street, they should be located in this zone. Benches and trash cans may also be located in this space if they abut the sidewalk edge and are set on a solid surface.
- **Street Trees** help soften the street-level view, help provide shade, color, texture and interest along the corridor. The type, size, and spacing of street trees shall be coordinated with the City Forester.
- **Formal and informal seating** should be provided in areas where walking is encouraged. Seating in each block of pedestrian oriented development is recommended.
  - Formal seating would include benches and chairs. Informal seating could include wide ledges, wide stairways in public areas, or even large rocks.
  - It is important to combine shade with seating (shade trees or awnings).

Providing bicycle parking is important in a multi-modal environment.

- **Trash cans** should be located to serve areas such as outdoor activity areas, restaurants, high foot-traffic areas, transit stops and close to seating area.
- **Pedestrian Zone:** should have an unobstructed, hard surface path for walking or wheelchair users that comply with the American's With Disabilities Act Standards.
- **Expanded Pedestrian Zones** are encouraged in mixed use development oriented toward active pedestrian activities. This zone should be five-to-ten feet wide from edge of main sidewalk (pedestrian zone) to face of building and may include seating, outdoor dining, planters, art, creative movable signage such as sandwich board signs, merchandise display, etc. The uses and amenities in the "Expanded Pedestrian Zone" should not encroach into the primary pedestrian zone and must ensure a path no less than 5' 0" is kept clear at all times.

Single-family homes like this one with mature trees are common in the 1950s to 1970s era neighborhoods of the corridor.

Crestview Elementary School is a community anchor in the North Oak corridor.

North Oak Corridor Area of Influence – Neighborhoods

URBAN DESIGN FRAMEWORK

Plan participants agreed early in the process to focus on neighborhoods south of Vivion Road, as the ones that had the greatest needs. The Neighbors Rebuilding Neighborhoods chapter contains detailed recommendations on neighborhood programs and references use of Urban Design Guidelines.

The visual impression of residential neighborhoods from aerial photos is of fairly high density single family homes swallowed up by mature trees. The design of homes reflects the period when they were built, mostly from the 1950s through the 1970s.

To maintain and improve the visual impact and function of neighborhoods, there should be an emphasis on creating quality places. Mid-America Regional Council (MARC) in its ***Creating Quality Places*** program says that "Neighborhoods are the building blocks of a community. . . Quality neighborhoods offer choices, provide residents with a sense of identity and connections, and encourage continuous renewal and reinvestment." The framework that follows is excerpted from the Homes and Neighborhoods section of ***Creating Quality Places*** (see http://www.marc.org/Community/cqp.htm for more information). This framework can help North Oak Corridor neighbors rebuild neighborhoods. The guidelines have been added to make the framework directly relevant to Corridor neighborhoods.

Principle – Choice and Diversity: *Quality neighborhoods offer a choice of well designed and maintained housing types and sizes. This variety of housing choices within a community meets the needs of residents of different economic levels and age groups.*

GUIDELINE

Use the MARC ***First Suburbs Idea Book*** as a guide to updating housing stock (http://www.marc.org/firstsuburbs/planbook.htm)

URBAN DESIGN
framework

Principle – Linkages: *Quality neighborhoods are linked to surrounding areas, and when possible, share commercial spaces and open space resources.*

GUIDELINE

See Linkage Guidelines in the North Oak Corridor (Roadway and Related Development) in this Chapter. See also the Best Connections: Transportation chapter for recommendation regarding streets, pedestrian, bicycle, transit and trail linkages.

Principle – Reinvestment: *Quality neighborhoods encourage actions to preserve, restore and reuse historic sites or structures; to conserve and restore environmental resources; to foster appropriate infill development; and to redevelop "brownfields.*

GUIDELINE

- See the Neighbors Rebuilding Neighborhoods chapter for programs on infill development.
- Conserve historic resources by protecting the Russell Manor Home at 4315 North Holmes from redevelopment. The home was built circa 1878 by Christopher M. Russell, son of early Clay County settler Andrew Russell.
- Infill housing should emphasize homeownership elements
- Infill housing in single family neighborhoods should be no taller than two-stories
- Infill housing should emphasize community and human amenities like porches and landscaping. Elements that do not contribute like garages and vehicle parking should be at the side or back of the house or recessed behind the front line of the house.

Principle – Identity: *Quality neighborhoods have a distinct identity that helps define their boundaries and fosters pride and belonging among residents. The distinct features of a neighborhood include public spaces such as a square, a green or an important street intersection, and public buildings such as a school, post office, library, community center or transit stop.*

GUIDELINE

Identity features such as the Crestview entrance monument, the Crestview Park, and neighborhood schools, should be well maintained and landscaped. Use of the Landscape guidelines in this chapter is encouraged.

Principle – Pedestrian/Cyclist Friendly: *The streets of a quality neighborhood are pedestrian-friendly. They are laid out in an interconnected network and attractively landscaped to encourage walking. Streets give residents, particularly youth and the elderly, choice and control in their mobility and easy access to important destinations from their residences.*

GUIDELINE

See Good Safe Pedestrian and Bicycle Guidelines in North Oak Corridor (Roadway and Related Development) in this Chapter.

Principle – Green Space: *A variety of public green spaces are within easy access of residents in a quality neighborhood. Green spaces range from small playgrounds within easy walking distance from homes, to neighborhood parks, to community parks that can be shared by several neighborhoods.*

GUIDELINE

Any redevelopment should maintain and improve visual and physical connections to neighborhood and community parks and trails.

Principle – Live/Work: *Quality neighborhoods offer the opportunity for residents to work and live within the neighborhood when the scale, character and function of business settings are compatible with homes.*

GUIDELINE

- Provide live/work opportunities in the Cherry Street Node
- Maintain good connections to the Cherry Street Node based on the Circulation and Linkage guidelines in this chapter.

Example of a multi-modal mixed use area

IMPLEMENTATION
and administration

The Implementation Chapter provides a generalized work plan to achieve the vision of the North Oak Corridor and its area of influence.

Introduction and Purpose

The purpose of this Chapter is to summarize the projects and action steps that will implement the plan recommendations from each Chapter. In addition, since a formal partnership to lead implementation efforts in the Coridor is important to success, the Chapter includes information about several combined organizational and funding approaches. This is the Special District section of the chapter.

Community participation is key to any plan being implemented in future development plans.

North Oak Implementation Committees

Ongoing implementation of the North Oak Corridor Plan requires that community leadership from businesses, neighborhoods, Corridor organizations and agencies take ownership of the Plan and initiate the Action Steps in this Chapter. The City can work in partnership with a community committee structure to provide technical assistance and link available City resources.

Community leadership is essential for implementation of the plan after it is adopted.

Although the organization that will guide the implementation of the plan may evolve into a more formal structure over time, initially the Plan recommends the formation of a North Oak Corridor Planning and Development Committee. The Committee should be ready to begin operation following City Council's adoption of the Plan. Those involved in the North Oak Corridor planning process and other key representatives of interests in the Corridor should come together to form the Committee and refine its structure and work plan.

The following subcommittee structure would respond to the categories of Action Steps for the North Oak Corridor in this Chapter, and is recommended as an initial organizational approach.

- **Development Subcommittee** (Development review and monitoring, on-going planning support in the Corridor, pursue priority development including funding assistance)
- **Transportation Subcommittee** (Funding, initiation, coordination and monitoring of roadway, transit, bicycle and pedestrian improvements)
- **Neighborhood Programs Subcommittee** (Neighborhood Programs Menu, neighborhood impacts of Corridor initiatives)
- **Identity and Urban Design Subcommittee** (Design review per the Urban Design Guidelines and Principles; active programs to improve design in the Corridor)
- **Financing Coordination Subcommittee** (Based on requests of other subcommittees, refine funding needs and resources and coordinate financing)

Organization and Funding Approaches– Special Districts

Over time, Corridor leadership may want to supplement the original Committee structure recommended above with a more formal organization. An approach that combines organization and raising funds, which can be used to leverage projects, is the Special District. These Districts do not reduce the level of service that the City provides but supplement those services beyond what the City normally provides. Descriptions of some of the types of special districts follow.

1. **Special Business Districts ("SBD").** Any city may establish a Special Business District to make improvements within its designated boundaries. The District may tax real property and businesses within the district to fund improvements, and it may issue bonds. See *RSMo. §71.800*. The taxes and fees may be used for the purpose of maintaining and improving public facilities in the district and also for the purchase, construction and operation of buses, parking facilities, child day-care as well as for other purposes detailed in *RSMo. §71.796(1) - (14)*. Discretion as to expenditures remains with the local governing body, which appoints a commission or advisory board to make recommendations as to expenditures and uses.

2. **Neighborhood Improvement Districts ("NID").** This program authorizes cities and counties in Missouri to establish Neighborhood Improvement Districts within their boundaries for the purpose of improving public improvements which are financed by special assessments levied upon benefiting properties. See *Mo. Const. Art III §38(c); RSMo. §67.453 - 475*.

   Public improvements for which special assessments may be levied include maintenance and renovation of existing public facilities as well as new construction. In addition to labor and material expenses, eligible costs include property acquisition, planning and design fees, underwriters' costs, attorney fees, and construction interest. The city or county may also include its own administrative expenses and project supervision costs.

   There are two independent methods authorized for the creation of NIDs. The first method is by a favorable vote by qualified voters living within the boundaries of the proposed district. The required

percentage of voters to approve the district is the same as that required for the issuance of city or county general obligation bonds. The second method is by petition, which must be signed by at least two-thirds (2/3) of the owners of record of all real property located within the proposed district.

The city or county may issue temporary notes and long-term general obligation bonds (up to twenty (20) years) to pay for improvements. The amount of general obligation bonds issued shall not exceed the estimated cost of the improvement by more than twenty-five (25%) percent, and cannot exceed ten (10%) percent of the assessed valuation of all taxable tangible property within the city or county.

3. **Community Improvement Districts ("CID").*** A Community Improvement District or CID provides yet another class of special purpose, self-taxing district. Once established, CIDs enjoy broad authority to levy and collect special assessments and/or sales taxes, to fix and collect fees for use of CID properties, to construct and maintain a variety of public improvements, to support business activity and economic development within district boundaries, and to issue tax exempt revenue and general obligations. See *RSMo. §67.1461, 67.1491*. A CID is established upon receipt of a petition signed by owners of real property representing more than fifty (50%) percent of the assessed valuation within the proposed CID boundary, which must be contiguous, and over fifty (50%) percent per capita of all property owners within the CID. See *RSMo. §67.1421.* Establishment procedures and requirements are set forth in *RSMo. §67. 1421-1431*.

   A CID may be organized as either a political subdivision or as a non-profit corporation. See *RSMo. §67.1411*. Non-profit corporation CIDs enjoy the same authority as their political subdivision counterparts with the exception of the power to levy voter approved real property taxes. Like political subdivision CIDs, however, non-profit CIDs may levy special assessments by petition and may issue bonds and similar obligations. See *RSMo. §67.1491-1501, 67.1521*. Notably, the non-profit corporation governance structure preserves the rights of non-resident property owners to a voice in CID fiscal matters, such as the levying of special assessments. This alternative may be attractive to communities composed of a large percentage of businesses or absentee owners.

* If a CID or other financing tool is used, the uses of the funds should be complimentary to the use of City TIF and Super-TIF, such as to leverage additional funds and to further the public infrastructure priorities.

4. **Tax Increment Financing ("TIF").** TIF is a financing and development tool that allows future real property taxes and other taxes generated by new development to pay for costs of construction of public infrastructure and other improvements. TIF encourages development of blighted, substandard and economically underutilized areas that would not be developed without public assistance. This tax incentive is used to eliminate blight, stabilize and grow the City's tax base. See *RSMo. §99.800 to 99.865.*

   The North Oak Tax Increment Financing (TIF) District is broken into 2 sections within the study area. The original plan, which was adopted by Ordinance N. 050104 on February 24, 2005, is described as an area that is generally bounded by NE 42nd Street on the north, NE 32nd Street on the south and the property line of commercial properties facing North Oak Trafficway.

   The general Objectives of the Redevelopment Plan are to:

   – Eliminate adverse conditions within the corridor and to prevent the recurrence thereof;
   – Enhance the tax base and to encourage private investment;
   – Increase employment opportunities;
   – Stimulate construction and development and generate tax revenues which would not occur without TIF assistance;
   – Rehabilitate the "Former Farmland Head Quarters Building";
   – Stabilize the North Oak Trafficway by addressing the infrastructure and issues facing the businesses along the Corridor.

   The second area, the first Amendment to the North Oak TIF Plan, is located in an area of approximately 33 acres in generally described as the "Seminary Property" at the Northeast corner of the Intersection of North Oak Trafficway and Vivion Road. This plan for this area, which was adopted by Ordinance 060534, utilizes Super-TIF Funding. This funding source, redirects the remaining 50% of taxes generated by the project throughout the larger North Oak TIF and surrounding area. In this amendment, 80% of Super-TIF dollars will be directed to public infrastructure, namely street improvements, with the remaining 20% to neighborhood/housing improvements. The North Oak TIF Advisory Committee, as established in the North Oak TIF Plan, shall be included in all discussions relating to these improvements and associated disbursement of these funds.

5. **Transportation Development District ("TDD").** The Transportation Development District Act, *RSMo. §238.200 - 275*, provides for cooperation between a locally established special purpose district and a political subdivision and the Missouri Highways and Transportation Commission ("MHTC") to fund, promote, plan, design, construct, improve, maintain, and operate one or more transportation related improvements or infrastructure. In particular, MHTC encourages applications by TDDs for the Missouri Department of Transportation's Innovative Finance program for development and maintenance of approved projects. To fund proposed projects, TDDs may levy special assessments, or property taxes and sales taxes, subject to approval of voters within the district. See *RSMo. §238.227-235*. Additionally, TDDs may borrow funds, enter into lease-purchase arrangements, or issue bonds, notes or similar obligations. The TDD may secure the obligations by pledging district property or income. See *RSMo. §238.240*.

   Formation of a TDD requires a petition to the applicable circuit court by fifty (50) registered voters within the proposed district, by all of the property owners within the district if the proposed TDD contains no registered voters, or by the governing body of any county, city, town, village, or any similar entity. See *RSMo. §238.207.* Specific requirements for the petition are set forth in *RSMo. §238.207.4.* Within thirty (30) days of filing, the Circuit Court Clerk must serve a copy of the petition upon respondents who shall include MHTC and any other public entity having jurisdiction over any transportation improvement or service within the proposed district. Respondents have thirty (30) days after receipt of service to file an answer stating agreement with or opposition to the creation of the TDD. If the Circuit Court determines after the hearing, the petition and the proposed method of funding are lawful, the Court then certifies the question of district creation and project funding for voter approval. The Court may additionally order a public hearing on the question. See *RSMo. §238.212.4.* Alternatively, if the owners of record filed the petition, the Court may declare the TDD organized and, as required, certify the proposed funding methods for voter approval. See *RSMo. §238.210.2*.

Implementation Matrix

The Implementation Matrix includes:

- Action Steps – First steps in implementing Plan recommendations.
- Implementation Responsibilities – Key groups and partnerships needed to work on project
- Time Frame – Generalized timing for starting the action:
  - Short-term, 1 to 3 years;
  - Medium-Term, 3-5 years; and
  - Long-Term, over 5 years.

Action Steps	Implementation Responsibility					Time Frame			
Organization	Corridor - Serving Organizations & Partnerships	Neighborhoods	Development Community	Business Community	City	Short Term	Medium Term	Long Term	Ongoing
a. Develop an ongoing organizational approach with committees/task forces to focus interests in Corridor & assist with Plan implementation	*	*	*	*	*	*			
b. Meet with staff & Board Members of successful Corridor organizations such as the Downtown Council, Southtown Council, MainCor, & Brush Creek Partners to discuss their successful organizational approaches, including formation of C.I.D.	*	*		*	*	*			
c. Poll potential Corridor organization participants to determine level of commitment	*	*	*	*	*	*			
d. Develop a strategic plan for creating a permanent organization.	*	*		*		*			

Action Steps	Implementation Responsibility					Time Frame			
Land Use and Zoning	Corridor- Serving Organizations & Partnerships	Neighborhoods	Development Community	Business Community	City	Short Term	Medium Term	Long Term	Ongoing
a. Monitor zoning & development cases for conformance with North Oak Corridor plan land use policies, recommendations & design guidelines	*	*		*	*				*
b. Participate in and support the Waterworks Park master planning effort & all future corridor planning efforts.	*	*		*	*				

Action Steps	Implementation Responsibility					Time Frame			
Transportation	Corridor- Serving Organizations & Partnerships	Neighborhoods	Development Community	Business Community	City	Short Term	Medium Term	Long Term	Ongoing
a. Monitor North Oak roadway design and improvements for conformance with Service Standards in North Oak Plan	*	*		*	*				*
b. Develop supplemental funding sources for roadway improvements such as a Community Improvement District (CID)	*			*	*	*			
c. Prioritize transportation projects in the Corridor and area of influence, beyond the North Oak Trafficway reconstruction, and develop a strategy for funding.	*	*		*	*	*			
d. Pursue change in Major Street Plan to reflect new bicycle route recommendations in this Plan.	*				*				

Action Steps	Implementation Responsibility					Time Frame			
Transportation	Corridor- Serving Organizations & Partnerships	Neighborhoods	Development Community	Business Community	City	Short Term	Medium Term	Long Term	Ongoing
e. As part of the North Oak Trafficway design and engineering for the segment south of 39th Street, determine how to incorporate a bicycle connection between Cherry and North Oak near the entrance to Waterworks Park.					*				
f. Monitor progress on regional transit and develop participation approaches to assure the North Oak Corridor is included.	*	*		*	*				*

Action Steps	Implementation Responsibility					Time Frame			
Rebuilding Neighborhoods	Corridor- Serving Organizations & Partnerships	Neighborhoods	Development Community	Business Community	City	Short Term	Medium Term	Long Term	Ongoing
a. Select programs, projects and approaches to pursue from the Neighborhood Program Menu	*	*			*	*			

Action Steps	Implementation Responsibility					Time Frame			
Identity & Urban Design	Corridor- Serving Organizations & Partnerships	Neighborhoods	Development Community	Business Community	City	Short Term	Medium Term	Long Term	Ongoing
a. Monitor zoning, development cases, and new construction for conformance with North Oak design guidelines	*	*	*	*	*				*
b. Make copies of North Oak design guidelines available on the City Planning & Development Department web site					*	*			
c. Keep copies of North Oak design guidelines on hand for inquiries from homeowners & developers	*	*							*
d. City Planning & Development Housing staff will use North Oak design guidelines in designing/redesigning housing programs									*
e. Work with North Oak Roadway designer teams to identify and select unique themes for landscape, hardscape (benches, lighting fixtures, etc.) and banners for each roadway section character type.	*	*		*	*		*		

Implementation Projects				
Project #	**Time Frame**	**Primary Responsibility**	**Location and Description**	**Types**
Mixed Use, Commercial, and Residential Development				**Potential Funding**
a.	**Short Term**	**Private Developer**	**Northeast Corner of N. Oak Trafficway and Vivion Road**	**TIF**
			Develop approximately 32 acres of walkable, mixed use development that includes regional commercial, office, and multifamily residential uses.	
b.	**Long Term**	**Private Developer**	**Northwest Corner of N. Oak Trafficway and Vivion Road**	**TIF, LCRA, CDBG, SBD, "353"**
			Redesign/redevelop approximately 27 acres of existing commercial for better internal and external pedestrian connections and transit access.	
c.	**Long Term**	**Private Developer, Corridor - Serving Organizations & Partnerships**	**Intersection of N. Oak Trafficway and Cherry Street (Cherry Street Node)**	**CID, TIF, LCRA, CDBG, SBD, "353"**
			Redevelop approximately 11 acres of walkable, mixed use development that includes retail commercial (neighborhood-oriented and specialty), office, and multifamily residential uses. Create approximately 15 acres of medium density residential (townhouse 15 - 25 units/acre) development that supports the nearby mixed use center. Concept Study	
d.	**Long Term**	**Private Developer, Corridor - Serving Organizations & Partnerships**	**N. Oak Trafficway from Indianola to just north of Cerner (Hillside Townhouse/Street-level Commercial)**	**CID, TIF, LCRA, CDBG, SBD, "353"**
			Redevelop approximately 10 acres of walkable, mixed use development that includes retail commercial (neighborhood-oriented and specialty), office, and multifamily residential uses. Create approximately 14 acres of medium density residential (townhouse 15 - 25 units/acre) development that supports the nearby mixed use center. Concept Study	
e.	**Long Term**	**Private Developer**	**From 46th to 43rd Streets and from Holmes Road to I-29**	**"353", LCRA, NID, NAP, and TIF**
			Create a "prototypical", residential development that mixes housing types within the same project area.	
f.	**Long Term**	**Private Developer**	**From Russell Road to 32nd Street and from Holmes Road to I-29/35 (Riverview Cluster Homes on the Ridgelines)**	**"353", LCRA, NID, NAP, and TIF**
			Develop approximately 95 acres of single-family residential (Cluster 0 -15 units/acre) uses.	
g.	**Long Term**	**Private Developer**	**East Side of N. Oak Trafficway from I-29/35 to 43rd Street**	**"353", LCRA, NID, NAP, and TIF**

Implementation Projects				
Project #	**Time Frame**	**Primary Responsibility**	**Location and Description**	**Types**
			Develop infill housing on 10 vacant lots where opportunities become available.	
h.	**Long Term**	**Private Developer**	**Southwest Corner of N. Oak Trafficway and Vivion Road**	**"353", Chapter 99, and TIF**
			Redevelop the area for approximately 14 acres of commercial uses.	
Roadway and Transit Improvements				**Potential Funding**
a.	**Long Term**	**MoDOT with City Coordination**	**I-29 Interchange**	**Federal Funds**
			Design and reconfigure the interchange for improved vehicular movement, safety, and access and bicycle/pedestrian crossing.	
b.	**Short Term**	**City, Corridor - Serving Organizations & Partnerships**	**N. Oak from 32nd Street to 39th Street**	**TIF, SBD/CID/TDD and PIAC**
			Design and reconstruct roadway to City standards, North Oak Service Standards and "Flexible Urban" Character.	
c.	**Short Term**	**City, Corridor - Serving Organizations & Partnerships**	**N. Oak from 39th Street to 43rd Street**	**TIF, SBD/CID/TDD and PIAC**
			Design and reconstruct roadway to City standards, North Oak Service Standards and "Urban" Character.	
d.	**Short Term**	**City, Corridor - Serving Organizations & Partnerships**	**N. Oak from 43rd Street to I-29 Interchange**	**TIF, SBD/CID/TDD and PIAC**
			Design and reconstruct roadway to City standards, North Oak Service Standards and "Flexible Urban" Character.	
e.	**Short Term**	**City, Corridor - Serving Organizations & Partnerships**	**N. Oak from I-29 Interchange to Englewood Road**	**TIF, SBD/CID/TDD and PIAC**
			Design and reconstruct roadway to City standards, North Oak Service Standards and "Parkway-Like" Character.	
f.	**Short Term**	**KCATA**	**N. Oak from Englewood Road to 32nd Street**	**KCATA**
			Prepare a Bus Rapid Transit (BRT) Study for N. Oak	
g.	**Medium Term**	**City and KCATA**	**42nd Street/Holmes Street/43rd Street (KCATA Meadowbrook Route #38))**	**TDD and PIAC**
			Improve pedestrian access to existing transit routes with repair/replacement and new construction of sidewalks, bus shelters and signage.	
h.	**Long Term**	**City and KCATA**	**Normandy/Main Street/Indianola (KCATA Gladstone Route #37**	**TDD and PIAC**

Implementation Projects				
Project #	**Time Frame**	**Primary Responsibility**	**Location and Description**	**Types**
			Improve pedestrian access to existing transit routes with repair/replacement and new construction of sidewalks, bus shelters and signage.	
Pedestrian and Bicycle Improvements				**Potential Funding**
a.	**Medium Term**	**City and Private Developer**	**Holmes Street from 45th to 38th Streets**	**TDD and PIAC**
			Complete sidewalks and create share-the-road bike routes that involve street reconstruction to current paving standards and removal of hazards to accommodate both bicycles and pedestrians.	
b.	**Long Term**	**City and Private Developer**	**Briarcliff Parkway/42nd Street from Main Street to I-29/35**	**TDD and PIAC**
			Complete sidewalks and create share-the-road bike routes that involve street reconstruction to current paving standards and removal of hazards to accommodate both bicycles and pedestrians.	
c.	**Long Term**	**City and Private Developer**	**Cherry Street from 41st to 32nd Streets with connections along 38th Street, 32nd Street, and just south of 36th Street.**	**TDD and PIAC**
			Complete sidewalks and create share-the-road bike routes that involve street reconstruction to current paving standards and removal of hazards to accommodate both bicycles and pedestrians.	
d.	**Long Term**	**City and Private Developer**	**Vivion Road from Main Street to Troost**	**TDD and PIAC**
			Complete sidewalks, trail system, and create share-the-road bike routes that involve street reconstruction to current paving standards and removal of hazards to accommodate both bicycles and pedestrians.	
e.	**Long Term**	**City and Private Developer**	**Corridor wide**	**TDD and PIAC**
			Create a 5.5 Mile Multi-use Trail System.	

APPENDIX A
challenges and opportunities

Sources

This Appendix summarizes basic data from the ***North Oak Corridor Data Book*** as supplemented with information assembled during the Planning Process. The information, in the form of Challenges and Opportunities, was presented in stakeholder interviews, Steering Committee and public meetings and was augmented by their responses. This Appendix primarily reflects community perceptions of the biggest challenges and opportunities in the Corridor and its area of influence. The main body of the Plan takes many of these ideas and refines them further as plan recommendations, policies and action steps.

References to North Oak or North Oak Corridor are to the roadway itself and areas immediately adjacent. References to the Area of Influence are to neighborhoods within the North Oak Planning Area between Englewood and 32nd Street, Main Street to I-29.

Challenges

USES ON NORTH OAK

(COMMUNITY PERCEPTION AS EXPRESSED AT INTERVIEWS AND MEETINGS)

- Fire Station #40: Lack of modern facilities at current location but need for quick response from a central location
- Areas south of Vivion Road can be characterized by:
  - Used car lots
  - Payday loan establishments
  - Day labor facilities
  - Pharmacy
  - Restaurants
  - Some residential fronting onto North Oak (north of 45th Street)

LACK OF IDENTITY, VISUAL INTEREST/CHARACTER, AMENITIES ON NORTH OAK

- Areas south of NW 42nd Street can be generally characterized by:
  - Strip commercial uses
  - Pole signs and billboards
  - Pockets of blight
  - Uneven appearance
  - Streetscape/infrastructure needs

NORTH OAK CORRIDOR TRANSPORTATION ISSUES

- Specific areas of concern along North Oak:
  - I-29 Interchange
  - NW 46th Street/Normandy Lane
  - NW 42nd – NW 32nd Streets
    - Lack of direct connections to destinations for bicyclists and pedestrians (transit riders), especially at major street crossings.
    - Lack of sidewalks and pedestrian crossings
    - Number and width of curb cuts
    - Speeding
    - Traffic accidents/fatalities
    - Vehicular movement onto North Oak from neighborhoods

NORTH OAK ENVIRONMENTAL CONSTRAINTS

- Brownfields consisting of underground storage tanks and hazardous waste sites on North Oak at NW 42nd Street.
- Steep topography in North Oak planning area
  - Specific locations:
    - South of Russell Road and east of North Oak
    - East side of North Oak from NE Englewood to NE Vivion Roads
  - Results in:
    - Shallow lots
    - Building site constraints
    - Few east-west connections
    - Difficulty constructing continuous sidewalks

SECURITY

(REFLECTS GREATEST COMMUNITY CONCERNS ABOUT SECURITY)

- Unwanted activities are occurring in Waterworks Park
- Lack of clear views into Waterworks Park
- Significant increases in non-violent crime over the last 20 years

APPENDIX A
challenges and opportunities

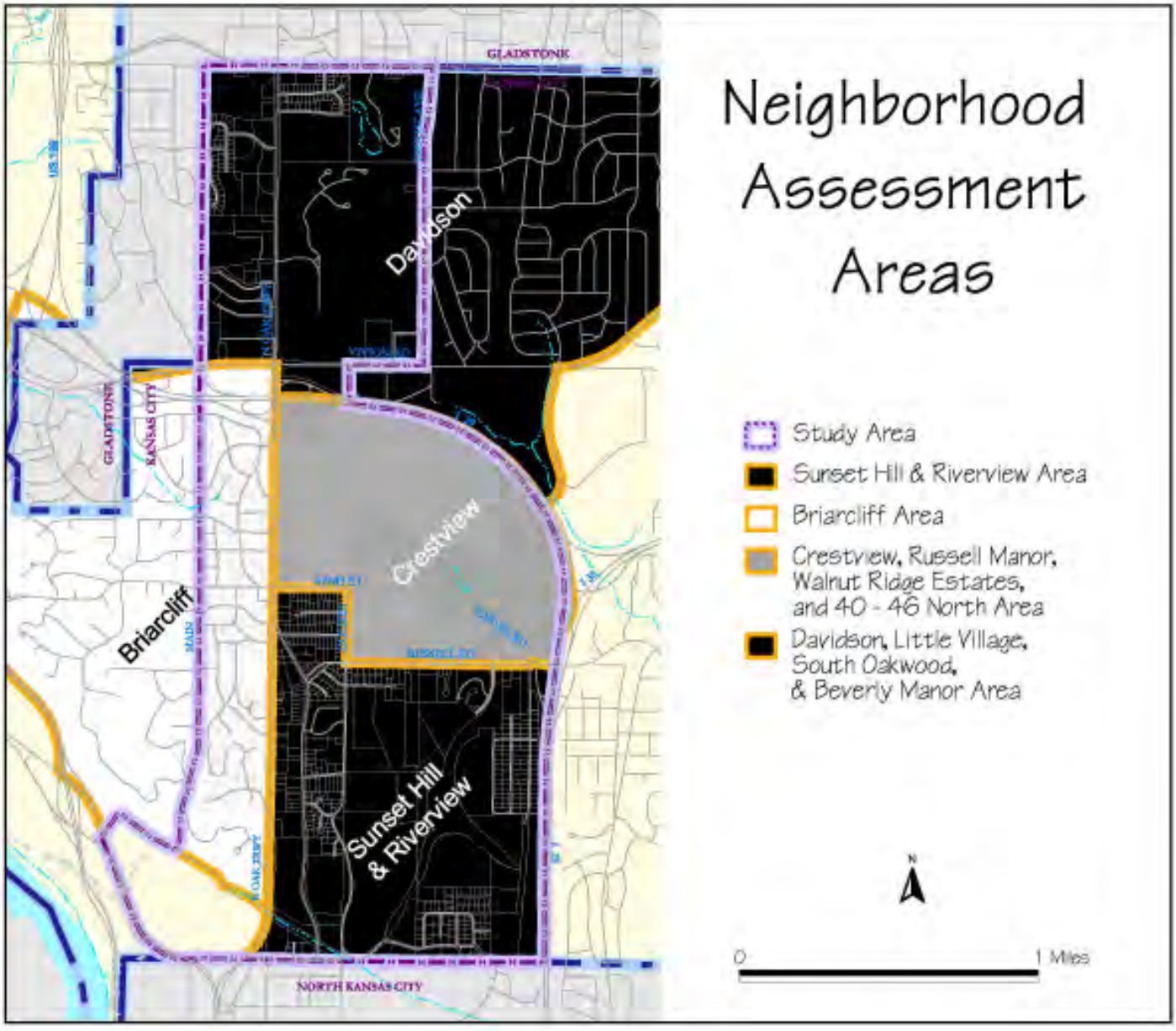
CAPITALIZING ON POPULATION CHANGE IN THE NORTH OAK PLANNING AREA

- Most residents in the neighborhoods of the Corridor's area of influence are new to the area (having moved in within the last 10 years), households are smaller, and more renters are living in the neighborhoods than owners.
- Excluding African Americans, the neighborhoods have a level of multiculturalism that is greater than both the Northland and citywide averages. Diversity in the Crestview and 40-46 North Neighborhoods are particularly high, as Crestview Elementary School reports that it has had students representing 22 countries and 17 languages. This is also an opportunity for unique retail including restaurants in the future.

NORTH OAK AREA OF INFLUENCE: CONCERNS OF CONSERVATION AND STABILIZATION NEIGHBORHOODS

As a follow-up to the *FOCUS Neighborhood Prototypes Plan*, from 1998 to 2002 the City of Kansas City, Missouri conducted neighborhood assessments throughout the city. At neighborhood assessments, participants identified which of four area types best described their neighborhood. Neighborhoods within the North Oak Corridor Planning Area participated and identified themselves as either Conservation or Stabilization Areas with the concerns listed below.

- **Stabilization Neighborhoods Concerns:** Stabilization areas are neighborhoods of any age and type of development that are having problems – with building renovation, stagnant property values, increasing vacancies and/or a weakening market. These problems can range from relatively minor to severe.
  - Improving North Oak Trafficway as home to local businesses and connection to jobs for residents
  - Transportation improvements:
    - Intersection improvements along North Oak, and at NE Russell Road and N. Wayne Ave.
    - Improvement plan for North Holmes
    - Street, sidewalk, curb and pedestrian safety improvements in Planning Area neighborhoods
  - Enhanced park maintenance
  - Promoting home ownership


Neighborhood Assessment Areas
Study Area
Sunset Hill & Riverview Area
Briarcliff Area
Crestview, Russell Manor, Walnut Ridge Estates, and 40 - 46 North Area
Davidson, Little Village, South Oakwood, & Beverly Manor Area
Davidson
Crestview
Briarcliff
Sunset Hill & Riverview
GLADSTONE
KANSAS CITY
NORTH KANSAS CITY
N
0
1 Miles

APPENDIX A
challenges and opportunities

- **Conservation Neighborhoods Concerns:** Conservation areas are neighborhoods of any age and type of development that are in good condition and of good quality, with a strong market.
  - Corridor: North Oak Trafficway and adjacent uses:
    - City/State cooperation on maintenance
    - Priority to North Oak Improvements
    - Improving/demolishing buildings
    - Upgrading maintenance of temporary labor business
    - Preserving Midwestern Baptist Theological Seminary wooded area
    - Aesthetic enhancements/landscaping around Waterworks Plant
    - Transit improvements: involvement in light rail proposals, request for bus shelter near Evans Hills Neighborhood
  - Transportation improvements
    - NE Vivion Road: improving road; more pedestrian friendly
    - Briarcliff Road
    - More trails
    - Neighborhood streets: traffic calming; remove ditches, install curbs, sidewalks, particularly on routes to schools and on North Holmes; intersection improvements at NE Russell Road/ N Wayne Ave.
  - Parks and open space:
    - Trails, bike paths and lighting at Anita Gorman and Englewood Parks
    - Additional open space preservation and beautification
  - Opportunities for increased home ownership
  - Upgraded water lines and elimination of overhead streetlight wires in neighborhoods
  - Additional Sunset Hill neighborhood entrance

OTHER CONCERNS OF NEIGHBORHOODS IN AREA OF INFLUENCE

- Building renovation/repair
- Increases in vacancies and/or a weakening market
- Inadequate stormwater facilities causing run-off problems in some areas
- Changing population requiring additional support from social services.
- Sidewalks: discontinuous and missing
- Narrow neighborhood streets with open ditches (N. Troost and N. Holmes)
- Speeding, e.g. N. Holmes and NE Davidson Roads
- Transit access needed to social services available elsewhere in the Northland

Opportunities

PARTNERSHIPS

- Partnerships to improve North Oak Trafficway, Waterworks Park, and Conservation and Stabilization neighborhoods could include Northland Community Alliance, Northland Neighborhoods Incorporated, Connecting Communities, and local governments (Kansas City, North Kansas City, and Gladstone).

BUILDING ON CENTRALITY AND CONVENIENCE OF NORTH OAK CORRIDOR

- Variety of uses/services are provided
- Serves as a central north/south transportation spine for the Northland

DEVELOPMENT OPPORTUNITIES ON NORTH OAK:

- Vacant Ground/Buildings/Under Utilized Land
  - NE corner of 42nd and North Oak: former Bob's IGA.
  - Vicinity of N. Cherry Street at North Oak contains some vacant land and marginal commercial property.
  - 50th Court and North Oak: former Tippins building
  - Southeast quadrant of NE Englewood Road at North Oak has a large vacant lot between the office building and the single family residential area.
  - Some commercial and office uses on North Oak south of I-29 could be renovated
- Locations of Major Investment/Future Expansion
  - Cerner's recent purchase of the former Farmland headquarters site across from Waterworks Park for office uses.
  - Sale of 32 acres of property at northeast quadrant of Vivion and North Oak
- Opportunities for Improved Transportation Services on North Oak
  - Improving traffic flow onto North Oak from the I-29 interchange in partnership with the Missouri Department of Transportation
  - Could improve signalization along North Oak for better traffic flow.
  - Drives could be consolidated, widths of wide drives reduced, and North Oak widened to provide a center turn lane between NW Briarcliff Parkway and Waterworks Park.

APPENDIX A
challenges and opportunities

- Could add traffic calming mechanisms, e.g. bulb-outs at intersections and medians for pedestrian shelter.
- Bicycle traffic could be moved off North Oak and onto N. Cherry Street and connections to North Oak could be provided.
- A Bus Rapid Transit line could travel on North Oak and be supported by major stops or a transit center and associated Park'n'Ride.

HIGHLIGHTING THE ENTRY TO NORTH OAK

- To take advantage of the views of Downtown available from the south one-third of the Corridor

CREATING NON-MOTORIZED CONNECTIONS THROUGHOUT THE PLANNING AREA

- Bicycle/pedestrian connections from Corridor parks and greenways could be linked to safely connect neighborhoods to area uses, services, and recreational opportunities.

CORRIDOR AREA OF INFLUENCE: OPPORTUNITY OF LARGE PARCELS

- Large, mostly undeveloped area south of Russell Road has potential for residential use and open space preservation

CORRIDOR AREA OF INFLUENCE: POTENTIAL FOR RENOVATION WITH ASSISTANCE

- Neighborhoods with code enforcement and housing repair needs, particularly those south of I-29 and east of North Oak

CORRIDOR AREA OF INFLUENCE: PRESENCE OF ORGANIZED NEIGHBORHOODS

- Sunset Hill and Riverview Area
- Briarcliff Area
- Crestview, Russell Manor, Walnut Ridge Estates, and 4046-North Area
- Davidson, Little Village, South Oakwood, and Beverly Manor Area

APPENDIX B
market overview

North Oak

Introduction

As a part of the North Oak Corridor Planning Process, a market study was completed to assess the Corridor's existing office and retail commercial condition in a way that is "grounded in reality" and determines the area's potential for future retail and office development.

Basic Conditions

Information from the ***North Oak Corridor Data Book*** and the marketing study indicate that:

- Market studies help communities understand the dynamics and realities of their office and retail marketplace so that they can better plan, attract, and accommodate the desired mix of targeted commercial, cultural and entertainment uses that best suits them.
- For the most part, the Corridor is completely built out. As a result, most development will be redevelopment, with requisite higher time and cost for land acquisition and/or assembly, demolition, environmental, and potential neighborhood and regulatory constraints.
- Recent announcements involving Cerner's purchase of the Farmland Headquarters building and R.H. Johnson/Hunt Midwest's intention to purchase 30-40 acres the Midwestern Baptist Theological Seminary property at Vivion and North Oak for commercial uses will likely affect the remaining retail market.
- Shallow commercial lots, particularly south of 46th Street, resulting from steep topography and nearby residential development, generally lack the depth required to accommodate new commercial and retail.
- The area lacks a distinctive visual character or identity. The existing mix of commercial and office uses range from strip shopping centers that lack defined parking lots and entries to stand alone structures with clear parking areas. This design could change with investment and guided development.
- Ownership of developable land in the Corridor can vary widely from large organizations or agencies like the City of Kansas City, Missouri; O'Laughlin Investments; and, Midwestern Baptist Theological Seminary that together own approximately 43% of all land area in the area, to individual owners or families.

Market studies *help communities understand the dynamics and realities of their office and retail marketplace so that they can better plan, attract, and accommodate the desired mix of targeted commercial, cultural and entertainment uses that best suits them.*

- Kansas City is thought of as a third tier retail market and the North Oak Corridor within it is aging. In order to make the area more attractive, its niche market must be determined and created in relation to the next retail trend and the characteristics of other, smaller scale niche markets.
- The percentage of "other races" including Asians and Hispanics who live in the Corridor is double that of the Northland as a whole. Stimulating minority business development in the Corridor and promoting multiculturalism could capitalize on this unique population blend.

Market Potential and Trends

REGIONAL OFFICE

- The current state of the office market in Kansas City is one of higher than desirable vacancies (over 20%), steady if slow delivery of new office space, and flat rental rates. These conditions, however, persist in almost every metro area.

OFFICE SPACE AND SUB-MARKETS

- Area commercial brokerage firms track Class A, B, and C office space where:
  - Class A spaces have the most recent construction, highest finishes, and most expensive locations;
  - Class B spaces are modern, though not necessarily new and could be renovated Class C space; and,
  - Class C spaces are the lowest quality spaces available and are typically in buildings that are old but fair condition.
  - Existing Kansas City area office space can be divided into several sub-markets including, but not limited to, Downtown, Johnson County, and the Northland. The Northland sub-market has just 3.4 million square feet of office space despite its geographic scale. Over half of its space is Class B. It also has vastly more Class A than C space. Unfortunately, some 27% of its Class A space is considered vacant (well above the regional average of 19%) while vacancy rates for Class B and C space are relatively low. The B and C markets are presently the Northland's strength.

APPENDIX B
market overview

CORRIDOR OFFICE STRENGTH AND TRENDS

- The Corridor's strength is in Class B and C office spaces which do not command high rents but seem to attract a substantial number of users. As a result, the Corridor is in a position to cater to a small business environment where office buildings can range from 1,600 to 265,000 square feet, averaging approximately 31,000 square feet.
- Corridor projections for the next two years indicate slowly increasing vacancy rates to just less than 15% by mid-year 2007. Brokers in the field are not anticipating significant absorption of existing vacant space along North Oak or additions to the supply.
- If North Oak can be recognized in the regional market as providing good Class B and C space near downtown Kansas City and along Interstate 29 between downtown and KCI Airport, it can likely expand its office development well beyond current supply. This could be lower priced space with fewer amenities but with quality structures meeting architectural standards.

MAJOR RETAIL DEVELOPMENT

- The Corridor's population has increased by 1,000 persons in the last 10 years from just over 6,000 residents to nearly 7,000. However, this increase is not enough to provide a market for significant retail development such as, big box stores like Target requiring at least 100,000 square feet of retail, or junior box stores like Kohl's that need 65,000 square feet of space, in the Corridor alone. The market for Corridor commercial development will depend on the population that exists within up to a 5-mile radius or trade area of the I-29 interchange.

I-29 Interchange One, Three, and Five-Mile Retail Trade Areas

RETAIL SALES AND BUYING POWER

- Within the Corridor's smaller one-mile trade area, the dollars available for retail shopping are much denser because buying power density increases when the size of the trade area decreases. Actual retail sales indicate that stores close to the North Oak Corridor attract many shoppers from outside the Corridor. The excess in sales over buying power is likely due to the retailing concentration at the I-29 interchange, which offers large scale, regional level, retail commercial services.
- The excess in sales over buying power is reversed to some degree within the three mile radius, which indicates that theoretically, more stores could be built in this area to absorb the excess and thereby accommodate demand closer to home.
- Within five miles of the North Oak Corridor there is an excess of some $405.9 million per year in sales over buying power. This area clearly has substantial shopping concentrations that attract customers from beyond the five mile radius as well as from within in the Corridor itself.

SATISFYING UNMET PURCHASING POWER

- If the Corridor could satisfy some of the described unmet purchasing power, it is estimated that it could build as much as 240,000 square feet of retail space, plus a couple of gas stations. Half of this could be in general merchandise stores but most of the other half might readily be addressed in a series of smaller establishments.
- Because Hunt Midwest's proposed commercial retail development of 30-40 acres near the I-29 interchange will likely consume the available 240,000 square feet of retail space in the Corridor, the development of smaller, unique – even multicultural – market-niche retail commercial services at designated mixed use centers, could draw on the customer-base attracted to the interchange and bring shoppers into recommended shopping areas located to south of the interchange.

RETAIL TRENDS

- Past retail trends have been toward the development of larger scale commercial uses. Today these uses are moving from location to location, as opportunities become available. At the same time retail design trends are also changing to include lifestyle centers or new urban retail centers like the Zona Rosa.
- Though the ultimate retail trend has yet to be determined, it is likely that the North Oak Corridor could respond to it in whole or in part by emphasizing its niche market, strategically targeting unique redevelopment projects at two specific locations along N. Oak at Vivion Road and N. Cherry Street, and reinvesting in adjacent neighborhoods.

APPENDIX C
glossary of terms

This Glossary is a list of terms referenced in the North Oak Corridor Land Use and Development Plan, and their meanings.

Activity Centers – Areas of the city with a concentration of attractions and activities, which may include any combination of offices, manufacturing facilities, retail stores, residences, institutions, entertainment and recreation. Also referred to as "Hubs."

Arterial Street – Roadway designed for large traffic volumes and moderate- to high-speed travel, providing access through and around cities and regions and/or linking major activity centers within the city. Arterials are classified as primary or secondary according to the volume of traffic conveyed. See "Primary Arterial" and "Secondary Arterial."

Capital Improvements – A permanent addition to the city's physical assets including structures, infrastructure (sewer and water lines, streets), and other facilities, e.g., parks and playgrounds. May include new construction, reconstruction or renovation that extends the useful life. The cost of land acquisition, design, construction, renovation, demolition, and equipment are all included when calculating capital expenditures.

City – The government of the City of Kansas City, Missouri. Includes any of the various boards, agencies, commissions, and official bodies.

City Plan Commission – An eight-member commission appointed by the Mayor to oversee the planning and development of the city. The Commission's role and function is to make recommendations to the City Council planning and zoning matters. On rezoning cases, subdivisions, area or neighborhood plans, and most planning activities, the Commission must hold public hearings and submit a recommendation to the City Council on development cases.

Community Development Block Grant (CDBG) – A Federal funding program that provides annual funding to eligible local governments for housing, community revitalization, development programs and social services, particularly in low- and moderate- income areas.

Community Development Corporations (CDCs) – Not-for-profit development organizations established to redevelop and revitalize housing and commerce that provide services in a particular area of the city.

Community Improvement District (CID) – A district established to allow private parties, by vote of a majority of property owners within the district, to assess a special tax on themselves for improvements and services that benefit the entire community.

Community Policing – Program linking police with neighborhoods and social service agencies in an effort to increase positive and preventive citizen-police contact and interaction, reduce crime and increase visibility and service.

Compact Development – Pattern of development in which structures and uses are located in close proximity to one another. In areas of the city that are developing, compact development refers to development that is contiguous or adjacent to existing development. See "Contiguous Development."

Conservation Areas or Neighborhoods – One of four neighborhood types developed in the ***FOCUS Kansas City Plan***. This term describes neighborhoods that contain any age and type of development that is in good condition and of good quality with a strong market. The actions needed are to keep these areas stable, and to predict and address any emerging negative trends in order to avoid potential problems.

Density – Term used to describe the amount or intensity of development on a tract of land. Density is generally measured in two ways: as the ratio of housing units to total land area (e.g., dwelling units per acre) or as the ratio of total building floor area to total land area or Floor Area Ratio (FAR) (e.g., a FAR of 2:1 indicates that the total square feet of building area is twice the total square feet of land area).

Design Guidelines – A set of policy statements used to direct or guide the external features of a development, as well as the relationships within the development site and between the development and adjacent uses, in order to promote quality places.

Development Pattern – Configuration or organization of the built environment.

Down Zoning – Rezoning of a property to a lower density or intensity, i.e. from a commercial to a residential, or from a multifamily to a single-family zoning district.

Economic Development Corporation of KC (EDC) – Appointed by the Mayor to oversee pursuit of new employment and the growth of the economic base of Kansas City.

FOCUS – "Forging Our Comprehensive Urban Strategy" or ***FOCUS***, is the name of Kansas City, Missouri Strategic and Comprehensive Plan.

Gateway – Major point of arrival into the city, or a particular part of the city, such as a neighborhood or business district. A Gateway can either mark the physical entrance to the area, or it can mark the location where most people would feel they have entered an area, such as the first point along a major roadway where a person can see the downtown skyline of Kansas City.

APPENDIX C
glossary of terms

Greenspace – Land not available for construction and designated for conservation, preservation, recreation or landscaping.

Identity – The distinguishing character or elements of a place, neighborhood, commercial area or any other part of the city. See also "Sense of Place."

Incentive – Inducement provided by government to encourage development of a certain type or in a certain area. Examples include tax abatement, tax reduction, power to condemn and acquire property, density bonuses, etc. The term "highest incentive" is used in the ***FOCUS Kansas City Plan*** to indicate the most significant incentives, to be offered businesses or developers who meet a specific list of criteria.

Infill Development – Development of vacant or underutilized properties within predominantly built up neighborhoods and commercial areas.

Infrastructure – The basic facilities and equipment necessary for the effective functioning of a city, such as the means of providing water service, sewage disposal, telephone service, electric and gas connections, and the street network.

Kansas City Area Transportation Authority (KCATA) – Metropolitan organization in the Kansas City area responsible for providing public transportation.

Land Use – A description and classification of how land is occupied or utilized, e.g., residential, office, parks, industrial, commercial, etc.

Land Use Regulations – Ordinances and resolutions which govern and direct development of land in a city. Examples include Zoning and Subdivision Regulations.

Low Density Housing – Generally one to three story single-family and duplex housing, with no more than 14 dwelling units allowed on one acre of land.

Maintenance – On-going expenditures to preserve and extend the life of existing facilities.

Major Street Plan – Official public document outlining the network of existing and proposed freeways, interstate highways, expressways, primary and secondary arterials, parkways and boulevards required to support the current and future development of Kansas City. The first Major Street Plan was adopted by the City Council in 1971. The current Plan was adopted by the City Council in 1996.

Metropolitan (Metro) Area – The five-county metropolitan area used by the City Planning and Development Department to define and describe greater Kansas City in FOCUS background reports. The counties included are: Jackson, Clay and Platte in Missouri and Johnson and Wyandotte in Kansas.

Mixed Use – A land use type which recognizes that many land uses and activities are compatible and can be co-mingled to promote physical development at a human scale. Mixed use allows the integration of commercial, retail, office, medium to high density housing, and some light industrial land uses. These various land uses can be integrated either horizontally or vertically in a single building or structure, or on a parcel or parcels of land.

Mixed Use Center – A node of development and activity that provides a focal point for the surrounding area. This node incorporates mixed uses such as commercial, office, residential, and community serving facilities. The transportation/circulation system in a mixed use center is designed to accommodate a variety of modes, including pedestrian, transit, bicycle and the automobile. Mixed use centers are divided according to function and scale into regional, community and Neighborhood Centers.

Mixed Use Center - Neighborhood – A type of mixed use center designed to serve adjacent neighborhoods which provides services such as a grocery store, pharmacies, small to medium size office spaces, banks, low to medium density housing and other low-rise office buildings.

Mixed Use Center - Small Neighborhood – A type of mixed use center designed to serve a neighborhood and which provides small scale services, such as an ice cream parlor, coffee shop, small sit-down restaurant, a hair salon and other small businesses. These centers are located close to low density housing areas.

Multi-Modal Transportation – A transportation system using a variety of travel modes to transport people and goods. Components of this system include vehicular roadways, transit (bus, rail), bikeways, pedestrian paths (sidewalks), freight railways and airplanes.

Neighborhood Assessment – A process for neighborhoods to identify priorities and improvement strategies according to their neighborhood type. The four neighborhood types, as defined in the Neighborhood Prototypes Plan, are conservation, stabilization, redevelopment, and developing.

Neighborhood Improvement District – A district established to allow private parties, by vote of a majority of landowners within the district, to assess a special tax on themselves for improvements and services that benefit the entire community.

APPENDIX C

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Nodal Development – Pattern of development in which the most intense uses are located at the intersection of major streets, roadways and transit corridors and also in areas surrounding a transit station or transit stop. See also "Activity Centers."

Open Zoning District – Zoning districts which do not require the review and approval of development plans by the Planning and Development Department prior to obtaining a building permit. See also "Planned Zoning District."

Parks and Boulevard Plan – Plan prepared by the Department of Parks, Recreation and Boulevards addressing the city's needs and priorities for new parks, community centers, recreation areas, parkways and boulevards. The current plan was adopted in 1993.

Pedestrian-Oriented Development – Development which provides facilities for walking and encourages pedestrian use, designed to make movement on foot attractive and comfortable and to reduce the dependence on motorized vehicles for short trips.

Planned Zoning District – Zoning designations that allow development as specifically depicted on plans approved as part of the zoning process. Development in areas requiring planned zoning is subject to additional criteria and regulations specific to the district, and review and approval by the City Planning and Development Department.

Policy Statements – Specific directives outlined in the FOCUS Policy Plan that indicate criteria for making decisions as well as priorities and issues of importance for the city.

Property Maintenance Code – Part of the city's Code of General Ordinances that set standards for the maintenance and rehabilitation of properties to ensure public health, safety and welfare and to upgrade neighborhoods.

Public Housing – Housing for persons with incomes generally below 50% of the median income level which are owned by the local public housing authority.

Public Improvement Advisory Committee (PIAC) – The 13-member committee appointed by City Council to advise on capital expenditures. The Mayor appoints the chair and each councilperson appoints one member.

Rezoning – Process by which the authorized uses of a property are changed or modified. The City Council, upon recommendation from the City Plan Commission, is authorized to change the zoning of any property within the city as long as the action is justified by public necessity, convenience or general welfare.

Sense of Place – The sum of attributes of a locality, neighborhood or property that give it a unique and distinctive character.

Signage – Display boards or surfaces used for directions, identification, instructions, or advertising; usually consists of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

Special Business District (SBD) – District created following a petition by one or more property owners and extensive review by City staff and the City Council. It is managed by a District Board which may assess or tax the district for public improvements or services, if approved by a majority of property owners in an election.

Streetscape –The environment along a street in an urbanized area. Streetscape elements include the roadway, including medians and associated landscaping, fountains, sculptures, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signage, benches, trash containers, newspaper and other vending machines, bus shelters and other features within the area of the right-of-way.

Strip Commercial Development – Development pattern that consists of long stretches of uninterrupted commercial development. This type of development pattern is generally oriented to shoppers in automobiles and is not friendly to pedestrian usage.

Subdivision – Land, vacant or improved, which is divided or proposed to be divided into two or more lots, parcels, sites, units, plots or interests for the purpose of offer, sale, lease or development.

Sustainability – An approach to design, development and management of community, which does not compromise the environment or the ability of future generations.

Tax Incentives – Tools and mechanisms that convey one or several financial advantages to a particular employer, developer, or homeowner for a specific period of time. Incentive programs include Tax Increment Financing and Tax Abatement, the forgiving of a portion or all taxes due.

Tax Increment Financing (TIF) –A state legislated incentive mechanism whereby certain redevelopment project expenses are financed by Payments in Lieu of Taxes (PILOTS) and a portion of Economic Activity Taxes (EATS) resulting from the redevelopment project. PILOTS are equal

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to the tax revenue that would accrue from the increase in assessed property valuation in the project area. EATS are composed of taxes generated by economic activities within the project area, including sales taxes, utility taxes, earnings taxes, and others. The project must be located in a blighted area, a conservation area, or an economic development area, and it must be determined that without TIF assistance, redevelopment would not occur. A TIF plan must comply with the general development plan of the municipality.

Transit – Term used in reference to public transportation, including buses, light rail, commuter rail, and others.

Transit Corridor – Corridor which is served by public transit and which supports the development pattern of the surrounding areas. Development along transit corridors is generally pedestrian friendly. Higher development densities are generally allowed at the intersection of transit corridors or at transit stops.

Transit-Oriented Development – Development and land uses which support and encourage public transportation. Buildings may provide minimum areas for parking; ancillary support uses for transit, such as a waiting area or ticket purchase station; pedestrian friendly streetscape and street furniture; and multiple uses within a building.

Transportation Modes – Term used in reference to the various mechanisms that move people or goods. Transportation modes include automobiles, bicycles, transit, rail, barges, airplanes, pedestrian and others.

Urban Core - Area of dense development and activity in Kansas City, Missouri. The area generally from the Missouri River on the north, 75th Street on the South, the Kansas - Missouri state line on the west and the Blue River on the east.

Zoning – Mechanism through which cities regulate the location, size and use of properties and buildings. These regulations are designed to promote the health, safety, morals or general welfare of the community; to lessen congestion in streets; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements.

Zoning Ordinance – Chapter 80 of Kansas City's Code of Ordinances implementing zoning as a tool for regulating land use.