

## IV. PREFERRED FRAMEWORK PLAN

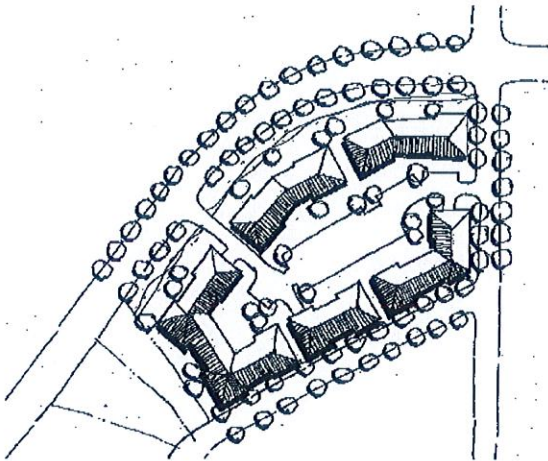
### A. CHARACTERISTICS

Those characteristics that were most favored by the Client team, DAC and general public; coupled with the market study, were consolidated to create the Preferred Framework Plan presented here.

The preferred characteristics include:

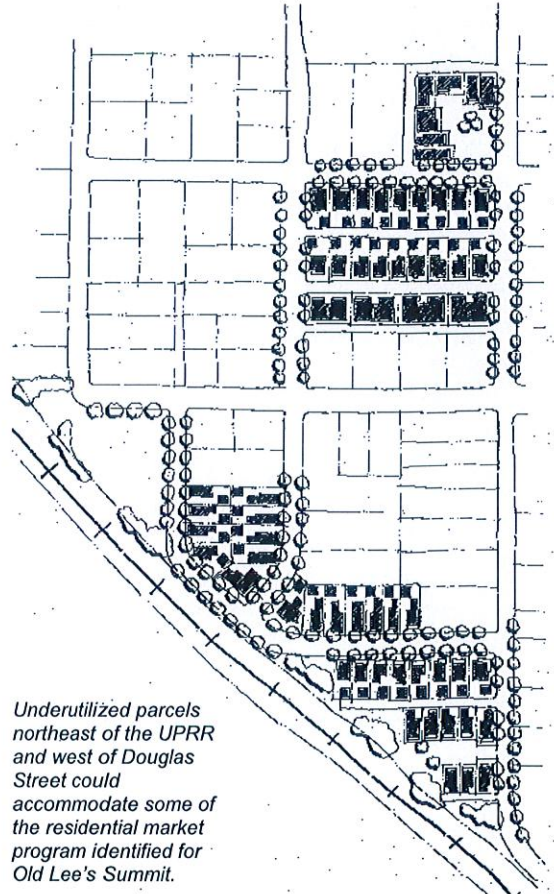
#### *Old Lee's Summit*

- Potential market absorption of:
  - 30,000-40,000 sq. ft. of retail space through 2020
  - 30,000-40,000 sq. ft. of office space through 2020
  - 150-300 dwelling units (DU) through 2020
  - 50-80 hotel rooms through 2020
- Put the UPRR in a trench beginning north of U.S. 50 Highway and continuing to south of Chipman Road.
- Create a north/south greenway with a multi-use trail paralleling the east side of the UPRR tracks connecting with the Chipman Road multi-use trail currently under construction and eventually connecting into the City-wide proposed greenway system.



The current City-owned site at 2<sup>nd</sup> and Independence is an ideal place to accommodate a portion of the higher density residential market program identified.

- Increase the housing stock to include rental and for-sale multi-family, medium- to high- density single family and townhouse units, and entry level product where infill opportunities or underutilized lands exist. Senior housing built in the Old Lee's Summit area should be within walking distance of the Downtown Core.
- Create market-driven development along the perimeter traffic corridor.
- Create an overlay zone for development along the perimeter traffic corridor to ensure development that supports the vision statement.
- Provide better wayfinding for regional visitors from the regional roadway system into the Downtown Core.
- Sign the regional gateway from the east (291 to the Downtown Core) at both 2<sup>nd</sup> and 3<sup>rd</sup> Streets.
- The existing auto dealerships at U.S. 50



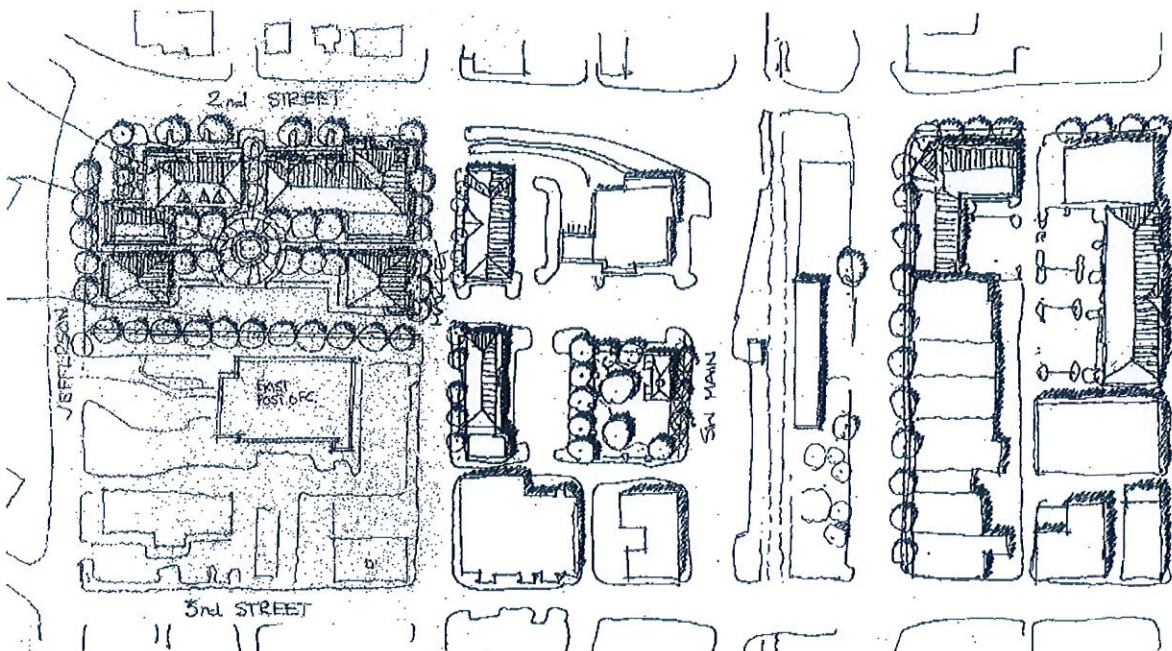
Underutilized parcels northeast of the UPRR and west of Douglas Street could accommodate some of the residential market program identified for Old Lee's Summit.

- Highway and Chipman Road, in conjunction with the reconstruction of the U.S. 50 Highway/Chipman Road interchange, would become market-driven, gateway, mixed-use sites with retail, office, hotel, and multi-family residential land uses.
- Improve neighborhood streets from the currently rural section to an urban section where improvements address traffic or stormwater concerns.
- Create a new road from Main/O'Brien Streets north adjacent to the UPRR and then connecting west to Donovan Road to allow for subdivision and infill of additional residential units within the primary study area.
- Maintain key entry corridors as residential in character:
  - 3<sup>rd</sup> Street to the east
  - 3<sup>rd</sup> Street to the west between SW Noel Street and the Downtown Core boundary of Jefferson Street
  - Douglas Street to the north from Chipman Road south to the Downtown Core boundary of 2<sup>nd</sup> Street.

- Establish key historic districts associated with the gateway corridors and downtown core as historic/special districts, as identified in the Cultural Resources Survey (completed in September 2002).
- Maintain and improve parks as gateway elements and recreational uses for Old Lee's Summit.
- Create new green space in conjunction with new residential development.

**Downtown Core**

- Potential market absorption of:
  - 70,000-110,000 sq. ft. of retail space through 2020
  - 70,000-110,000 sq. ft. of office space through 2020
  - 300-450 DU through 2020
  - 10-15 hotel rooms through 2020



As illustrated above, infill opportunities around the existing Post Office, the Old Post Office Building, and on the block bounded by SE Main, Douglas, 2<sup>nd</sup> and 3<sup>rd</sup> Streets provide locations for market absorption and will complete the urban fabric of downtown.