
# #2.0 PLAN FRAMEWORK

# Plan Framework Overview

The Plan Framework takes the vision, goals and objectives established by the Ignite Strategic Plan and creates a long-term framework for strategic growth and change with policies and outcome measures to track progress and adapt if needed.

1. **Preservation and Managing Growth and Change** identifies specific areas across Lee's Summit where shaping the future is about green space preservation (i.e. parks/open space) or a three-pronged approach to change: places to strengthen (i.e. Downtown), places to enhance (i.e. traditional suburban neighborhoods), and places to transform (i.e. declining strip retail centers and areas).
2. **Definition of Character Areas, Land Uses & Activity Centers** builds on the construct of preservation and managing change for community benefit, as the foundation for creating the Land Use Plan as an essential requirement. At a high level, the Plan organizes the City based on a range of traditional land use categories. Focusing on these categories with guiding input from the fiscal impact analysis, varying land use clusters throughout the community are then identified as larger character areas that form Activity Centers for future growth-- or the areas where most of the future growth in Lee's Summit can be anticipated.
3. **Establishing A Planning Framework** that builds on this character-based foundation by providing specific detailed goals and strategies for implementing the Guiding Principles and Design Principles to shape the City's future in ways that are targeted to enable preservation, strengthening, enhancement and transformation. Prioritizing neighborhood character, as the basis for determining land use, guides more specific aspects of community development such as site design, public realm, building form & massing, and quality architecture. It establishes the notions of land use and density as tools for achieving the right range and variety of character areas necessary to support community growth.

# 2.0 PLAN FRAMEWORK

## 2.1 VISION, MISSION, VALUES

The vision, goals and values were developed during the Ignite Strategic Plan process. To maintain alignment between both plans, these were used to frame the issues to be addressed, the desired outcomes and the approach.

### Community Vision

A vibrant community ensuring the finest quality of life for all generations.

### City Organizational Mission

To enrich lives in our community through collaboration, creativity and commitment.

### City Organizational Core Values

Stewardship, Integrity, Service Excellence

## 2.2 GOALS

The community established goals during the Ignite Strategic Plan. These statements were evaluated based upon what would make Lee's Summit "a vibrant community ensuring the finest quality of life for all generations" in 2040.

**Quality of Life**

- Create a community that celebrates, welcomes, and supports cultural and recreation amenities.
- Support a healthy, happy community by improving healthy lifestyle choices and opportunities.
- Enhance current educational opportunities and plan for future educational opportunities that support the City's economic development.

**Strong Neighborhoods & Housing Choice**

- Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community.
- Create and maintain a variety of housing options, styles, and price ranges.

**Resilient Economy**

- Build an adaptable framework for continued growth in a changing environment.

**Multimodal Transportation**

- Provide safe, convenient, and accessible travel options in the parts of the City where a more balanced system is key to a high quality of life.
- Use and enhance existing approaches in the rest of the City outside of Activity Centers and Connecting Corridors.
- Lee's Summit's transportation networks, for any mode or technology, will be connected, complete, resilient and adaptable to the future.

**Facilities & Infrastructure**

- Sustain and enhance City services and facilities to protect a high quality of life.
- Plan and build City services and infrastructure to promote quality growth and resiliency.
- Increase disaster resiliency.

**Sustainable Environment**

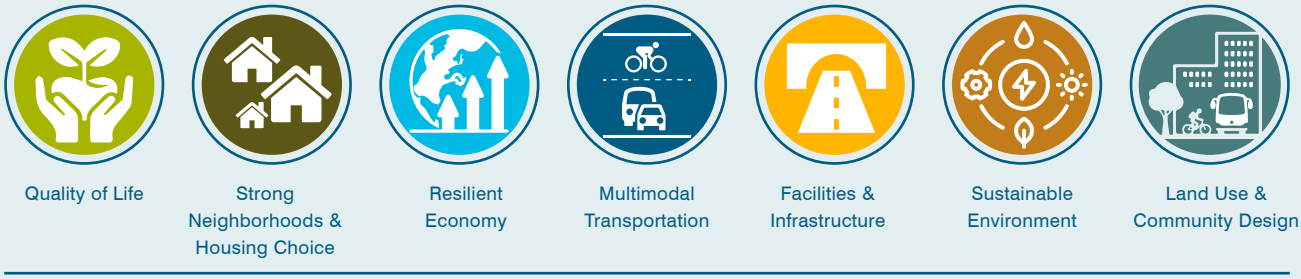
- Appreciate, protect, and enhance the natural environment to meet the community's needs today without compromising the ability of future generations to live and prosper.

**Land Use & Community Design**

- Promote sustainable land use to meet the needs of the future.

# 2.3 ELEMENTS

To continue to ignite "a vibrant community ensuring the finest quality of life for all generations" over the next 20 years, Lee's Summit organized around seven (7) key elements of the desired community described in the vision.





Quality of Life

## Quality of Life

### Community Health and Well-Being

- Support a healthy, happy community by improving healthy lifestyle choices and opportuniti
- Healthy communities enable all people to live the healthiest life possible. Lee's Summit offers access to healthy food, quality schools, stable housing, good jobs with fair pay, and safe places to exercise and play. Lee's Summit has a unique spirit of community and culture of caring. Physical and mental health and safety for all are a priority.
- The community supports a safe, healthy community for all.

### Cultural and Recreational Amenities

- Create a community that celebrates, welcomes, and supports cultural and recreation amenities.
- Parks, recreation, historical, and cultural resources are critical to achieving the finest quality of life and a safe, fun, and healthy environment. To maintain a high quality of life for our residents, we must continue to invest in exceptional services and amenities to ensure the finest quality of life for all generations.
- The community supports the preservation of historic resources and expansion of recreational services, amenities, and cultural resources needed to maintain a high quality of life into the year 2040.

Access to excellent schools and the opportunity to live in attractive neighborhoods will continue to drive Lee's Summit's growth.

### Collaborative Relations with Education Partners

**Enhance and plan for educational opportunities to support economic development**

- Lee's Summit community collaborates with educational partners to create positive lifelong learning environments that benefit the community as a whole. The focus is on preparing people with the skills and mindsets to thrive and contribute to the community. Families, community groups, businesses, the City, and the educational institutions work together to support lifelong learning, help people achieve more, and strengthen our workforce economic development potential.
- The community supports strengthening lifelong learning environments to benefit the entire community.

Strong Neighborhoods & Housing Choice

## Strong Neighborhoods & Housing Choice

**Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community.**

- Housing access, affordability, and diversity across our growing population will be crucial for our community to be resilient in the future. Strong neighborhoods and diverse housing choices attract new residents and provide attainable housing options for families, young professionals, hourly workers, empty nesters, and people

with different abilities from all generations, cultures, and backgrounds.

- By creating and maintaining a variety of housing options, styles, and price ranges, we can cultivate dynamic and inclusive neighborhoods with opportunities for shopping and support services nearby, as well as convenient public facilities such as quality roads, pedestrian connections, parks, and schools.
- The community supports:
- neighborhoods are friendly, welcoming, and community-minded • existing housing is preserved and protected
- neighborhood character is charming yet elevated
- aging in place is encouraged and promoted
- affordable and diversified housing is supported

Resilient Economy

## Resilient Economy

**Build an adaptable economic framework for continued growth in a changing environment.**

- Economic resilience is the ability to foresee, adapt to, and leverage changing conditions to our community's advantage.

We are ready for downturns in the economy and external impacts such as natural or man-made disasters, closures of a major regional employer, changing climate, etc.

- The community supports strategies to build long-term economic prosperity and resiliency.

Multimodal Transportation

## Multimodal Transportation

**Provide a safe, more connected and convenient transportation system for all modes of travel, all ages, and abilities.**

- The transportation system of the future can increase consistency in travel times and improve the experience of traveling within Lee's Summit.
- The community supports a multimodal transportation system that accommodates all modes or ways people travel. Motorists, bicyclists, pedestrians, scooter users, or transit riders can safely and conveniently use the transportation system regardless of age or ability.

Facilities & Infrastructure

## Facilities & Infrastructure

### Sustain and enhance public facilities and infrastructure to protect the finest quality of life.

- The past decades brought tremendous growth to Lee's Summit. While growth continues to create new opportunities, facility and infrastructure planning means future generations are not financially burdened and can experience the finest quality of life. Convenient, reliable, efficient, and resilient public facilities and infrastructure allow for a community's ability to grow and prosper sustainably. To continue providing the high quality of services our supports strategies to make our facilities and infrastructure more resilient such as creating smart, innovative infrastructure that is safe, secure, sustainable, and can recover quickly from disruption and accommodate future growth.

Sustainable Environment

## Sustainable Environment

### Appreciate, protect, and enhance the natural environment to meet the community's needs today without compromising the ability of future generations to live and prosper.

- Community sustainability aims to meet the needs of the present without compromising the ability of future generations to live and prosper. Climate trends suggest that in the next 50 years, our region will experience increased precipitation, hotter summers, and more severe weather events. Such change can damage infrastructure, disrupt services, drain resources, and impact a City's ability to respond to emergencies. Economic, environmental, and social issues are interrelated, and the needs of all must be balanced. The community will discuss what efforts can be taken to ensure sustainability and resiliency through the City's ability to respond, adapt, and thrive in the face of environmental, social, and economic changes.
- Lee's Summit benefits from amble natural resources. The community supports enhancing and protecting the natural environment. Over the next 20 years, strategies to use energy, water, and natural resources more thoughtfully and efficiently are important so that future generations can enjoy clean air, water, and natural resources.

Land Use & Community Design

## Land Use & Community Design

**Enhance the natural and built environment to create places that strengthen Lee's Summit's strong sense of community and quality image.**

- The community supports:
- Land use and community design strategies to create the community's desired image.
- Land use and community design policies that best balance the need for growth with the protection of the environment, enhancing community assets, image and design.

# 2.4 BIG IDEAS & GAME CHANGERS

## FIVE Big Ideas Fuel the Future

### BIG IDEA #1

**Preserve natural resources, open space, recreational, cultural and historic resources.**


### BIG IDEA #2

**Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community.**

## BIG IDEA #3

**Concentrate multi-family & commercial development in five special & unique Activity Centers.**


## BIG IDEA #4

**Grow the tax base and good paying jobs.**


## BIG IDEA #5

**Sustain and enhance City services, public facilities and infrastructure to protect a high quality of life.**

## 2.5 Sustainable Land Use Framework

**LAND USE GOAL:** Promote sustainable land use that meets the needs of the future, with an objective to plan for purposeful growth, revitalization, and redevelopment.

**FRAMEWORK PURPOSE:** Preservation and managing change for community benefit, is the foundation for the Sustainable Land Use Framework. It guides land use recommendations for community benefit. The framework identifies the approach to development and redevelopment. Maps illustrate the varied approach to support the finest quality of life into 2040. The Sustainable Land Use Framework establishes targeted outcomes to measure progress against.

**PRESERVE-ENHANCE-STRENGTHEN-TRANFORM:** The over-arching approach to land use falls within four categories of action to manage change. Icons are used throughout the land use framework to reinforce how specific actions support one or more of the high-level categories.

## PRESERVE

**PRESERVE Lee's Summit's high value resources for enjoyment by future generations.**

The purpose of the preserve approach is to provide a green and historic framework that defines the City's character and quality. Preserve is a set of strategies to protect and restore parks, open space, natural wooded areas, streams, lakes and rivers. Preserve also identifies valued historic and cultural landmarks and resources. Carefully manage change to enhance the setting and protect the quality, access and management of these areas. Where feasible, the City should acquire environmentally sensitive lands and cultural sites and preserve and reuse historic buildings as an opportunity to enhance quality of life. The overall character of the land will not change from today in these areas.

**INCLUDES:**

- Parks & Open Space
- Natural Wooded Areas
- Streams, Lakes & Rivers
- Historic Places
- Cultural Resources

**Amount of Change**

Character

Density

Uses

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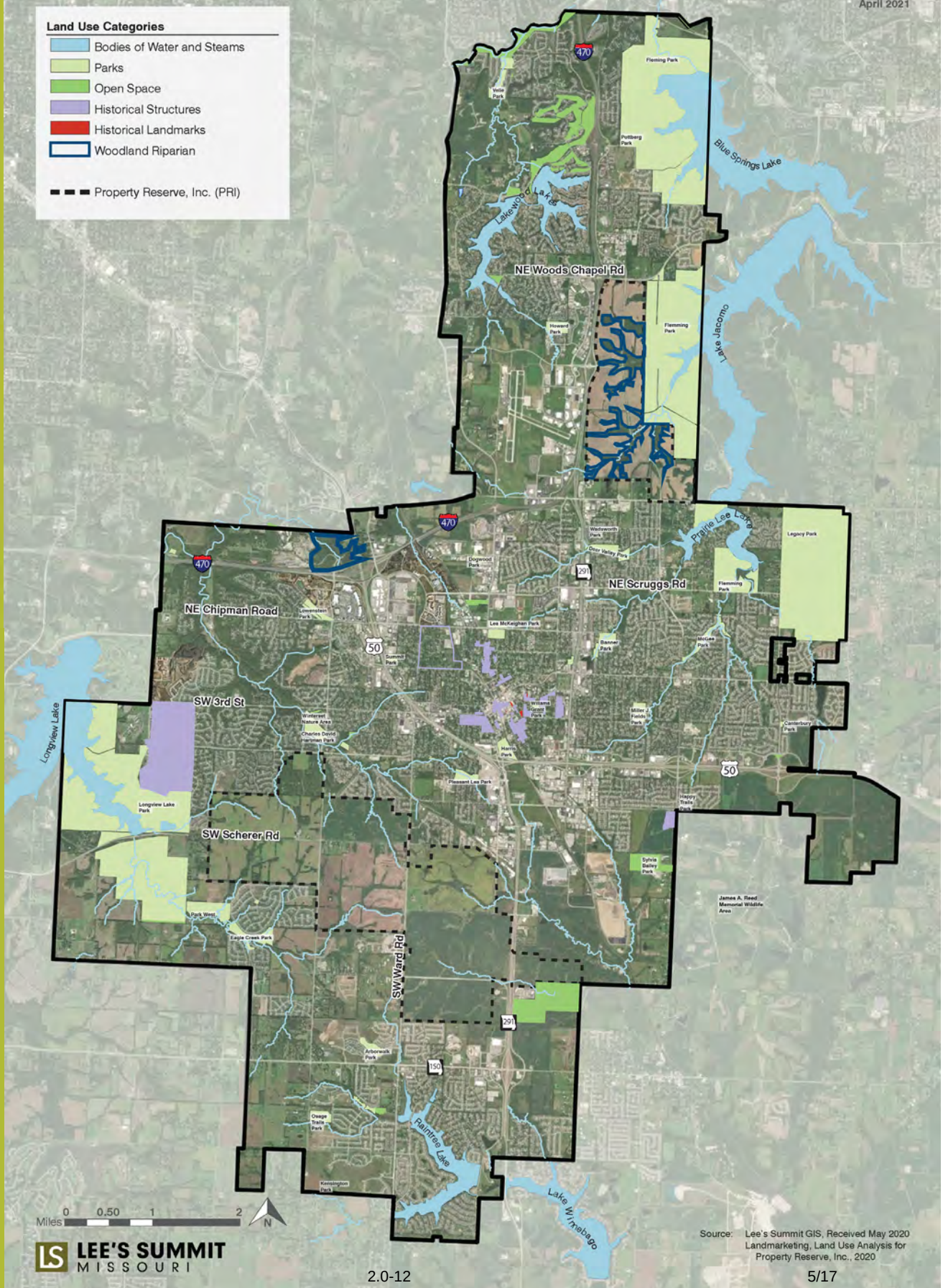
# Preserve

April 2021

**Land Use Categories**

- Bodies of Water and Steams
- Parks
- Open Space
- Historical Structures
- Historical Landmarks
- Woodland Riparian
- Property Reserve, Inc. (PRI)




Source: Lee's Summit GIS, Received May 2020
Landmarketing, Land Use Analysis for Property Reserve, Inc., 2020

LEE'S SUMMIT MISSOURI

## ENHANCE

**ENHANCE existing single-family neighborhoods with public infrastructure investment, connectivity improvements and flexibility to keep the character but meet changes in market demand over the next 20 years.**

Enhance existing community strengths. Lee's Summit's single-family neighborhoods are the community's foundation. To continue to make them attractive and fit the needs of the future market, investment and flexibility is needed. The overall character of the single-family neighborhoods will not change. They will continue to be single-family but enhanced with public infrastructure investment, connectivity improvements and some flexibility to meet changes in market demands over the next 20 years.

**INCLUDES:**

Existing Residential Neighborhoods

**Amount of Change**

Character

Density

Uses

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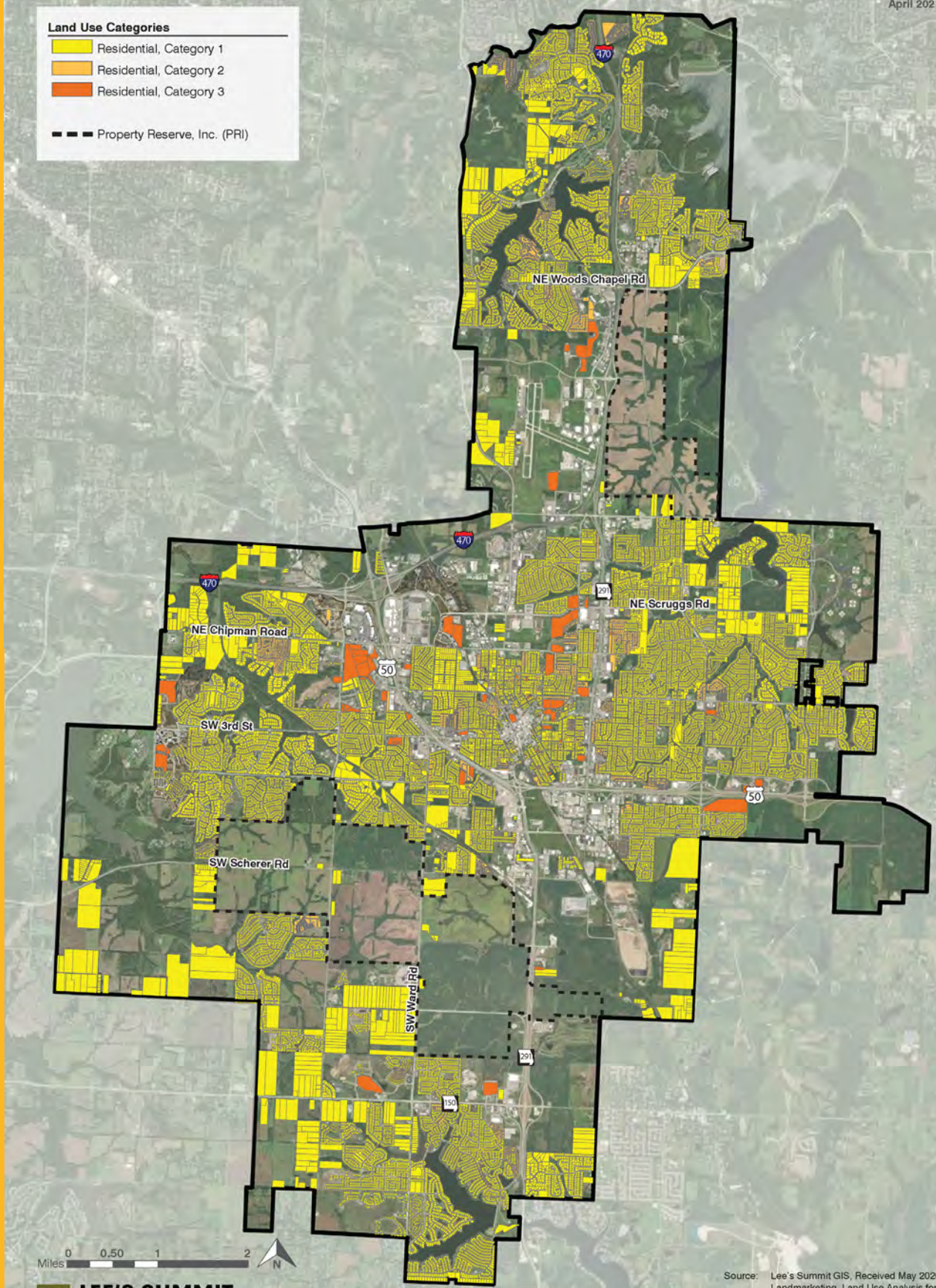
# Enhance

April 2021

**Land Use Categories**

- Residential, Category 1
- Residential, Category 2
- Residential, Category 3
- Property Reserve, Inc. (PRI)




Source: Lee's Summit GIS, Received May 2020
Landmarketing, Land Use Analysis for Property Reserve, Inc., 2020

LEE'S SUMMIT MISSOURI

## STRENGTHEN

**STRENGTHEN access, appearance, activity, connectivity and resiliency of community anchors and Downtown.**

Strengthen our long-standing, most important community assets. These assets include community anchors and the heart of the community - our Downtown. We will implement strategies to improve access and make them more resilient into the future. The character of these areas will not change, they will be fortified to survive and thrive into the future.

**INCLUDES:**

- Downtown Lee's Summit
- Existing Commercial Nodes
- Existing Neighborhood Centers
- Lee's Summit Municipal Airport
- Industrial
- Community Anchors
- Civic Facilities
- Emergency Service Facilities
- Primary/Secondary Education Facilities

**Amount of Change**

Character

Density

Uses

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# Strengthen

April 2021

**Land Use Categories**

- Commercial
- Office
- Mixed Use
- Industrial
- Civic
- Airport
- Infrastructure
- Property Reserve, Inc. (PRI)

NE Woods Chapel Rd
NE Chipman Road
NE Scruggs Rd
SW 3rd St
SW Scherer Rd
SW Pryor Rd
470
291
50
150

Miles 0 0.50 1 2

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LEE'S SUMMIT MISSOURI

Source: Lee's Summit GIS, Received May 2020
Landmarketing, Land Use Analysis for Property Reserve, Inc., 2020

## TRANSFORM

TRANSFORM and revitalize areas of the community using public improvements, incentives and community partnerships to make them more resilient and adaptive to future change.

Transform the character, use and density of prioritized undeveloped areas and areas targeted for revitalization. These are areas of the community with the greatest opportunity or need for attention and effot to be resilient into the future. Public improvements, private incentives and community effort will focus on areas for revitalization, transformation and new construction activity.

**INCLUDES:**

- Activity Centers
- Major Corridors
- New Commercial Nodes
- Existing Strip Commercial
- New Neighborhood Centers
- New Residential

**Amount of Change**

- Character
- Density
- Uses

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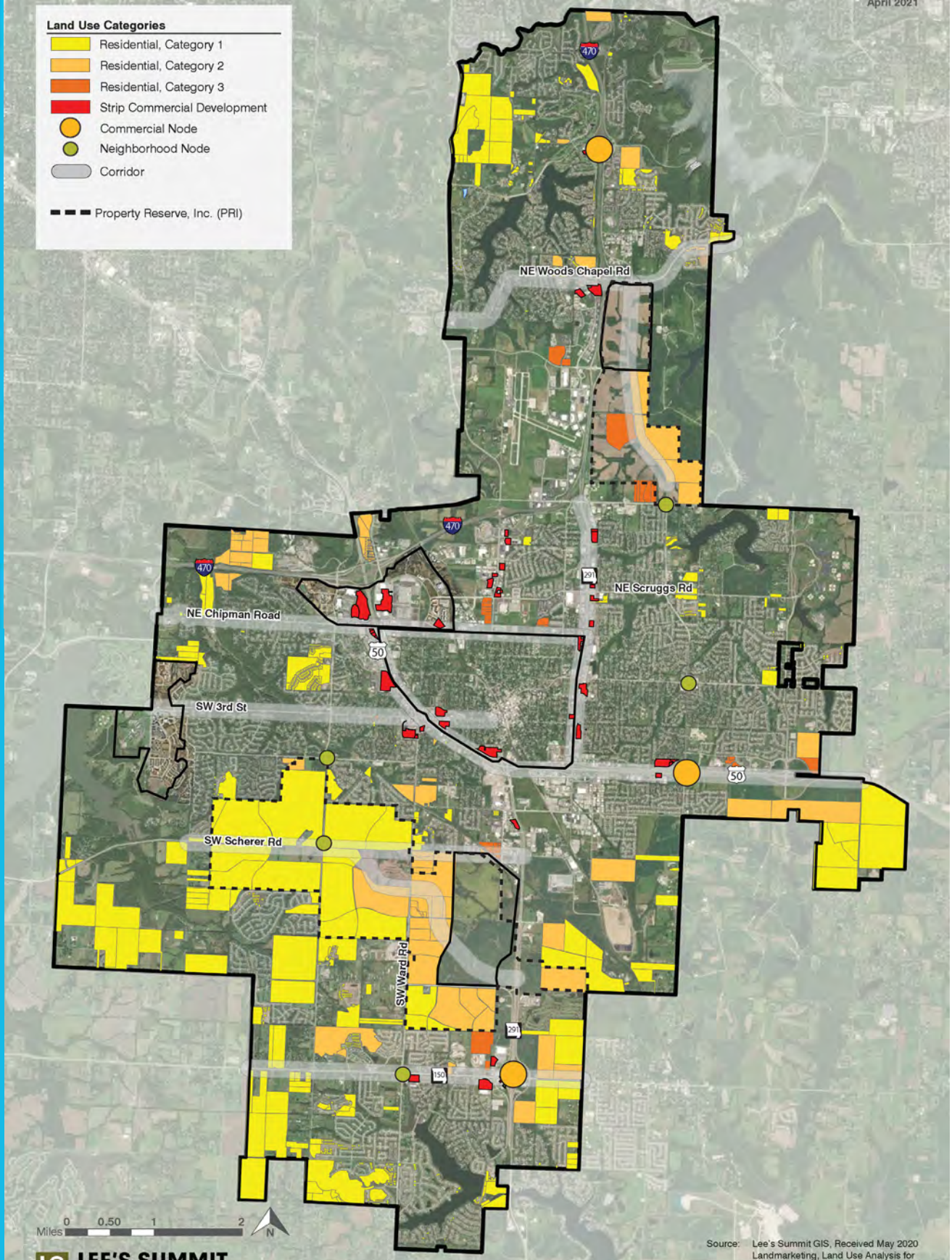
# Transform

April 2021

**Land Use Categories**

- Residential, Category 1
- Residential, Category 2
- Residential, Category 3
- Strip Commercial Development
- Commercial Node
- Neighborhood Node
- Corridor
- Property Reserve, Inc. (PRI)




Source: Lee's Summit GIS, Received May 2020
Landmarketing, Land Use Analysis for Property Reserve, Inc., 2020

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# 2.6 Future Land Use Plan

The Future Land Use Plan is bold and future-forward. Community participants armed with strategic foresight crafted the long-term vision for a more diverse development portfolio that is forward-thinking, focused on economic development, mindful of supporting infrastructure, focused on maintaining quality-of-life, and aimed to be financially sustainable.

### Future Land Use Categories & Map

The Future Land Use Plan is not a legal mandate but rather a general guide for evaluating development proposals and decisions. The Future Land Use Plan is a combination of a future land use map, and a land use classification scheme. The Future Land Use Plan suggests an ideal land use pattern but does not provide exact boundaries of specified uses. It intended as a guide only to convey the relationships among recommended land use types and between land uses and public infrastructure.

The Future Land Use Map suggests desirable uses for the future when development occurs. It recognizes the existing land uses and other physical conditions at the time the plan was drafted, but it does not result in automatic change of zoning, nor does it result in changes of existing uses until the owners, or the developers of the properties decide to develop/redevelop.

The general scheme of land use types allows increased flexibility while promoting conscious planning. The intent is to allow better integration of related and supportive uses based upon intensity of use through creative planning and design. This will also discourage intentional creation of physical separation of uses that will result in increased automobile trips and decreased accessibility for pedestrians and uncertain sustainability.

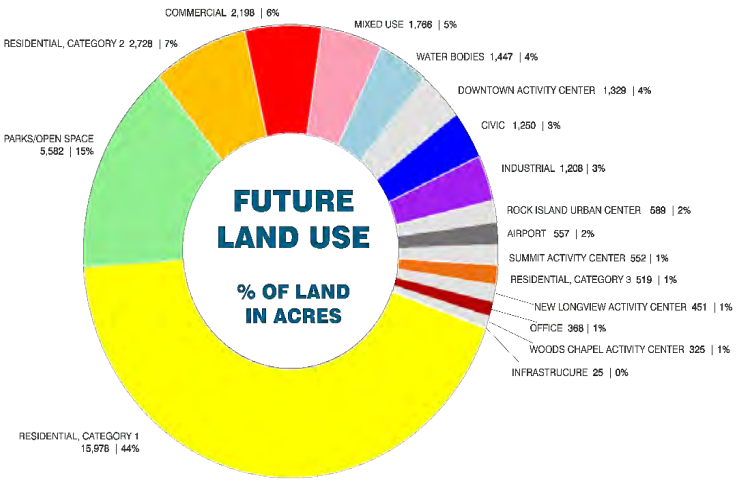
### Breakdown of Future Land Use

The following chart and table provide an estimated land use distribution based on the Future Land Use Categories and Map. It paints a picture of the anticipated build-out land use composition within the existing City limits as designated on the land use map.

**Future Land Use w/ Activity Centers**

| | Acres |
|---|---|
| Residential, Category 1 | 15,978 |
| Residential, Category 2 | 2,728 |
| Residential, Category 3 | 519 |
| Commercial | 2,198 |
| Office | 368 |
| Mixed Use | 1,766 |
| Industrial | 1,208 |
| Civic | 1,250 |
| Airport | 557 |
| Infrastructure | 25 |
| Agriculture | - |
| Parks/Open Space | 5,582 |
| Water Bodies | 1,447 |
| Tract in DEV | - |
| Undeveloped | - |
| Tract in ROW | - |

| | Acres |
|---|---|
| Downtown Activity Center | 1,329 |
| Rock Island Urban Center | 589 |
| Summit Activity Center | 552 |
| New Longview Activity Center | 451 |
| Woods Chapel Activity Center | 325 |



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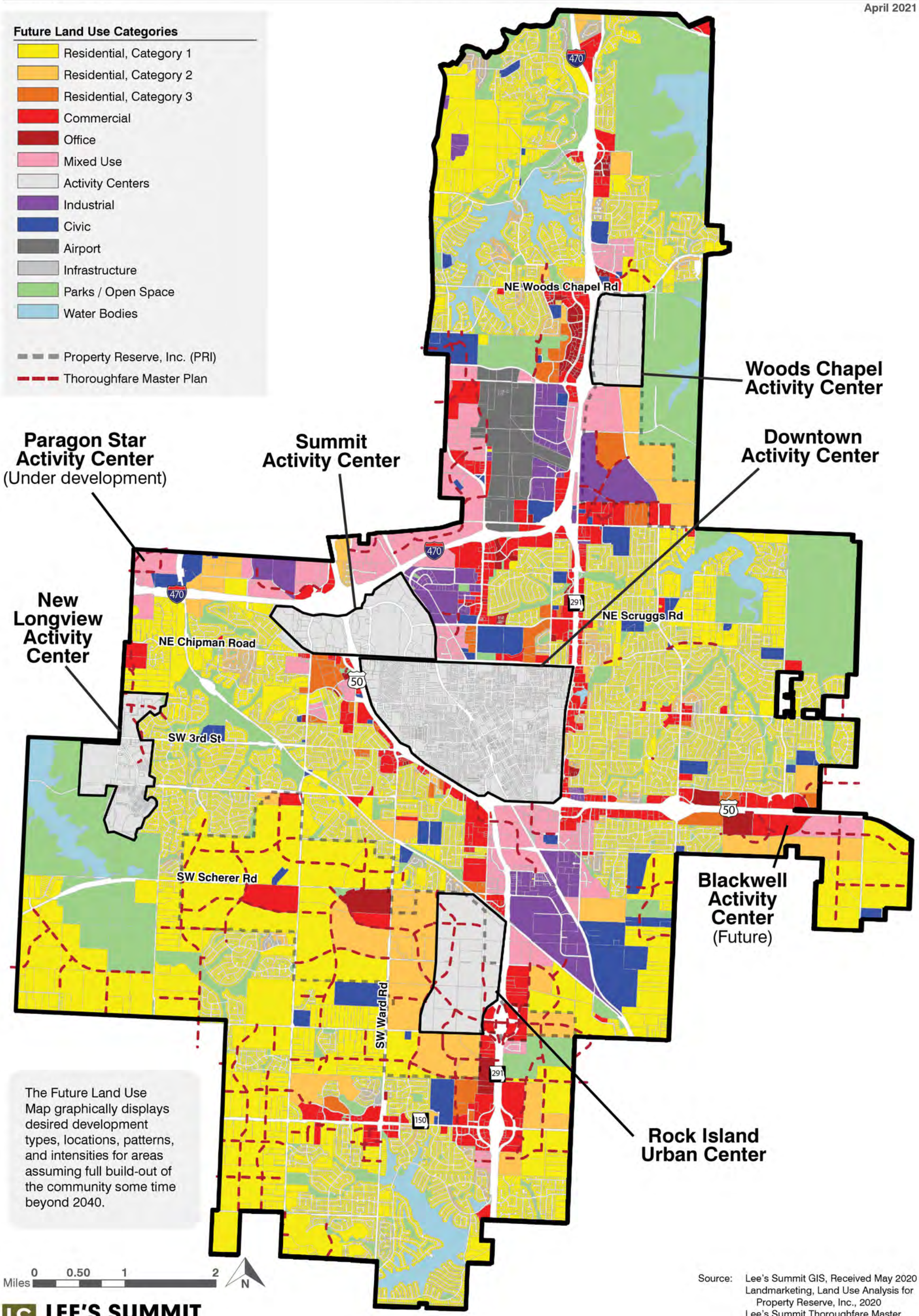
# Future Land Use

April 2021

**Future Land Use Categories**

- Residential, Category 1
- Residential, Category 2
- Residential, Category 3
- Commercial
- Office
- Mixed Use
- Activity Centers
- Industrial
- Civic
- Airport
- Infrastructure
- Parks / Open Space
- Water Bodies

- Property Reserve, Inc. (PRI)
- Thoroughfare Master Plan




The Future Land Use Map graphically displays desired development types, locations, patterns, and intensities for areas assuming full build-out of the community some time beyond 2040.

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Source: Lee's Summit GIS, Received May 2020
Landmarketing, Land Use Analysis for Property Reserve, Inc., 2020
Lee's Summit Thoroughfare Master Plan, 2020

## Future Land Use Category Description – Residential

| Land Use Category | Description | Uses | Form/Intensity Characteristics | Location/Compatibility Characteristics | Street Types | Service and Infrastructure Requirements |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Housing types are broken into three categories based upon intensity for purposes of planning. Rather than focus on whether the housing product is single-family, multi-family, detached or attached, residential categories are based upon the intensity of each use. Intensity is described as how different uses relate to each other. Whether it be building scale, the amount of traffic generated, or operational impacts, types of residential development are grouped by the intensity of use. The current mix of housing units is 72% Category 1; 13% Category 2; and 15% Category 3. | | | | | | |
| Residential, Category 1 | This residential category is primarily for single-family residential development that ranges from very low density rural residential with limited farming activities to medium and large lot single-family subdivisions. It also allows single-family cluster development. This use category also accommodates public uses, such as schools, libraries, churches, fire stations, parks and open space. These public uses should be strategically located to promote convenient access for all modes of transportation. Open space, complete sidewalks, internal circulation, grid street network and connections to trails are required. | **Lower Intensity**<br>Includes: Large Lot Single-Family Detached homes with lot sizes in the range of 10,000 square feet; Rural Residential Lots with single family detached residential parcels in rural areas with lot sizes in the range of 2 to 5 acres; Rural Ranchette Lot with single family detached residential parcels in rural areas with lot sizes in the range of 5 acres to 10 acres; Single family detached homes with lot sizes in 8,500 to 10,000 square feet. | Typical suburban character, medium and large sized lots in subdivisions. No more than 3 dwelling units/acre. | Bordered by collector or arterial streets with buffers created by Medium Intensity Residential or Commercial. | Residential | Full infrastructure availability and sewer connection required |
| Residential, Category 2 | This residential category is primarily for single-family detached residential development on small lots (4,000 - 8,499 square feet). It also allows single-family cluster development. This use category also accommodates public uses, such as schools, libraries, churches, fire stations, parks and open space. These public uses should be strategically located to promote convenient access for all modes of transportation. This category is primarily for accommodating single family detached and multi-family medium density residential housing. Public uses are secondary uses that are allowed. Open space, complete sidewalks, internal circulation, grid street network and connections to trails are required. | **Medium Intensity - Sometimes called Missing Middle Housing**<br>Small lot single-family detached housing (4,000 - 8,499 square foot lots)<br>Duplex side-by-side or stacked<br>Fourplex stacked<br>Courtyard building<br>Cottage Court<br>Townhome<br>Multiplex Medium<br>Triplex-Stacked<br>Live-Work | Older type, urban, single-family neighborhoods with smaller lot sizes; may include a mix of residential styles and type. Large lots with a mix of multi-family styles and type. Dwelling units per acre averages 12. | Often serves as a buffer between low intensity residential and other uses. Scale should be compatible with neighboring uses, typically stepping up from lower density to higher density uses. | Residential Collector | Full infrastructure availability and sewer connection required |
| Residential, Category 3 | This category is primarily for accommodating multi-family residential housing of densities ranging from mid-rise mixed use to apartments. Public uses are secondary uses that are allowed. Open space, complete sidewalks, internal circulation, grid street network and connections to trails are required. | **Higher Intensity**<br>Midrise Mixed Use<br>Apartment Complexes | Provide pedestrian and bicycle connections to the commercial area with internal circulation and connections to surrounding neighborhood. Parking is less prominent than pedestrian features. Open space should be designed as a gathering place. Open space should enhancing the pedestrian experience. The idea is to put more people near the commercial node to support it so denser residential is located within the 5 minute walk radius and less dense located within the 15 minute walk radius. Dwelling Units Per Acre average 36. | The physical layout should aim toward 'node' or 'center' clusters around an intersection of an arterial or collector street, rather than a 'corridor' (strip design), and should be easily accessed by walking, bicycling and by transit. | Residential Collector | Full infrastructure availability and sewer connection required |

## Future Land Use Category Description – Non-Residential

| Land Use Category | Description | Uses | Form/Intensity Characteristics | Location/Compatibility Characteristics | Street Types | Service and Infrastructure Requirements |
|---|---|---|---|---|---|---|
| **Non-Residential** | | | | | | |
| Commercial | This category includes essentially all kinds of retail uses. Public uses and services should also be allowed in these districts. | Daycare<br>Private Educational Facility<br>Low Intensity Strip Commercial<br>Commercial Recreation Facility<br>Large Format Standalone Commercial<br>Medium Intensity Strip Commercial<br>Regional Mall<br>Hospital<br>Golf Course (Private)<br>Hotel<br>Churches | Access control, additional landscaping, buffering, and monument signage is required when appropriate. | The scale and character of the development should be compatible with the surrounding area; architectural, urban design, and landscape plans will be required to ensure community character is maintained. | Arterial<br>Collector | Full infrastructure availability and sewer connection required |
| Office | This land use type is intended to accommodate office development only featuring low-rise buildings.<br><br>The Office land use category includes a range of office types including the traditional office building used for the conducting of business where little or no sale of products, manufacturing, or warehousing occur. These buildings include both campus type development as well as single buildings and could include both single and multiple tenants. The category could also include limited research and development activities, manufacturing, or assembly with little or no sale of products. Examples may include medical research spaces, bioscience, technology, or product development testing. Research and Development uses vary widely in terms of what they do, in some cases they are predominantly office with minimal lab or production space, and in others they are more industrial in nature. Settings may range from campus-like business parks to single-use buildings. These uses are like those found in the Light Manufacturing land use category and may include one or the other designation depending on the context of surrounding land uses. | Office complexes featuring one-story buildings and ample parking | General office activities such as professional offices, financial institutions, business services and ancillary light retail. | Planned office designation should apply when a proposed development adjoins a residential or natural area, larger project areas, or adjacent sensitive uses; planned designation may be utilized in residential areas that are transitioning to a more intense use with limited signage, parking, employees, and the preservation of existing structures and landscaping. | Arterial<br>Collector | Full infrastructure availability and sewer connection required |
| Mixed Use | This land use designation is intended to accommodate in low-rise buildings a mix of retail, office, service and public uses with a complimentary mix of residential development of varying densities to provide for the greatest amount of flexibility. Business park type of uses may also be mixed with retail and office uses where appropriate. In general, unlike the "Commercial-dominant Mix Use" classification, the mix in this land use category does not impose, in any regulatory terms, an emphasis on any particular type of land use or activity for development. Rather, this emphasis should be determined at the planning and review stage based upon a particular land use plan. The use of "Planned Mixed Use" classification, as its name indicates, should include a master development plan. | Low-rise buildings containing a variable mix of retail, office, hotel and residential uses. Also includes a mixed commercial area that can contain office parks, industrial and warehouse uses and some retail. | Provide pedestrian and bicycle connections to the commercial area with internal circulation and connections to surrounding neighborhood. Parking is less prominent than pedestrian features. Open space should be designed as a gathering plan. Open space should enhancing the pedestrian experience. The idea is to put more people near the commercial node to support it so denser residential is located within the 5 minute walk radius and less dense located within the 15 minute walk radius. Low intensity residential should not be located in the 3/4-mile radius (15 minute walk). | The physical layout should aim toward 'node' or 'center' clusters around an intersection of an arterial or collector street, rather than a 'corridor' (strip design), and should be easily accessed by walking, bicycling and by transit. | Residential<br>Collector | Full infrastructure availability and sewer connection required |
| Industrial | This category is for light and heavy industrial uses, distribution and warehouse developments. | Industrial uses including light manufacturing, assembly, and industrial services. | Recommended building types are concrete, masonry, and tilt-up. | Access to arterial, highway, or interstate within 1/8 mile. May have internal driveways. Access does not go through adjacent residential areas and buffers are typically present with residential areas. | Arterial<br>Collector | Full infrastructure availability and sewer connection required |
| Civic | This category is intended to include all public, semi-public and institutional uses, except parks, golf courses and nature preserves that are grouped under a different category.<br><br>The Civic/Public land use category includes government buildings, land, and libraries. They are typically public or semi-public in nature. In addition to their primary use, they provide gathering spaces, recreation spaces and opportunities for residents to interact. When located in neighborhoods or commercial centers, the design and layout of facilities should connect with the surrounding areas by providing pedestrian, bicycle, transit as well as vehicular connections where possible. Smaller facilities should be located within, or adjacent to residential areas with multi-modal access (pedestrians, bicycles, transit, and vehicles) is provided. | Public Education Facilities (Elementary, Middle and High Schools)<br>College Campus<br>Government Facilities<br>Libraries | Those facilities that serve residential areas (such as branch libraries, post offices and schools) should be grouped together. | Uses are not prohibited in other categories if applicable zoning and design criteria are met. In the absence of an Civic use, Single-Family Residential is an acceptable alternative land use. | Arterial<br>Collector | All Civic facilities should have access to arterials, public transportation and major utility trunk lines |

## Future Land Use Category Description – Other

| Land Use Category | Description | Uses | Form/Intensity Characteristics | Location/Compatibility Characteristics | Street Types | Service and Infrastructure Requirements |
|---|---|---|---|---|---|---|
| Other | | | | | | |
| Airport | Use dexclusively for airport uses and operations. Land area extending from the centerline of airport runways for the protection of taking-off and landing of airplanes per FAA requirements. It is trapezoidal in shape and centered about the extended runway centerline. | Airport Infrastructure & Facilities | | | | |
| Infrastructure | This land use category includes all types of publicly owned infrastructure. | Right of Way<br>Detention/Utilities<br>Communications Facility<br>Transportation Facility<br>Transit Station<br>Parking Structure | | | | |
| Park/Open Space | This land use category includes all public and private parks, golf courses and nature preserve areas.<br><br>The Parks land use category includes both active and passive parks, trails, and open space. For purposes of this plan, the term 'Open Space' will be used throughout the document as the name of this land use category. Included are public parks, outdoor recreation facilities, state operated nature preserves, County park land such as, natural resource protection areas and other privately owned open space throughout the City. Schools, churches, and civic institutions may incorporate open space into their developments; however, this land use plan will defer to the primary land use when depicted on the land use map. | Parks<br>Open Space<br>Golf Course (Public)<br>Cemetery (Public) | As currently exists or recommended by the Parks Master Plan. | Various types of parks have different location and compatibility characteristics. A neighborhood park is typically small, located in residential areas, and with walkable access for nearby residents. Larger community parks are located along collector street allowing higher traffic and accessibility for the entire community. Community parks often have sports ammenities, shelter and picnic facilities. | Residential Collector | No/minimal infrastructure |
| Water Bodies | This land use category includes all water bodies: lakes, rivers, streams with public and private access. | Lakes<br>Streams<br>Rivers | As currently exists or recommended. | | | No/minimal infrastructure |

## Future Land Use Principles

The following Land Use Principles guide future development and the recommendations of this plan.

- Develop in a pattern that is **cost-effective** to maintain excellent **city services.**
- Provide more **choice** for housing, transportation, jobs, shopping, entertainment.
- Promote retail, employment success by **concentrating** people into high quality places with unique character.
- Transition land use patterns and intensity to make sure uses are **compatible** and **complementary** maintaining community **character.**
- **Connect** people to vibrant places with multiple transportation options.
- **Conserve** resources for future generations.

**Track Actual vs. Projections**
The following indicators will be tracked over the next 20 years to understand whether Lee's Summit is on pace with the growth projections. If the pace of growth is not as projected, the City will adjust the strategy and actions to continue to provide the finest quality of life for all generations.

**Track Projection:**
Lee's Summit will increase in population by 37,700 (38% over 20 years or 2% annually).

**Track Projection:**
Number of people per housing unit decline from 2.56 to 1.8 people per unit by 2040.

**Track Projection:**
Number of housing units will increase by 17,455 (42% over 20 years or about 2% annually). This is not complete build out of city residential development. Lee's Summit will continue to grow after 20-year timeframe.

**Measure Success**

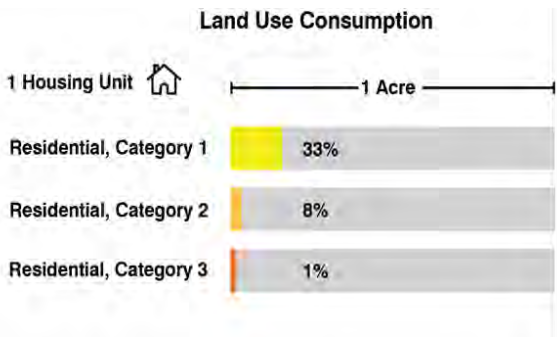
*How will the city continue to support a vibrant community ensuring the finest quality of life for all generations?*

**Develop in a pattern that is cost-effective to maintain excellent city services.**
Lee's Summit will sustain and enhance City services to protect a high quality of life. Five development scenarios were analyzed to ensure that the fiscal impact of different land use patterns was considered when setting desired outcomes and defining measures. The amount of land consumed to accommodate population and housing growth greatly impacts the cost to provide city services. When the long-term revenue from the development is not enough to cover the costs, city services must be reduced to balance the budget. To maintain the finest quality of life for all generations, Lee's Summit developed a fiscal impact model to evaluate the impact to city revenues for a variety of different development mixes. The amount of land consumed to accommodate the projected development should be minimized to keep the service levels high and city budget out of the red.

**Success Measure: By 2040, the City will ensure lifecycle costs by providing infrastructure and services for new development is offset by the revenues received.**

**Cost to Serve Development – Current vs. Projected Target**

A fiscal impact model analyzed the cost to serve the community today per acre, per housing unit, and per capita. Build and maintain sustainable infrastructure to serve the community without burdening future



generations. Cost benefit is directly tied to land consumption to accommodate the population and housing. The cost/benefit associated with the current residential land use mix of 72% Residential Category 1; 13% Residential Category 2; 15% Residential Category 3. The proposed Land Use Mix target to accommodate the population and housing units is 65% Residential Category 1; 20% Residential Category 2; 15% Residential Category 3. Maintaining the existing residential land use mix is not sustainable as the cost to serve this density does not meet or exceed the revenue produced to support it. Taxes would need to be increased per acre, per household, per person to maintain the same level of quality city services residents enjoy today.

| **Current Land Use Mix** | **Proposed Land Use Mix** |
|---|---|
| **72%/13%/15%** | **65%/20%/15%** |
|  |  |
| **COST / BENEFIT** | **COST / BENEFIT** |
| Per Acre: $1,550 | Per Acre: $3,200 |
| Per Housing Unit: $540 | Per Housing Unit: $630 |
| Per Capita: $68 | Per Capita: $113 |
| % Increase in Residential Acres Consumed: **42%** | % Increase in Residential Acres Consumed: **33%** |

**Provide more choice for housing, transportation, jobs, shopping, entertainment.** Residents want more choice and housing, residential lot sizes and housing price points, things to do, places for visitors to stay and transportation options. Residents want job growth, more types of businesses, a variety of shopping areas, and different types of jobs and workspaces.

*Residential:* Over the past 20 years, people came to Lee's Summit because of their quality single family neighborhoods. Residential Category 1 traditional single-family will continue to be the largest category in the future land use. Over the next 20 years Lee's Summit will continue to add more choice increasing the variety of housing types and price points.

- Integrate infill development to maintain the character of existing neighborhood.
- Protect residential development with appropriate transitions in land use.
- Allow Accessory Dwelling Units (ADUs) that maintains the neighborhood character.

*Nonresidential:* Creating quality, authentic places for locals and daily livability increases property values and tourism dollars. Local, authentic experiences outside of the Downtown are lacking. Increasing this type of development throughout the community as directed by the Future Land Use map increases choice and economic resiliency.

- Fill in existing nonresidential areas with quality development.
- Consider future reuse of buildings and sites to allow for to be flexible to the market.
- Develop new commercial/office/retail and industrial development in locations currently served by infrastructure and transportation unless in an Activity Center.
- Redevelop priority corridors including strip commercial development prioritized by Future Land Use Plan and guided by Design Principles.

*Transportation:*
Transportation technologies and demand will change how people and goods get from one place to another. Adapt to future transportation technologies by planning for multi-modal transportation options.

**Success Measure:**
**By 2040, develop 17,445 new housing units. To allow more housing choice, the residential mix is:**

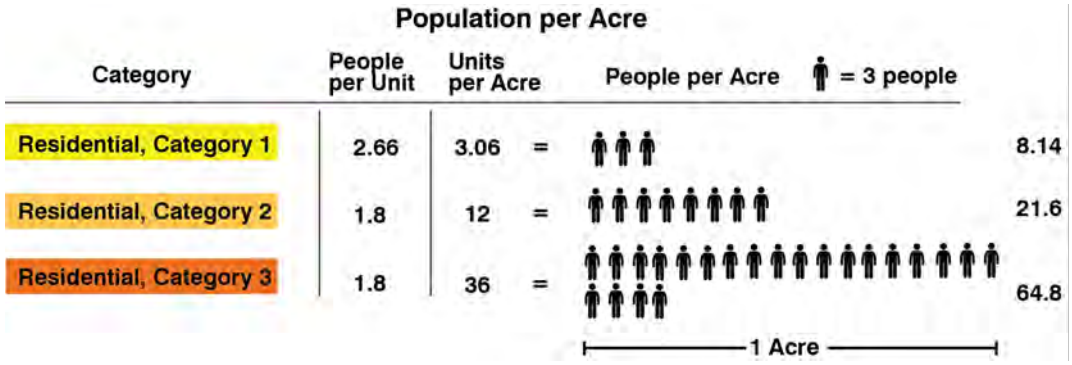
- **65% total overall in Residential Category 1 38,532 total; 8,500 new units (currently 72%)**
- **20% in Residential Category 2 (currently 13%)**
- **15% in Category 3 (currently 15 %)**

**By 2040, create 24,500 new jobs (25% increase).**
**By 2040, develop 11.5 million additional square feet of nonresidential development. Healthcare, professional services, science and technology are growth sectors that are projected to require the largest increase in square footage. This is the baseline projection of the portion of the Kansas City regional market Lee's Summit is expected to capture. Current nonresidential development in acres is 2980.94. Increase by 20% or 610 acres.**

- **9.9 million square feet of new commercial/office/retail space.**
- **1.6 million square feet of new industrial space.**

**By 2040, increase the number of visitors to Lee's Summit by 20%.**
**By 2040, develop/redevelop along major corridors (miles).**
**By 2040, reduce the vehicle miles traveled annually per household below 23,000.**

**Promote retail, employment success by concentrating people/housing within walking distance of quality places with unique character.**
Concentrate development into walkable Activity Centers and Priority Corridors. The more people who are within walking distance of commercial development, the more likely it will be sustainable and resilient over time.



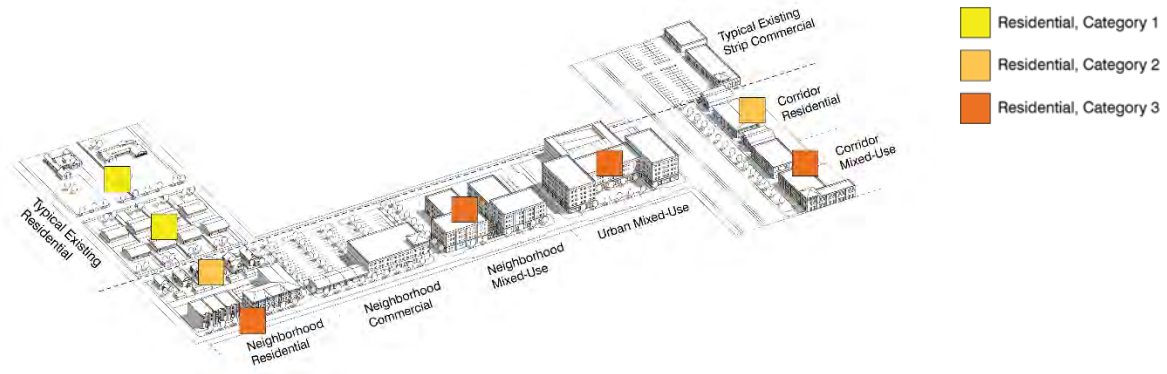

*Activity Centers*
For Activity Centers to be walkable, locate medium and high intensity Category 2 and 3 land uses within 15-minute walk from the middle of the Activity Center, and internal circulation must be designed to connect to sidewalk and trails system. Activity Centers should include approximately 2,000 people in housing units within the 15-minute walk radius to support one block of commercial/office/retail. Residential Category 1 development is discouraged from locating in Activity Centers and Commercial Nodes.

*Major Corridors*
Strip development along commercial corridors are auto oriented and with shallow lot depths making redevelop difficult. Increase density in major corridors following the Design Principles for strip development and the Access Management Plan.

**Success Measure:**
**By 2040,**

- **27% of all units Residential Category 2 and 3 units are located inside Activity Centers.**
- **58% of new Residential Category 2 and 3 units are located inside Activity Centers/42% elsewhere with the majority being located within priority corridors.**
- **Develop 950 acres of walkable Activity Centers. Total acres within the five Activity Centers are 3,078. Currently 1,726 acres (56%) are developed and 1,352 acres (44%) undeveloped.**
- **Increase the percent of residential development within walking distance to commercial development to 27%.**

**Transition land use patterns and intensity to make sure uses are compatible and complementary maintaining community character.**




Land uses, scale of buildings, architecture and design will all be compatible and complimentary with each other with transitions. The example above shows the type of transition desired in an Activity Center next to a corridor. Note how the intensity of development transitions from more intense to less intense, commercial to residential. The “typical existing” illustrates the common type of development in Lee’s Summit prior to 2021.


Integrate Missing Middle Housing appropriately as a transition from commercial/office/retail to traditional single-family neighborhoods. Residential Category 2 also includes single family detached homes on small lots to allow for pocket neighborhoods and cottage developments.

The graphic above shows the types of Missing Middle Housing. The graphic below shows the appropriate examples for transitioning land uses for compatible neighborhoods.


The Future Land Use Plan includes Residential Category 2, 3, and Mixed-Use Land Use adjacent to Industrial Land Use to allow for live/work neighborhoods. Compatible and complimentary uses should be considered as part of a Live/Work development.
Live-work development works best in pedestrian-oriented neighborhoods, on lively mixed-use streets (sometimes above shops) where there are easy opportunities for one to step outside and encounter others in “interactive spaces” such as courtyards, and that are transit oriented developments. Live/work neighborhoods are sometimes called Zero Commute Housing and can be more affordable because of lower transportation costs.

**Connect people to vibrant places with multiple transportation options.**
Multimodal transportation recommendations included in the Thoroughfare Master Plan, Greenway Master Plan, and Capital Improvement Plan build connectivity and access for all ages and abilities.

The Greenway Master Plan provides “wheel and spoke” connectivity to tie all Activity Centers to the heart of the community, the Downtown, and to the region through the Rock Island Trail which will connect to the Katy Trail across Missouri in the future.

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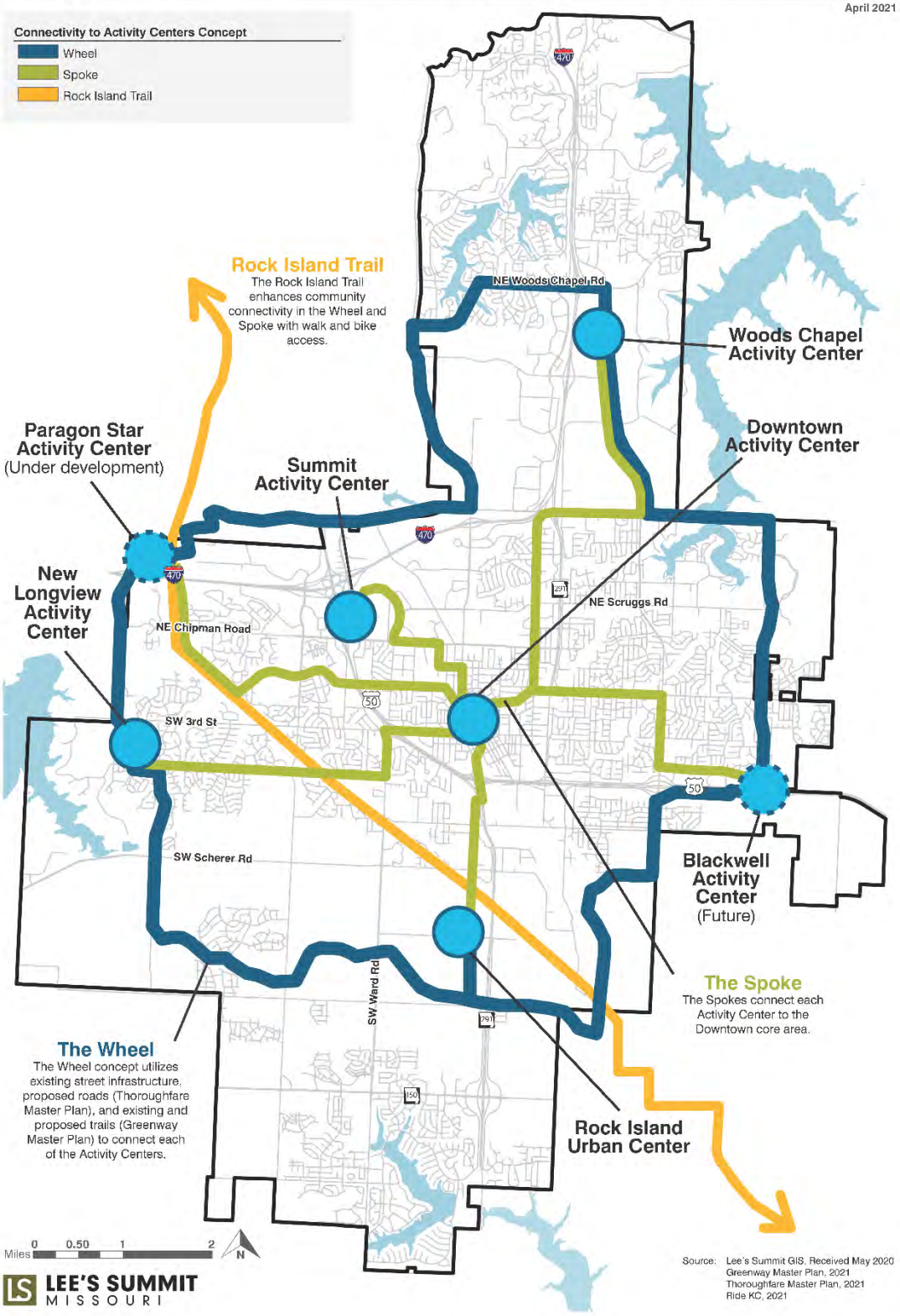
# Wheel & Spoke Connectivity

April 2021



Access to transit is limited currently. New development and redevelopment should be designed to accommodate current and future transportation technologies to provide choice and connectivity.

**By 2040,**

- **Expand the connectivity of well-maintained, accessible sidewalks, trails and streets. Reduce the number of sidewalk gaps.**
- **Build grid street network to improve connectivity and reduce the cost of new development. Currently 126 miles or 63 lane miles of cul-de-sac streets. The number of miles of cul-de-sac streets should not increase over the next 20 years.**

**By 2040, Increase Percent of Population Within 10-Minute Walk of a Park.**

- **Nearly 30,000 dwelling units currently within a ½ mile of parks.**
- **Nearly 6,000 acres of undeveloped land are currently within a 10-minute walk shed of existing parks.**

## Conserve for future generations.

*Water Quality*
Lee's Summit got its name because it is at the top of many watersheds and is surrounded by water bodies used for recreation. Any body of water may reasonably be expected to contain some contaminants. The types of contaminants depend on many factors and can originate from a wide range of sources. Water quality is measured by a set of criteria established under the Clean Water Act (CWA) regulations, which are enforced by the state of Missouri. The state's water quality criteria established by the Missouri Department of Natural Resources (MDNR) includes chemical, physical, and biological properties that are necessary to protect the beneficial uses of a water body. Waterways not meeting the water quality criteria are deemed 'impaired' by MDNR. Big Creek is the only stream within Lee's Summit on the impaired waters list of MDNR.

**Success Measure**:
**By 2040, maintain water quality in lakes, rivers, and streams as the community grows so they can be enjoyed today and by future generations.**

*Air quality*
The primary reason to improve air quality is to achieve better health outcomes, such as reduced instances of bronchitis, asthma, and premature mortality. Improving air quality has its costs, including the capital and operation and maintenance costs to businesses that are required to install pollution control equipment, as well as the costs of regulations related to improved fuel economy. Air quality is important to quality of life but also influences business and residential location decisions impacting growth. The Kansas City region is currently in attainment of air quality regulations.

**By 2040, work with regional partners to maintain air quality regulatory attainment.**

*Open Space*
Protect natural green infrastructure, providing places for recreation, preserving important environmental and ecological functions, sustaining wildlife corridors, and enhancing quality of life.

**Success Measure**
**By 2040,**
- **Preserve high-quality natural resources and incorporate them as a design feature where practical – increase acres of conservation designed developments.**
- **Maintain or increase tree cover as the community develops. Currently 13,683 acres of tree cover.**

**By 2040, Maintain the Acres of Parks Per Capita (12.5 per 1000 people).**
- **With the population projection of 138,000, 1,725 park acres would be needed to maintain that standard – an increase of 520 acres.**

# 2.7 Future Development Patterns

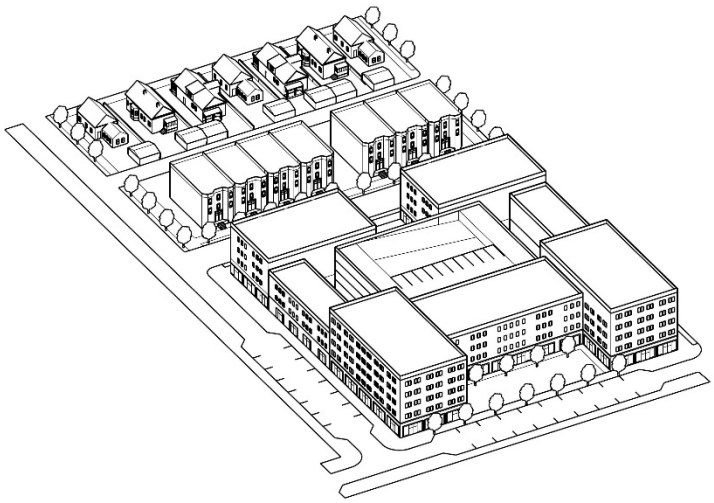
Future development and redevelopment in Lee's Summit will generally be comprised of three general categories. The five primary Activity Centers will be the location of the highest density development and can be characterized as mixed-use, walkable, vibrant nodes of development that support varying levels of services based on their location and existing conditions. Neighborhood Commercial and Commercial Nodes are less dense, but also serve the daily service needs of those that live in proximity—typically at the crossroads of intersecting thoroughfares or highways outside of Activity Centers. Standard Development is characterized by its single-use, auto-oriented nature—typical of development seen in many suburban communities. The graphics below show the relative density, massing, parking and open space configuration, and circulation for the three development patterns.

**Nonresidential Development Patterns**

The five primary Activity Centers will be the location of the highest density development and can be characterized as mixed-use, walkable, vibrant nodes of development that support varying levels of services based on their location and existing conditions.

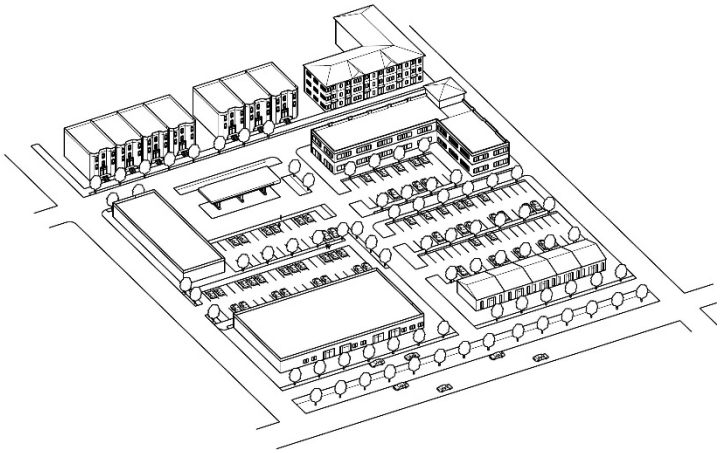
Neighborhood Commercial and Commercial Nodes are less dense, but also serve the daily service needs of those that live in proximity—typically at the crossroads of intersecting thoroughfares or highways outside of Activity Centers.

Standard Development is characterized by its single-use, auto-oriented nature—typical of development seen in many suburban communities. The graphics below show the relative density, massing, parking and open space configuration, and circulation for the three development patterns.



## Activity Center Development Pattern

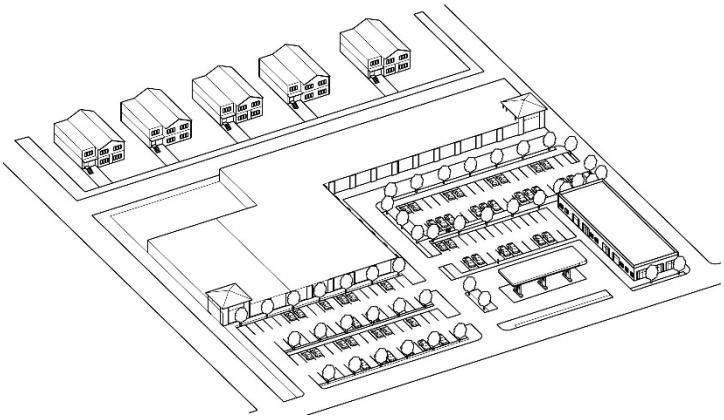
The five Activity Centers, as wells as future, emerging Activity Centers will develop as walkable, mixed-use nodes with varying levels of height and density. Activity Centers should incorporate a grid of streets and pedestrian ways that allow for ease of access to neighborhood amenities and services. The incorporation of open space amenities should reflect the scale of adjacent development and neighborhood needs.



## Neighborhood Node & Commercial Node Development Patterns

Neighborhood Nodes, located throughout Lee's Summit, provide convenient shopping opportunities for the daily needs of nearby residential areas. These nodes, designed for small to moderate scale commercial activity are intended to contain urban design elements compatible with adjacent neighborhoods. They serve residential neighborhoods within a roughly one-mile radius, offering shops, restaurants, studios, small offices and other services that residents typically visit an average of one to three times per week. In some cases, the Neighborhood Nodes may include a grocery store or supermarket. The physical layout should aim toward 'node' or 'center' clusters around an intersection of an arterial or collector street, rather than a 'corridor' (strip design), and should be easily accessed by walking, bicycling and by transit. Neighborhood Nodes provide pedestrian and bicycle connections to the commercial area with internal circulation and connections to surrounding neighborhood. Parking is less prominent than pedestrian features. Open space should be designed as a gathering plan. Open space should enhance the pedestrian experience.

Commercial Nodes are areas of concentrated larger-scale commercial, typically located at highway interchanges and major thoroughfare intersections outside of Activity Centers. Commercial Nodes are automobile focused.



## Standard Development Pattern

The standard development pattern refers to the predominant pattern seen in many suburban communities, including strip commercial and pad site development. The proliferation of this pattern is discouraged—future development should reference the guiding principles and place types in this chapter to adhere to the desired form of future development.

# 2.5 Character Areas

At a high level, this plan organizes the City based on a range of traditional land use categories. Focusing on these categories with guiding input from the fiscal impact analysis, varying land use clusters throughout the community are identified as larger character areas.

**Activity Centers**
Activity Centers are unique opportunity areas identified for future growth. Development will be encouraged in walkable Activity Centers where the most intense and complementary uses will be located. Each will have a unique look and feel. Most of the both the residential and nonresidential future growth in Lee's Summit can be anticipated.

**Priority Corridors**
Priority Corridors are also identified as character areas. Whether they are a gateway to the community, a place to travel from one location to another, or a place where people live and work, they are defined by a certain character and connect people.

Defining Character Areas, Land Uses & Activity Centers builds on the construct of prioritizing neighborhood character, as the basis for determining land use, guiding more specific aspects of community development such as site design, public realm, building form and massing, and quality architecture. It establishes the notions of land use and intensity of use as tools for achieving the right range and variety of places necessary to support community growth.

The areas to transform represent significant opportunity for development of Lee's Summit's undeveloped pockets together with redevelopment of outmoded strip retail, older industrial facilities, outmoded office buildings, and other candidate sites ripe for redevelopment—and whose current development in most cases does not represent the City's goals for its character and quality.

# Activity Centers

The Areas to Transform represent significant opportunity for development of Lee's Summit's undeveloped pockets together with redevelopment of outmoded strip retail, older industrial facilities, outmoded office buildings, and other candidate sites ripe for redevelopment—and whose current development in most cases does not represent the City's goals for its character and quality. The Areas to Transform break down into five distinct Activity Centers.

Taken together, these Activity Centers will host most of the new development across Lee's Summit over the next two decades. They will absorb most of the projected market demand and provide these sites with a new generation of walkable, mixed-use, development—accommodating most of the community's anticipated new housing, jobs, and retail. To achieve this vision, land uses within the Activity Centers should be characterized by their pedestrian-friendly nature. Therefore, auto-oriented uses—including those that typically require large amounts of parking—are discouraged (i.e., automobile dealerships, retirement communities, big box retailers)

Beyond the timespan of this plan, additional Activity Center locations may continue to emerge as the community grows. Sites for emerging Activity Centers should be monitored and included within future updates to the land use map, including the allocation of place types, supporting land uses, and infrastructure improvements.

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# Downtown Activity Center

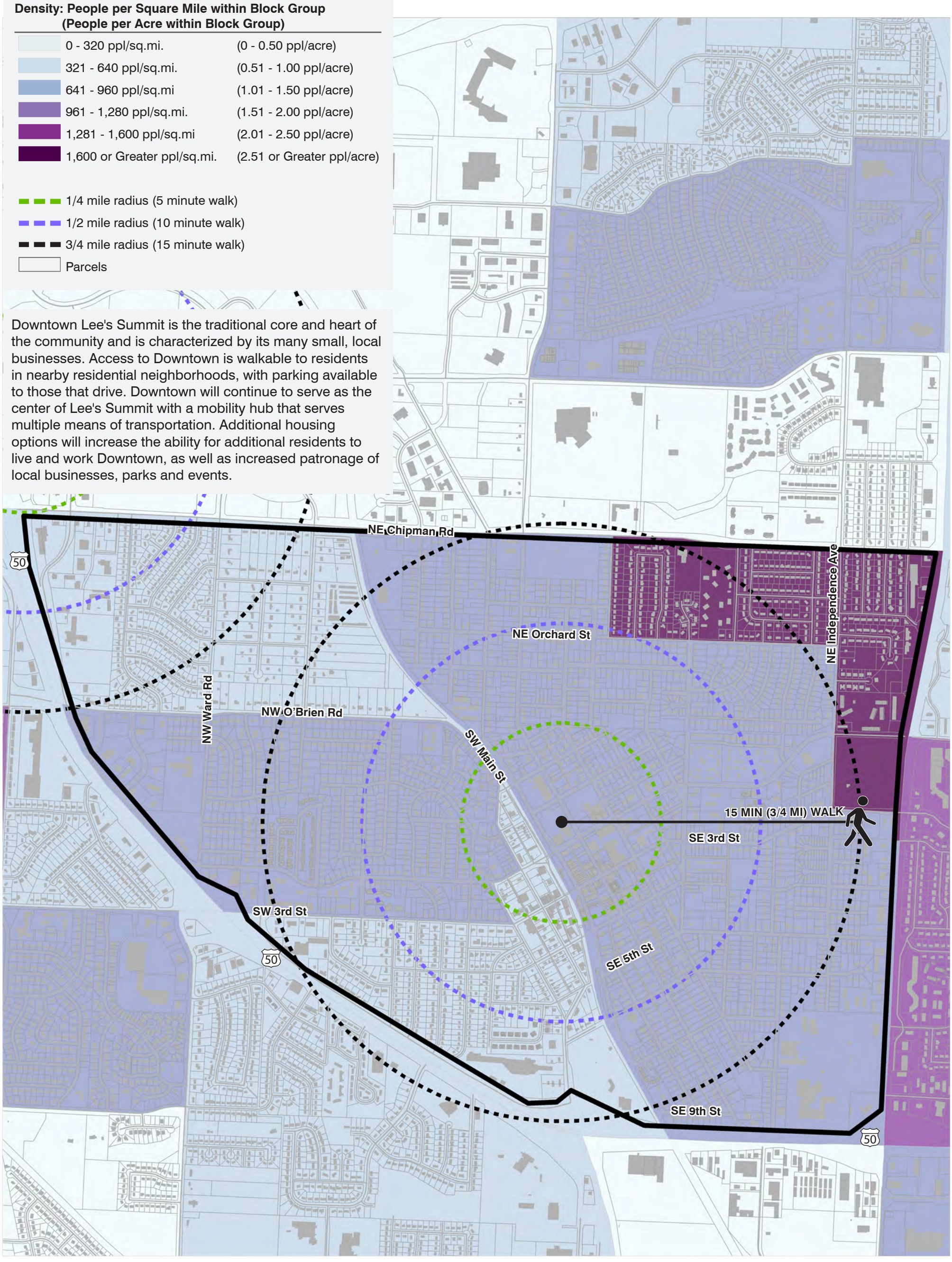
April 2021

**Density: People per Square Mile within Block Group (People per Acre within Block Group)**

| | |
|---|---|
| 0 - 320 ppl/sq.mi. | (0 - 0.50 ppl/acre) |
| 321 - 640 ppl/sq.mi. | (0.51 - 1.00 ppl/acre) |
| 641 - 960 ppl/sq.mi | (1.01 - 1.50 ppl/acre) |
| 961 - 1,280 ppl/sq.mi. | (1.51 - 2.00 ppl/acre) |
| 1,281 - 1,600 ppl/sq.mi | (2.01 - 2.50 ppl/acre) |
| 1,600 or Greater ppl/sq.mi. | (2.51 or Greater ppl/acre) |

- 1/4 mile radius (5 minute walk)
- 1/2 mile radius (10 minute walk)
- 3/4 mile radius (15 minute walk)
- Parcels

Downtown Lee's Summit is the traditional core and heart of the community and is characterized by its many small, local businesses. Access to Downtown is walkable to residents in nearby residential neighborhoods, with parking available to those that drive. Downtown will continue to serve as the center of Lee's Summit with a mobility hub that serves multiple means of transportation. Additional housing options will increase the ability for additional residents to live and work Downtown, as well as increased patronage of local businesses, parks and events.




LEE'S SUMMIT MISSOURI



0 0.125 0.25 0.5 Miles 5/17

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# Rock Island Urban Center

April 2021

**Density: People per Square Mile within Block Group (People per Acre within Block Group)**

| | |
|---|---|
| 0 - 320 ppl/sq.mi. | (0 - 0.50 ppl/acre) |
| 321 - 640 ppl/sq.mi. | (0.51 - 1.00 ppl/acre) |
| 641 - 960 ppl/sq.mi | (1.01 - 1.50 ppl/acre) |
| 961 - 1,280 ppl/sq.mi. | (1.51 - 2.00 ppl/acre) |
| 1,281 - 1,600 ppl/sq.mi | (2.01 - 2.50 ppl/acre) |
| 1,600 or Greater ppl/sq.mi. | (2.51 or Greater ppl/acre) |

- 1/4 mile radius (5 minute walk)
- 1/2 mile radius (10 minute walk)
- 3/4 mile radius (15 minute walk)
- Parcels

The Rock Island Urban Center within the South PRI has the highest density of the Activity Centers. With a focus on innovation and tech businesses, as well as a range of residential and commercial offerings, the Rock Island Urban Center will serve as a transit-oriented development and commuter hub with a focus on connectivity - including a direct connection to the Rock Island Trail. Fully developed, the Rock Island Urban Center will serve as a walkable and vibrant community center that can accommodate decades of future growth.


LEE'S SUMMIT MISSOURI



0 0.125 0.25 0.5 Miles

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# Summit Activity Center

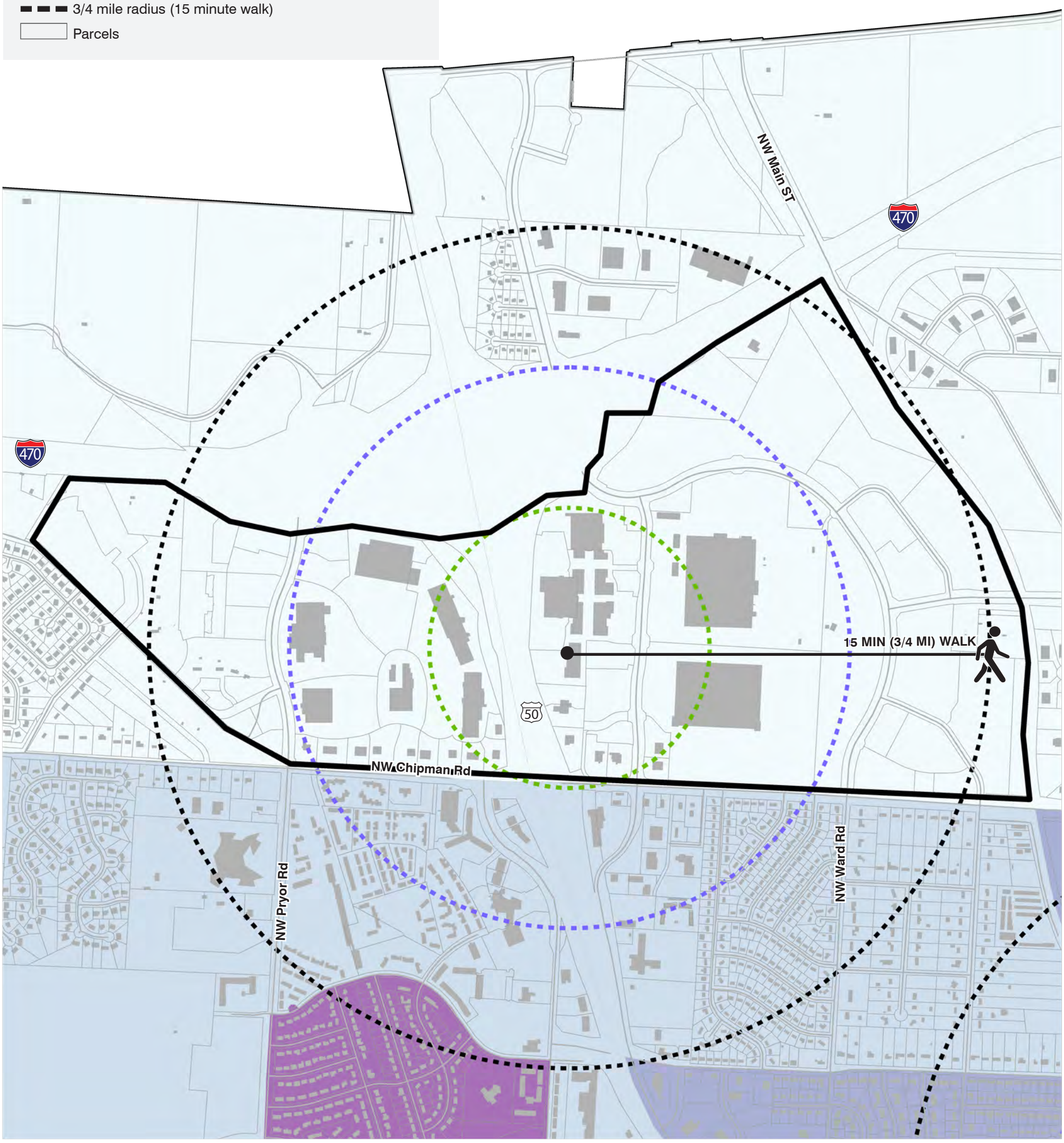
April 2021

**Density: People per Square Mile within Block Group (People per Acre within Block Group)**

| | |
|---|---|
| 0 - 320 ppl/sq.mi. | (0 - 0.50 ppl/acre) |
| 321 - 640 ppl/sq.mi. | (0.51 - 1.00 ppl/acre) |
| 641 - 960 ppl/sq.mi | (1.01 - 1.50 ppl/acre) |
| 961 - 1,280 ppl/sq.mi. | (1.51 - 2.00 ppl/acre) |
| 1,281 - 1,600 ppl/sq.mi | (2.01 - 2.50 ppl/acre) |
| 1,600 or Greater ppl/sq.mi. | (2.51 or Greater ppl/acre) |

- 1/4 mile radius (5 minute walk)
- 1/2 mile radius (10 minute walk)
- 3/4 mile radius (15 minute walk)
- Parcels

The Summit Activity Center includes a range of commercial, industrial and residential options. Future devlopment will introduce a range of residential densities that are walkable to nearby retail and open space opportunities. The Activity Center will continue to serve as a regional retail destination with the potential to serve as a community mobility hub, ensuring increased connectivity to all parts of Lee's Summit, as well as Interstate 470 and Highway 50.




LEE'S SUMMIT
MISSOURI



0 0.125 0.25 0.5 Miles

5/17

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# Woods Chapel Activity Center

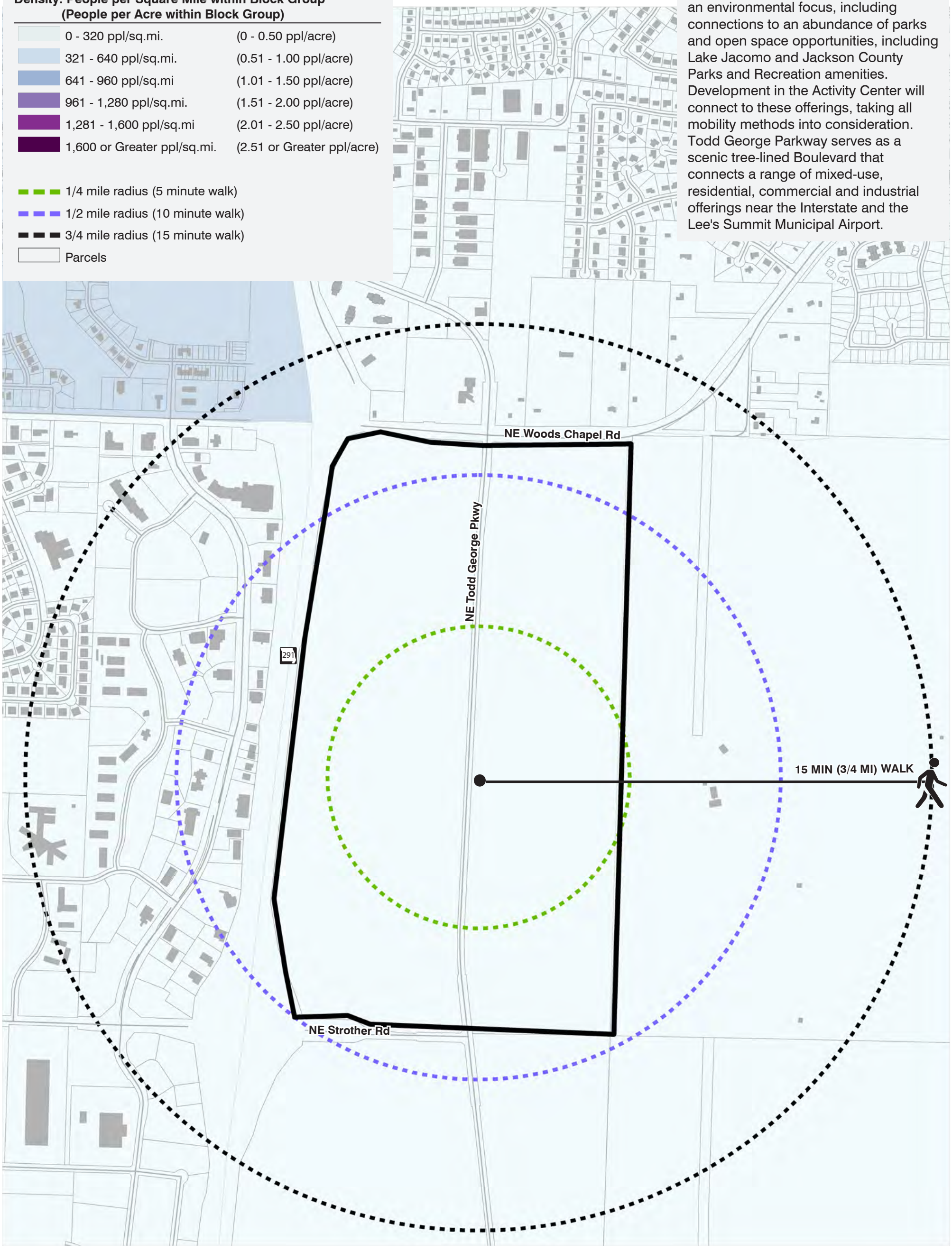
April 2021

**Density: People per Square Mile within Block Group (People per Acre within Block Group)**

| | |
|---|---|
| 0 - 320 ppl/sq.mi. | (0 - 0.50 ppl/acre) |
| 321 - 640 ppl/sq.mi. | (0.51 - 1.00 ppl/acre) |
| 641 - 960 ppl/sq.mi | (1.01 - 1.50 ppl/acre) |
| 961 - 1,280 ppl/sq.mi. | (1.51 - 2.00 ppl/acre) |
| 1,281 - 1,600 ppl/sq.mi | (2.01 - 2.50 ppl/acre) |
| 1,600 or Greater ppl/sq.mi. | (2.51 or Greater ppl/acre) |

1/4 mile radius (5 minute walk)
1/2 mile radius (10 minute walk)
3/4 mile radius (15 minute walk)
Parcels

The Woods Chapel Activity Center has an environmental focus, including connections to an abundance of parks and open space opportunities, including Lake Jacomo and Jackson County Parks and Recreation amenities. Development in the Activity Center will connect to these offerings, taking all mobility methods into consideration. Todd George Parkway serves as a scenic tree-lined Boulevard that connects a range of mixed-use, residential, commercial and industrial offerings near the Interstate and the Lee's Summit Municipal Airport.




LEE'S SUMMIT MISSOURI



0 0.125 0.25 0.5 Miles

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# New Longview Activity Center

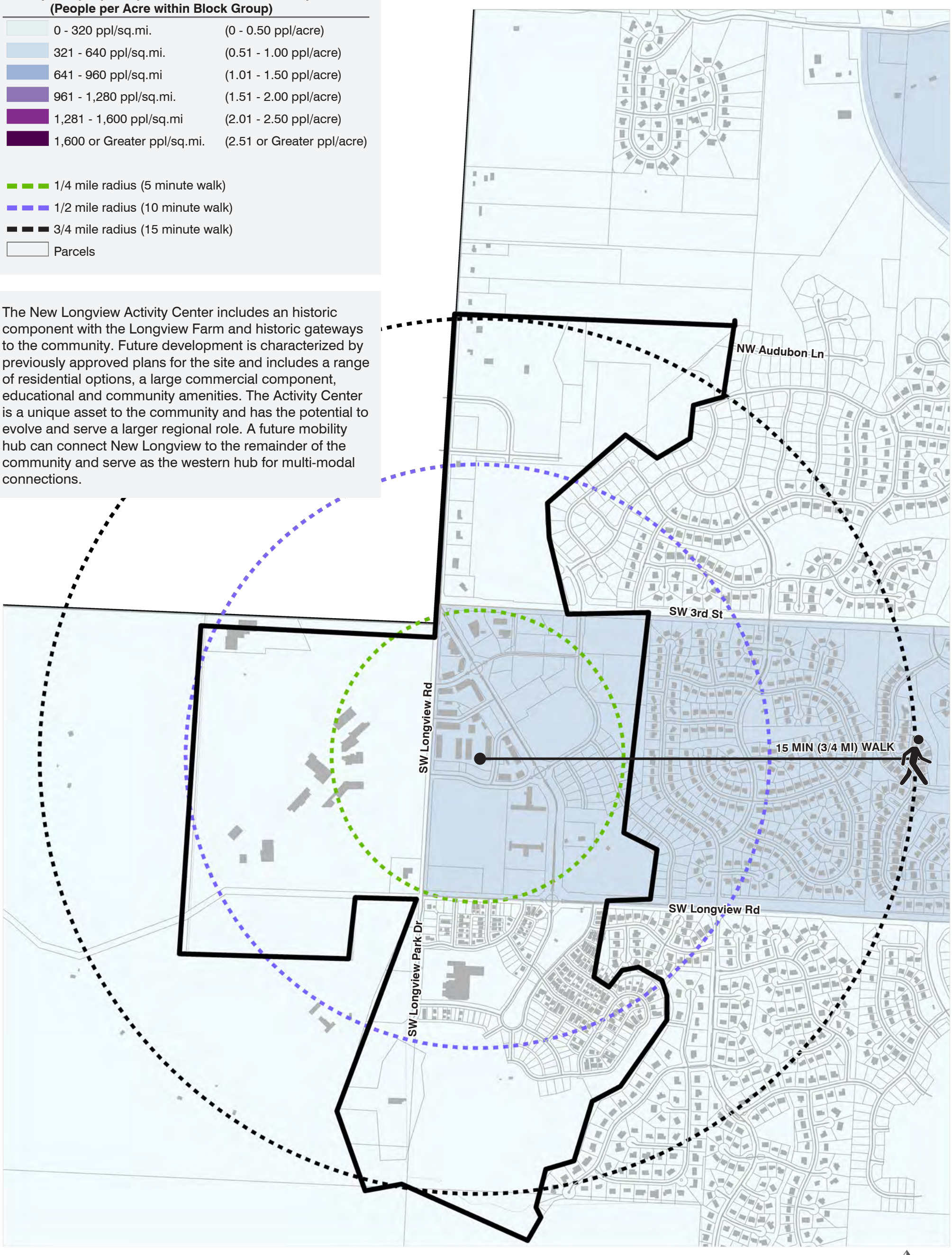
April 2021

**Density: People per Square Mile within Block Group (People per Acre within Block Group)**

| | |
|---|---|
| 0 - 320 ppl/sq.mi. | (0 - 0.50 ppl/acre) |
| 321 - 640 ppl/sq.mi. | (0.51 - 1.00 ppl/acre) |
| 641 - 960 ppl/sq.mi | (1.01 - 1.50 ppl/acre) |
| 961 - 1,280 ppl/sq.mi. | (1.51 - 2.00 ppl/acre) |
| 1,281 - 1,600 ppl/sq.mi | (2.01 - 2.50 ppl/acre) |
| 1,600 or Greater ppl/sq.mi. | (2.51 or Greater ppl/acre) |

- 1/4 mile radius (5 minute walk)
- 1/2 mile radius (10 minute walk)
- 3/4 mile radius (15 minute walk)
- Parcels

The New Longview Activity Center includes an historic component with the Longview Farm and historic gateways to the community. Future development is characterized by previously approved plans for the site and includes a range of residential options, a large commercial component, educational and community amenities. The Activity Center is a unique asset to the community and has the potential to evolve and serve a larger regional role. A future mobility hub can connect New Longview to the remainder of the community and serve as the western hub for multi-modal connections.




LEE'S SUMMIT MISSOURI

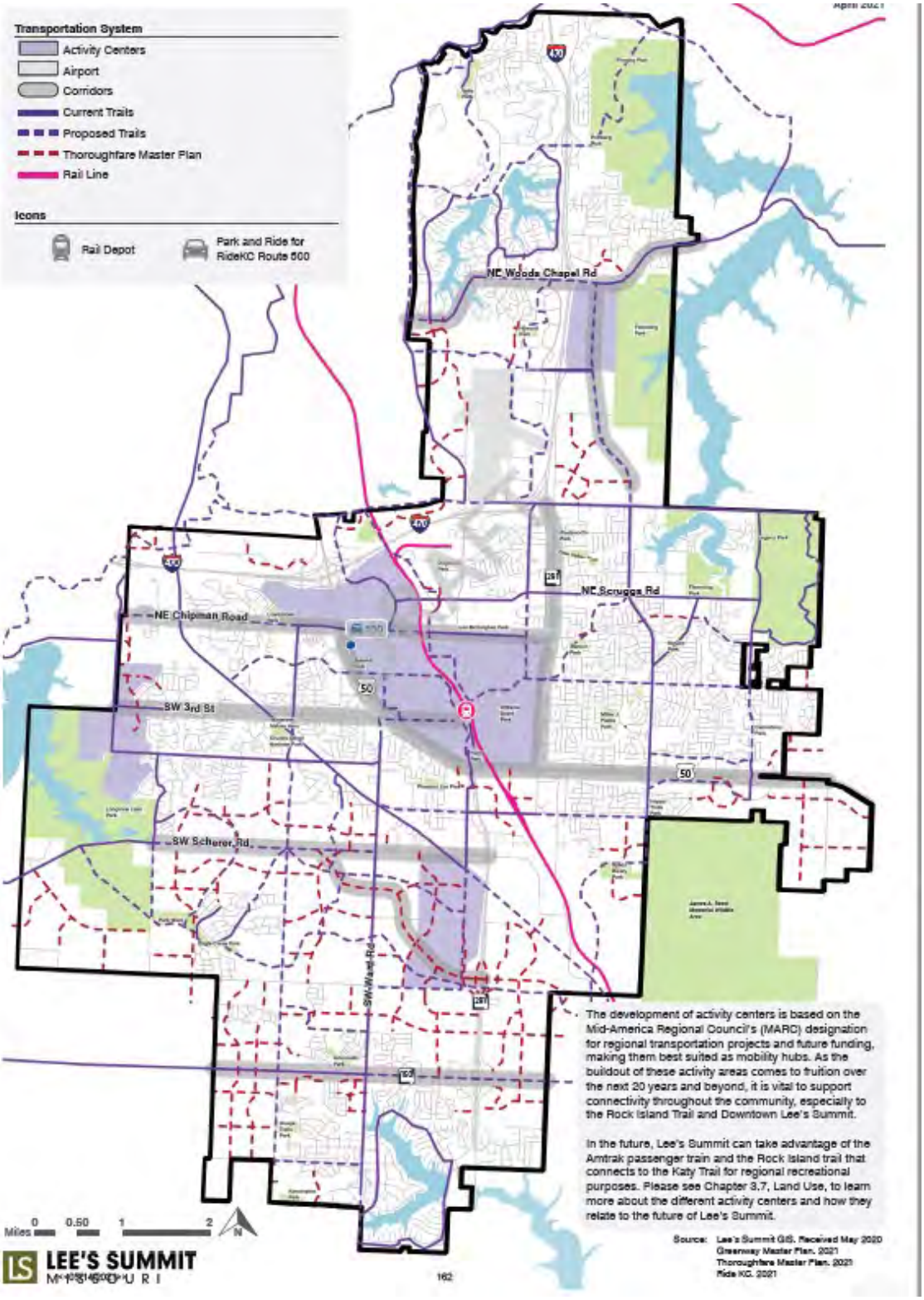


0 0.125 0.25 0.5 Miles

N

5/17

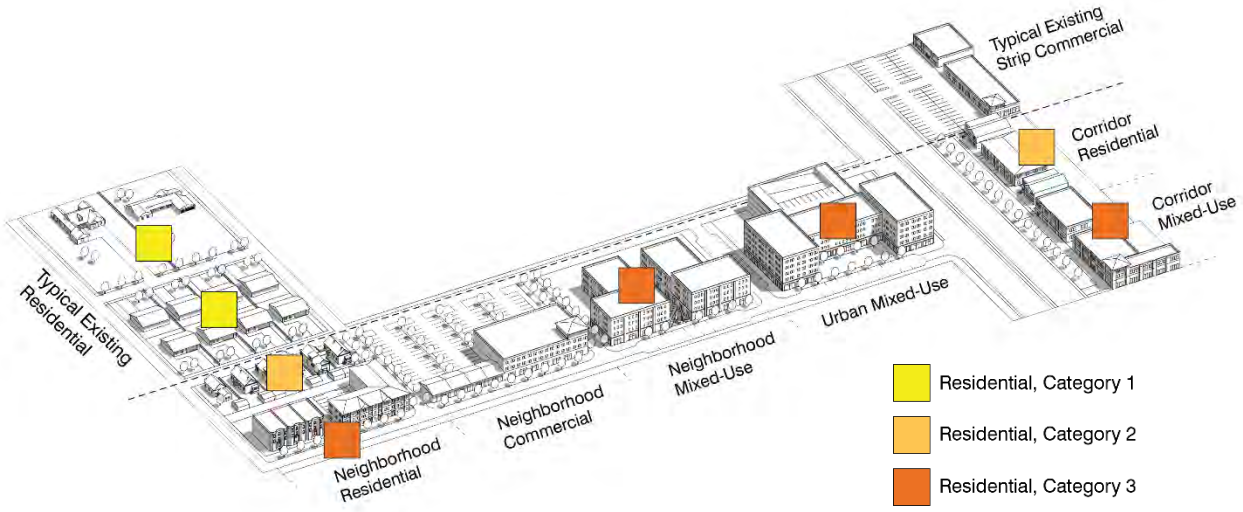
# Priority Corridors



# Chapter 2.9 Place Types

To further guide future development within the Activity Centers, as well as along corridors, *place types* provide more specific recommendations and design guidance for the land use mix, building heights and massing, density, building/parking disposition, and general development character for new development. Most of the future development or redevelopment should be directed to the Activity Centers and along existing corridors, using the place types for high-level design guidance.

The following place types are based on input from the market analysis and guide the type and amount of growth anticipated in Lee's Summit for the next 20 years.



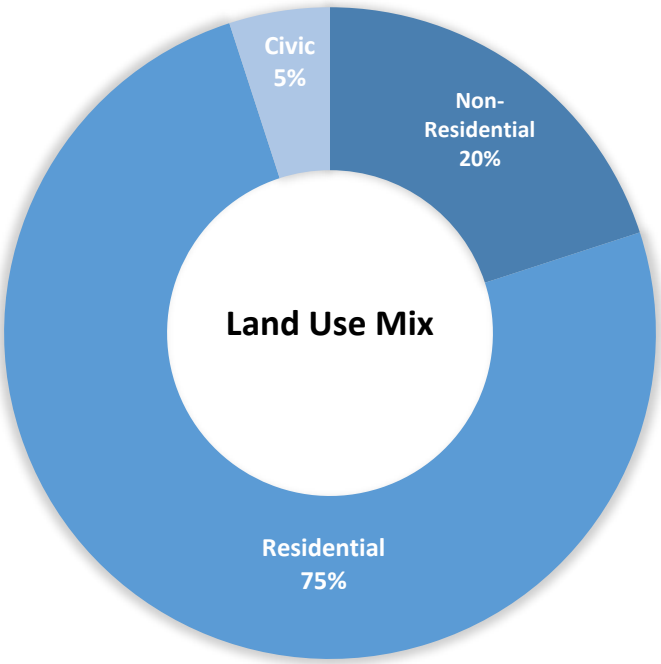

*This illustration demonstrates the relative massing & density, open space, building location, and relationship to the street for each of the place types in Lee's Summit.*

## Urban Mixed-Use:

Urban Mixed-Use place types are pedestrian-oriented and within easy walking distance to serve surrounding neighborhoods. In addition to offering a range of residential options, they provide locations for people to shop, eat, socialize and take care of daily activities. Urban Mixed-Use areas will develop as medium- to high-density walkable urban neighborhoods that encourage social connections because their mix of uses, multimodal infrastructure, and public spaces create a vibrant public realm. Vertically mixed-use buildings that frame the sidewalk and the public realm include retailers and restaurants primarily located on the first floor (with higher 1st floor heights to support active uses). Multifamily, office, or hotel uses are located above the first floor.

The Rock Island Urban Center will be anchored by an Urban Mixed-Use Place Type.

| PLANNING & URBAN DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses / Building Types | | | Density | | Open Space | Preferred Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 5 Stories, 60 feet | 75% Res./20% Non-Res./5% Civic | Res. | Multifamily | Hotel, Live/Work | | 2.0 | 24 to 36 | 15% | 400' | Structured, on-street, surface | 0' – 15' |
| | | Non-Res. | Retail Commercial, Office | Civic, Ent. Retail | Institutional | | | | | | |

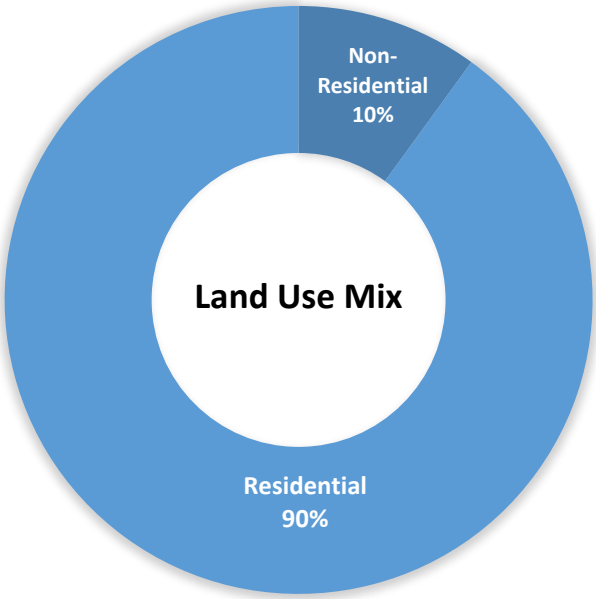



5 Story Max

## Neighborhood Mixed-Use:

Neighborhood Mixed-Use offers residents the ability to live, shop, work, and play in one community. These neighborhoods include a mixture of housing types and residential densities integrated with goods and services in a walkable community that residents visit daily. The design and scale of the development encourages active living through a comprehensive and interconnected network of walkable streets. For mixed-use buildings, retailers and restaurants are located on the first floor. Office uses may be located on the first or second floor of mixed-use buildings.

| DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 4 Stories, 50 feet | 90% Res./10% Non-Res. | Res | Multifamily, Townhomes | Detached Residential | | 1.5 | 18 to 24 | 15% | 400' - 600' | Structured, on-street, surface | 0' – 15' |
| | | Non-Res | | Retail Commercial, Office | Institutional | | | | | | |

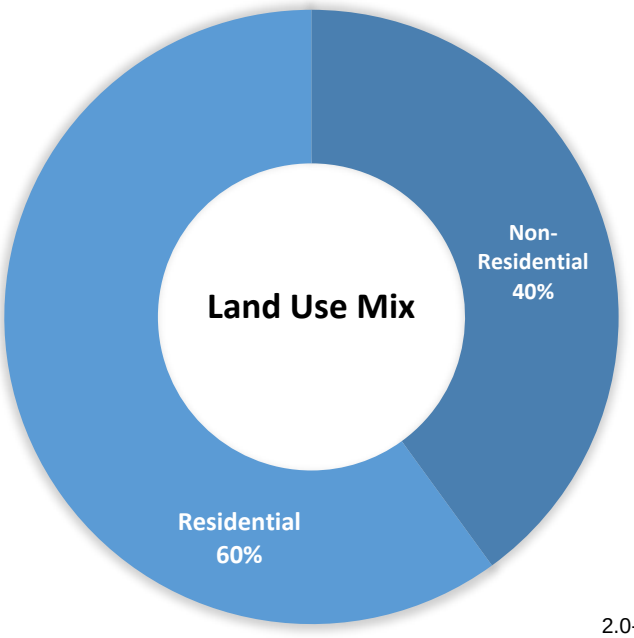



4 Story Max

## Neighborhood Commercial:

Neighborhood Commercial contains various neighborhood serving retail and service uses and a mix of medium- to high-density residential uses; generally, in a shopping center format. These centers typically include grocery stores, drug stores or other small to medium sized anchors oriented to surrounding neighborhoods. Residential uses support clustered retail development with an emphasis on adjacent public spaces—including plazas and pocket parks—to create vibrant neighborhood gathering places.

| DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 4 Stories, 50 feet | 60% Res./40% Non-Res. | Res. | Multifamily | Townhomes | Hotel | 1.5 | 18 to 24 | 15% | 400' – 600' | Surface, on-street, structured | 0' – 15' |
| | | Non-Res. | Retail Comm., Entertainment Comm. | Civic | Institutional | | | | | | |

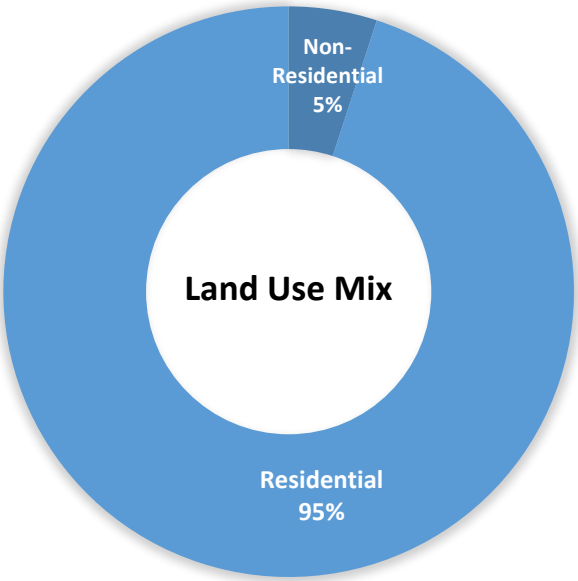




4 Story Max

## Neighborhood Residential:

Neighborhood Residential provides opportunities for a mix of housing types including multifamily residences, townhomes, duplexes, and detached homes. A small portion of retail provides for basic daily needs of residents and may be located near neighborhood public space to create destination locations. Residential setbacks vary to allow door yards or forecourts for medium density uses and front lawns for detached residential uses.

| DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 3 Stories, 35 feet | 95% Res./5% Non-Res. | Res. | Detached Residential, Townhomes | Multifamily | Hotel | N/A | 12 to 18 | 15% | 400' to 800' | Surface, on-street | 5' to 20' |
| | | Non-Res. | | Retail Commercial | Institutional, Office | | | | | | |



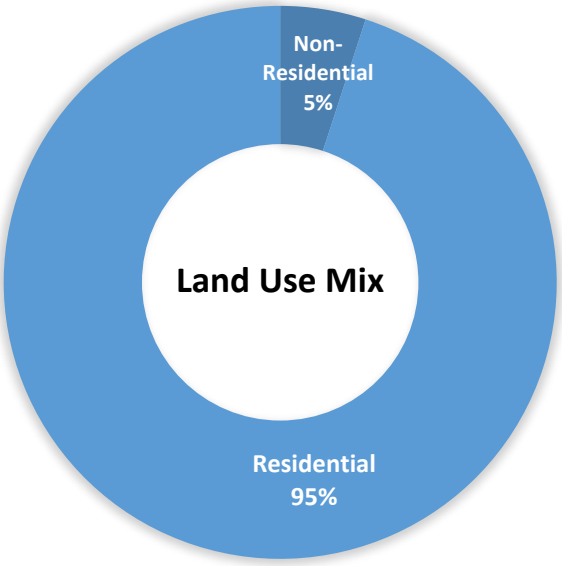

## Small Lot Residential:

Small Lot Residential place types provide the opportunity to develop a range of residential housing options that prioritize smaller residential lots and common open space. This place type should be used for infill opportunities in existing neighborhoods or as a stepdown in Activity Centers from the Neighborhood Residential place type to adjacent, single-family neighborhoods. Parking should be provided at the rear or side of the development to not interfere with the development of consolidated open space for the enjoyment of residents. Small retail uses are compatible within the context of the development.

| Building Height | Preferred Use Mix | | Land Uses | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 2 Stories, 25 Feet | 75% Res./25% Non-Res. | Res. | Multifamily | Townhomes | | N/A | 6 to 12 | 20% | Varies | Surface, on-street | Vary |
| | | Non-Res. | Ret. Commercial, Office | Civic | | | | | | | |



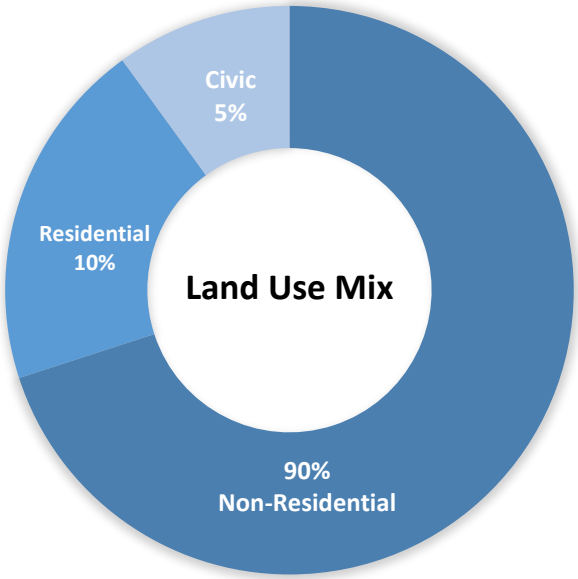
2 Story Max



## Downtown:

This place type reinforces Downtown's role as the historic heart of Lee's Summit. Walkable, pedestrian-friendly commercial destinations are supported by multifamily residential in a vibrant mix of uses that will continue to bolster downtown's role. Retail includes a mix of local business owners and restaurants wile new residential development provides housing choice in both the core and transitional areas. Parking should allow patrons to park once prior to accessing downtown's amenities.

| DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses / Building Types | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 4 Stories, 50 feet | 70% Non-res./20% Res./10% Civic | Res. | Multifamily, Hotel | Live/Work, Townhomes | | 1.5 | 18 to 24 | 10% | Varies | On-street, surface, structured | Vary |
| | | Non-Res. | Retail Commercial | Civic, Office, Institutional | Ent. Commercial | | | | | | |




**4 Story Max**

## Corridor Place Types

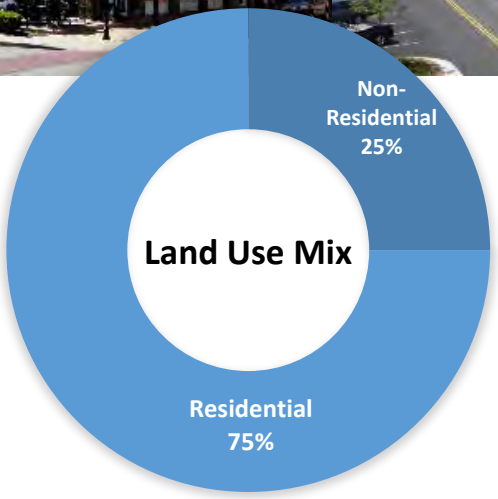
In addition to the Activity Centers, the corridors in Lee's Summit are anticipated to undergo change with some associated redevelopment in the next two decades. Highways 50 and 291 provide opportunities to integrate a wider range of uses in proximity to existing retail and medium- to high-density residential development.

Additional corridor place types are proposed to guide development and establish the basis for design principles along these corridors. Design principles establish guidance and help ensure future developments convey a positive and welcoming image of the community. Corridor place types include:

### Corridor Mixed-Use:

Corridor Mixed-Use place types are dedicated to auto-oriented corridors and provide a mix of medium- to high-density residential uses and various neighborhood serving retail and service uses. Standards should ensure harmonious development adjacent to existing residential neighborhoods and building types should take into consideration shallow lots and proximity to heavily travelled streets. Buildings along corridors should generally be 2 – 3 stories with setbacks that vary along street edges and open spaces. Connections and transitions to adjacent uses should be considered.

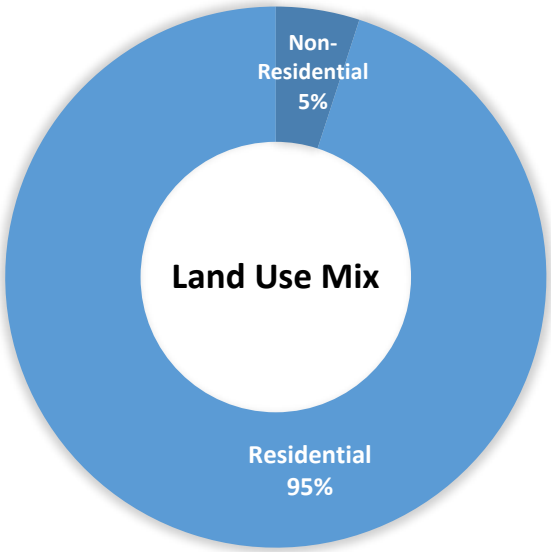
| DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 3 Stories, 40 Feet | 75% Res./25% Non-Res. | Res. | Multifamily | Townhomes, Hotel | | 1.0 | 16 to 24 | 15% | Varies | Surface, on-street | Vary |
| | | Non-Res. | Ret. Commercial, Office | Civic | Institutional | | | | | | |




## Corridor Residential:

Corridor Residential provides opportunities for the integration of multifamily residential uses along Lee's Summit's corridors. The inclusion of housing types—including townhomes, apartments and condominiums, and duplexes—should be coordinated with and complement existing, adjacent residential uses. Retail uses should be considered at key intersections as part of mixed-use developments to provide for the daily needs of residents. Public space should be integrated into developments to provide an opportunity for recreation, outdoor dining, or leisure space.

| DESIGN CHARACTERISTICS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building Height | Preferred Use Mix | | Land Uses | | | Density | | Open Space | Typical Block Length | Parking | Setbacks |
| | | | Primary | Complementary | Conditional | FAR | DU/Acre | | | | |
| 3 Stories, 35 feet | 95% Res./5% Non-Res. | Res. | Townhomes | Multifamily | | N/A | 8 to 16 | 20% | Varies | Surface, on-street | Vary |
| | | Non-Res. | | Ret. Commercial, Office | | | | | | | |




3 Story Max

# Design Principles

Community design principles provide guidance for the future development and redevelopment of Lee's Summit's Activity Centers and corridors. While the principles are not prescriptive, they do provide overarching guidance for new streets, open spaces, and buildings. They serve as the basis for the review of development applications, revisions to, or the development of, future regulatory guidance, and as a signal to the community regarding the character and quality of development that is expected.

**Mobility & Connectivity Principles**

- Connectivity: There are numerous opportunities to better connect Activity Centers and corridors to existing parks, neighborhoods, and amenities. Priority connections, including adequate sidewalks, trails, wayfinding, and bike lanes should be given to connecting to environmental assets, parks, public transit, and key community amenities.
- Building walkways: An on-site pedestrian walkway system should be developed for all development and redevelopment. Walkways should provide a clearly delineated and safe path from parking areas to buildings, as well as between buildings.
- Scale and safety: New streets should accommodate pedestrians and bicyclists wherever possible and create/enhance connections to neighborhoods and nearby amenities. If a new connection is shown but is not wide enough for all modes, pedestrian comfort and safety is the top priority.
- Wayfinding: Wayfinding should be used to enhance connections and neighborhood identity.
- Parking lots: Parking should be broken up into parking blocks that contain no more than 40 parking spaces. Parking blocks should be separated by landscape medians with street trees and oriented toward the buildings they serve.
- Intersection Parking: Surface parking areas should not be located directly at the intersection of two thoroughfares. Intersections should preferably be defined by buildings and/or pedestrian amenities.
- Vehicle Entry Drives: The number and width of vehicle entry areas into parking lots and driveways should be minimized to prioritize pedestrian traffic and safety; particularly along high-speed thoroughfares.
- On-street Parking: On-street parking should be included on new and existing street sections; consideration should be given to new streets in Activity Centers.
- Drive-throughs: The inclusion of drive-throughs should be limited along the corridors and in Activity Centers to help maintain a focus on pedestrians. If included, drive-throughs should be in the rear of development sites and should not front public streets or open spaces.

# MOBILITY & CONNECTIVITY PRINCIPLES

**1 Drive Through**

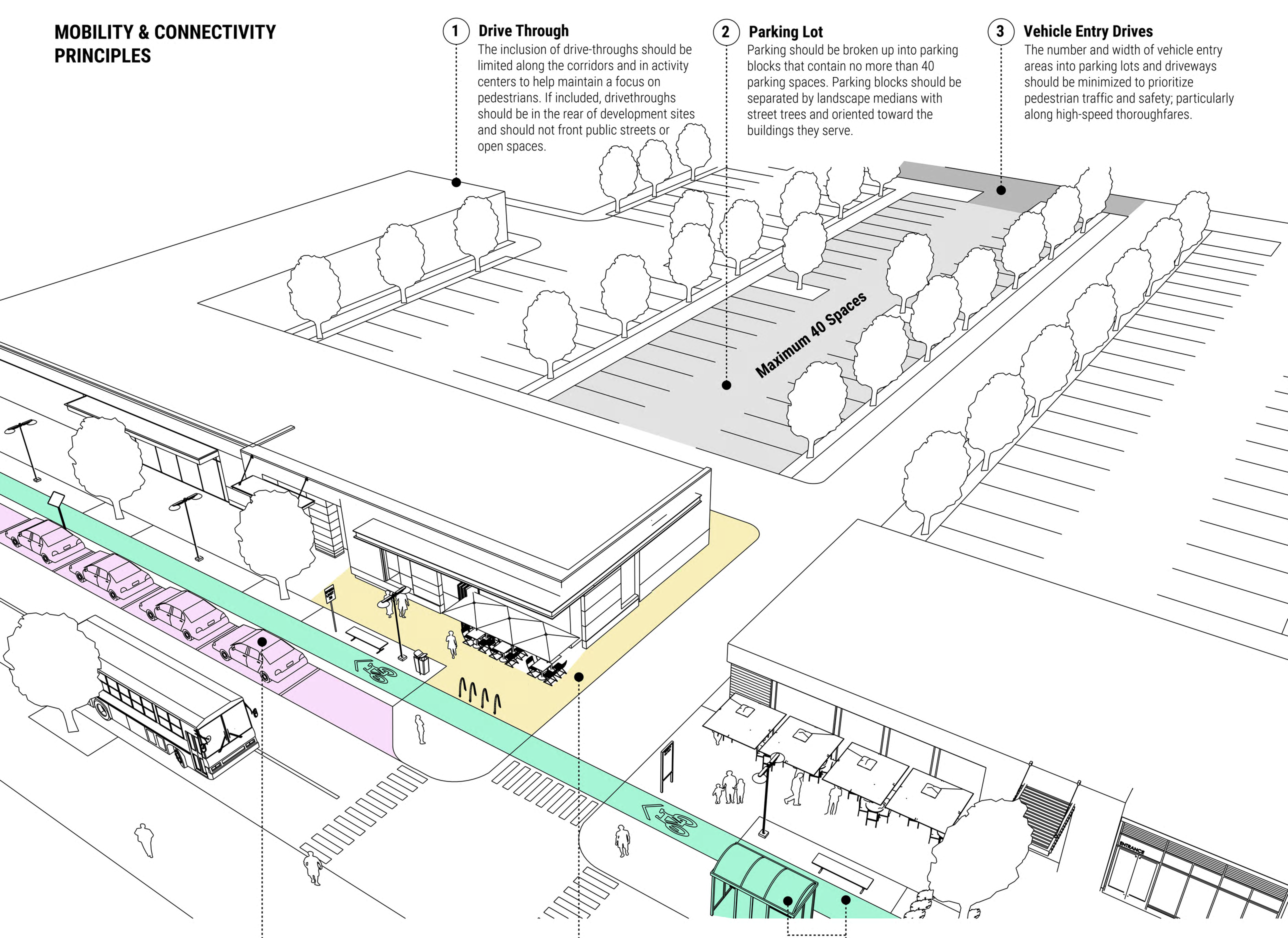
The inclusion of drive-throughs should be limited along the corridors and in activity centers to help maintain a focus on pedestrians. If included, drivethroughs should be in the rear of development sites and should not front public streets or open spaces.

**2 Parking Lot**

Parking should be broken up into parking blocks that contain no more than 40 parking spaces. Parking blocks should be separated by landscape medians with street trees and oriented toward the buildings they serve.

**3 Vehicle Entry Drives**

The number and width of vehicle entry areas into parking lots and driveways should be minimized to prioritize pedestrian traffic and safety; particularly along high-speed thoroughfares.




**4 On-Street Parking**

On-street parking should be included on new and existing street sections; consideration should be given to new streets in activity centers.

**5 Building Walkways**

An on-site pedestrian walkway system should be developed for all development and redevelopment. Walkways should provide a clearly delineated and safe path from parking areas to buildings, as well as between buildings.

**6 Connectivity**

There are numerous opportunities to better connect activity centers and corridors to existing parks, neighborhoods, and amenities. Priority connections, including adequate sidewalks, trails, wayfinding, and bike lanes should be given to connecting to environmental assets, parks, public transit, and key community amenities.

**Parks & Open Space Principles**

- Visible from the street: Parks and green spaces/plazas intended to be publicly accessible need to be visible from the street, not enclosed by or behind buildings.
- Flexible use: Public spaces must be designed to allow flexible use, including seating, lighting, and ideally a connection to retail or food close by. Incorporate programmable space in parks, with flexibility to provide 4-season experiences.
- Public art: Public art and water elements make spaces inviting. Streetscapes and open spaces should incorporate public art, including state-of-the-art interactive digital public art that engages passersby, promotes informal interaction, and draws the creativity of the local arts community into the corridor.
- Native Plantings: Promote the use of native plantings and include education around the ecological benefits. Low-impact design should be used to reduce impervious surfaces.
- Enhance comfort: Design should enhance comfort, such as seating, shade trees, and shade structures. Wherever possible, offer seating options with back rests so people of all ages and ability can sit comfortably, longer.
- Recreational and environmental purposes: Open space should serve a dual purpose (e.g. stormwater management and recreation), wherever possible. However, maintenance is critical for keeping them attractive and functional.
- Maintenance and safety: Maintenance and safety are important to maintaining the built environment and critical for keeping open spaces attractive and functional. Sidewalks and trails should be safe and inviting, and any missing segments should be completed as a priority. Interference with street trees, landscaping, and utilities should be minimized. Street trees should maintain clear-view triangles at intersections and driveway access points for pedestrian and vehicular safety.
- Scale and comfort: The scale and comfort of open and public spaces should be maintained. Street trees should be installed in conjunction with new development. Other amenities within open spaces, including outdoor furniture and other design elements, should maintain a pedestrian scale.

# PARKS & OPEN SPACE PRINCIPLES

## 1 Enhance Comfort

Design should enhance comfort, such as seating, shade trees, and shade structures. Wherever possible, offer seating options with back rests so people of all ages and ability can sit comfortably, longer.

## 2 Pedestrian Scale

The scale and comfort of open and public spaces should be maintained. Street trees should be installed in conjunction with new development. Other amenities within open spaces, including outdoor furniture and other design elements, should maintain a pedestrian scale.

## 3 Public Art

Public art and water elements make spaces inviting. Streetscapes and open spaces should incorporate public art, including state-of-the-art interactive digital public art that engages passersby, promotes informal interaction, and draws the creativity of the local arts community into the  corridor.

## 4 Visible from the Street

Parks and green spaces/plazas intended to be publicly accessible need to be visible from the street, not enclosed by or behind buildings.

## 5 Flexible Use

Public spaces must be designed to allow flexible use, including seating, lighting, and ideally a connection to retail or food close by. Incorporate programmable space in parks, with flexibility to provide 4-season experiences.

**Building & Site Development Principles**

- Historic resources: Property owners should be encouraged to pursue a National Register designation, followed by a local historic designation, for qualifying structures. Conservation Districts should be created to buffer historic districts and to maintain appropriate size, massing, and building setbacks within the area.
- Surface parking: Site design should minimize the amount of surface parking and screen any surface parking from view of public spaces to the greatest extent possible.
- Building orientation: The active wall of buildings (those frontages with a majority of storefronts, public entrances, and windows) should be sited toward the primary access street, an internal main street, or the active frontage of another building.
- Setbacks: Site design should prioritize buildings along the setback line of new streets, as opposed to parking. If additional space is needed for right-of-way expansion along these corridors, building setbacks should serve as an extension of the sidewalk and public realm.
- Seating: Outdoor seating areas should be included along walkways and adjacent to restaurant/retail buildings. A cluster of buildings may include a pedestrian plaza or delineated outdoor pedestrian area.
- Ground-floor retail: Along primary street frontages, ground floors should be dedicated to retail (including restaurants, cafés, etc.) and/or other activities that animate the public realm including arts, culture (including museum), entertainment and civic uses such as a library or other community-serving activities that animate streets and public spaces. Ground floor uses that spill out into the public realm (e.g., restaurants, cafés) should front actively used public spaces.

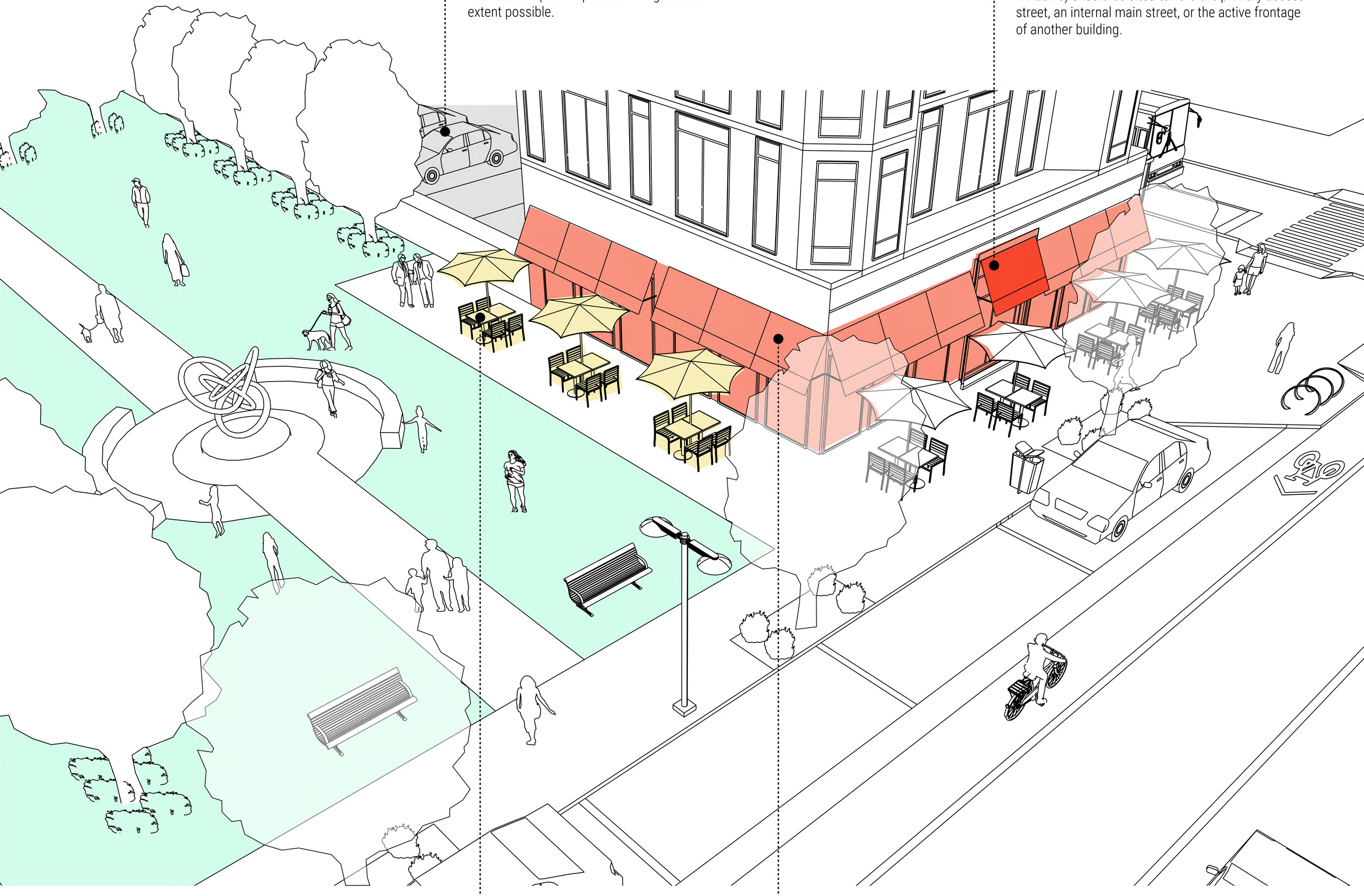
# BUILDING & SITE DEVELOPMENT PRINCIPLES

## 1 Surface Parking

Site design should minimize the amount of surface parking and screen any surface parking from view of public spaces to the greatest extent possible.

## 2 Building Orientation

The active wall of buildings (those frontages with a majority of storefronts, public entrances, and windows) should be sited toward the primary access street, an internal main street, or the active frontage of another building.



## 3 Seating

Outdoor seating areas should be included along walkways and adjacent to restaurant/retail buildings. A cluster of buildings may include a pedestrian plaza or delineated outdoor pedestrian area.

## 4 Ground-floor Retail

Along primary street frontages, ground floors should be dedicated to retail (including restaurants, cafés, etc.) and/or other activities that animate the public realm including arts, culture (including museum), entertainment and civic uses such as a library or other community-serving activities that animate streets and public spaces. Ground floor uses that spill out into the public realm (e.g., restaurants, cafés) should front actively used public spaces.

## Design Principles for Strip Commercial Development

- Development Patterns: Buildings should provide logical arrangements that define and/or enclose outdoor pedestrian space and provide an arrangement of buildings that help to define streets as public space and parking areas.
- Land Use: Retrofitted or redeveloped strip centers should allow for a flexible range of uses. Uses should range from the addition of small retail kiosks and food trucks to higher density residential and mixed-use buildings. The scale of new development should be compatible with adjacent uses with effective transitions and/or screening.
- Open Space: Public open space should be provided in conjunction with infill or redevelopment of strip centers. Depending on the scale of the project, a range of open spaces should be applied (e.g., small plaza to neighborhood green). Open space should be visibly and physically accessible and allow for a range of activities to promote usability.
- Building Orientation: Commercial and residential buildings should be arranged to define streetscapes and open space. Active building frontages should be oriented toward a common street or common open space to increase accessibility walkability.
- Parking: Where possible, parking should be located to the rear or side of new buildings to reduce street- or thoroughfare-facing parking. Landscape islands should be included in parking fields to minimize the impact of parking and to increase tree canopy and impervious area.
- Pedestrian Access: Connections between adjacent nonresidential development parcels and residential neighborhoods should be provided by siting access points continuous to the adjacent development.
- Vehicle Access: Vehicle access and circulation in commercial developments should provide for an interconnected street network. Access points along thoroughfares should be reduced and consolidated concurrent with new development to provide safe vehicular and pedestrian environments.
- Connectivity: The street system internal to a strip development should connect to the perimeter public street system to provide for both intra- and inter-neighborhood connections. Clear and delineated pedestrian connections and sidewalks should be developed from parking locations.
- Transitions: Transitions from strip shopping centers to adjacent residential development should use adequate setbacks, green spaces and/or landscaping, natural features, or similar land use and scale elements to create a cohesive connection.
- Drive-throughs: Drive-throughs should be compatible with the development that they are located within and integrated into the overall building development scheme. Access should be from internal drives/streets that are internal to the development. Drive-throughs should be sited away from primary building frontages and open space and screened from view when not feasible.
- Landscaping: The perimeter of strip centers should include landscaping (street trees and shrubs) to ease the transition to adjacent uses, increase the city's tree canopy, and improve permeability for stormwater. Landscaping should also be used to screen the view of parking from adjacent uses and the street.
- Service and Loading Access: Strip centers should have a clear and consolidated service and loading that is located away from primary building entries and pedestrian areas where feasible.

## Infill and Missing Middle Housing

"Purposeful" infill growth, in the form of well-planned and managed development, can play a critical role in enhancing existing neighborhoods and strengthening downtown—in large part by supporting their ability to adapt to the community's changing needs and opportunities.

Addressing three key questions provides clear direction for identifying the right kinds of infill development, shaping it to enhance the quality and character of our community, and ensuring that its benefits outweigh its costs.

**How do we plan for redevelopment and revitalization of our existing community to meet the needs of the future?**

Infill development is not a goal, but a powerful tool Lee's Summit can use to manage the accelerating pace of demographic, economic, and similar changes in ways that enhance quality of life and opportunity for the entire community. The community can use infill development to:

- Expand opportunities to enable people to "age in place", welcome younger folks to become part of our community, and enhance economic diversity by providing appropriately located and designed (see Guiding Principles below) accessory dwelling units in residential neighborhoods and a variety of missing middle housing options in Downtown.
- Focus infill investment in strip retail, outmoded office or industrial sites, and other places that today do not enhance the quality and character of our neighborhoods and downtown.
- Adapt to changing housing preferences—and markets (shaped by a growing number of households without kids)—for more diverse housing options in existing neighborhoods and downtown.
- Provide the growing local housing necessary to preserve and expand neighborhood center and downtown retail vitality amid a rapidly changing market environment that places growing importance on residents within walking distance.

**How do we enhance the community's design and appearance?**

Getting the character, quality, and fit—in terms of use, design, and a broad array of impacts—is particularly important not just for making infill acceptable, but for achieving its full potential to meet the community's changing needs and aspirations. The following points illustrate priorities for infill development that inform the Design Principles for the entire community located at the end of this chapter:

- Mobility & Connectivity. Infill development downtown can fill gaps, animate sidewalks, invite greater walkability. While infill development rarely generates noticeable traffic, it is critical to ensure that any associated parking is well managed and does not convey a sense of crowding in neighborhoods to overtax existing facilities downtown.
- Parks & Open Space. Infill development downtown can offer opportunities to create small public spaces—perhaps a small plaza to sit outside with a cup of coffee and meet a friend or a small garden fronting new housing. In neighborhoods it is rarely appropriate to use front lawns or other green spaces to accommodate accessory dwelling units or other new infill housing.

- Building & Site Development. In neighborhoods, there are many examples of successful approaches to adding accessory dwelling units that include a new backyard building, a small apartment located over a garage, a new unit carved within an existing house by a family seeking to downsize, or similar approaches that invite new neighbors and address affordable housing challenges without making a noticeable change to neighborhood scale or character. For downtown, the goal is generally to respect existing—or desired—character using appropriate materials, design details, and massing while adding new street facing retail or other uses that enliven the pedestrian experience. In neighborhoods and downtown, special consideration should be given to preserving the context and integrity of historic buildings and places.
- Strip Commercial Development. In neighborhoods and downtown alike, infill development can replace auto oriented and strip commercial development with buildings and uses that enhance the pedestrian experience, invite walkability, and enhance the sense of community character and quality.

**Is there a process in place to determine the cost-benefit of future development and redevelopment? What is the process or tool?**

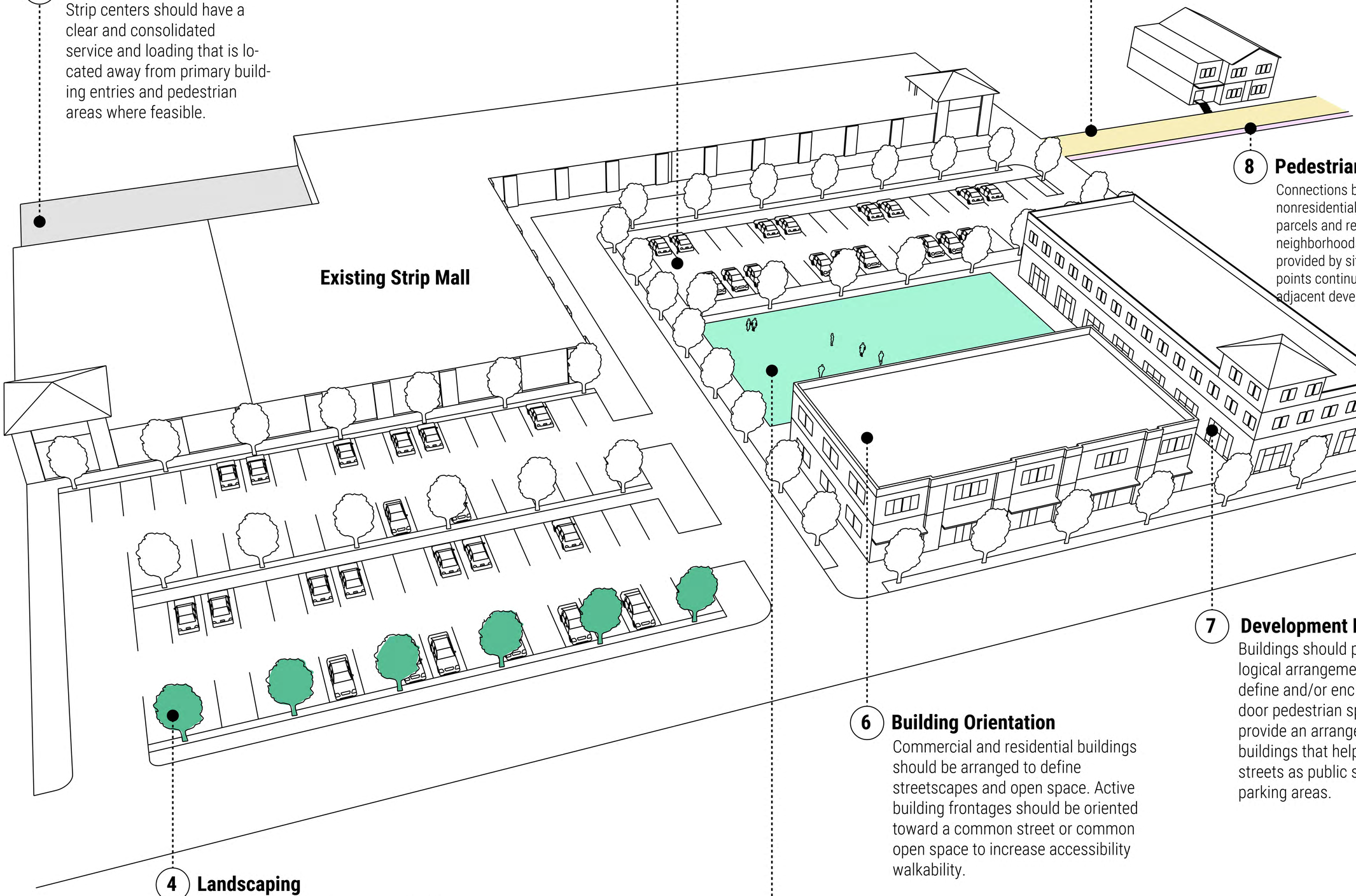
For infill development, this question is often far easier to answer than for larger-scale developments. The fiscal costs and benefits, traffic impacts, infrastructure costs and benefits, and similar questions can be readily determined. But these are generally not the critical questions for these small-scale projects. The real questions focus on the adaptability and value infill development can add in terms of the ability to contribute toward addressing community challenges—the ability to age in place, provide affordable housing for younger residents, support economic and other types of diversity, contribute to downtown vitality, and meeting similar goals that make Lee's Summit a more complete community. And can it add this value in ways that respect Lee's Summit's qualitative goals for the character and quality of the community.

# DESIGN PRINCIPLES FOR STRIP MALLS

**1 Service and Loading Access**
Strip centers should have a clear and consolidated service and loading that is located away from primary building entries and pedestrian areas where feasible.

**2 Parking**
Where possible, parking should be located to the rear or side of new buildings to reduce street- or thoroug fare- facing parking. Landscape islands should be included in parking fields to minimize the impact of parking and to increase tree canopy and impervious area.

**3 Transitions**
Transitions from strip shopping centers to adjacent residential development should use adequate setbacks, green spaces and/or landscaping, natural features, or similar land use and scale elements to create a cohesive connection.




**8 Pedestrian Access**
Connections between adjacent nonresidential development parcels and residential neighborhoods should be provided by siting access points continuous to the adjacent development.

**7 Development Patterns**
Buildings should provide logical arrangements that define and/or enclose outdoor pedestrian space and provide an arrangement of buildings that help to define streets as public space and parking areas.

**6 Building Orientation**
Commercial and residential buildings should be arranged to define streetscapes and open space. Active building frontages should be oriented toward a common street or common open space to increase accessibility walkability.

**5 Open Space**
Public open space should be provided in conjunction with infill or redevelopment of strip centers. Depending on the scale of the project, a range of open spaces should be applied (e.g., small plaza to neighborhood green). Open space should be visibly and physically accessible and allow for a range of activities to promote usability.

**4 Landscaping**
The perimeter of strip centers should include landscaping (street trees and shrubs) to ease the transition to adjacent uses, increase the city's tree canopy, and improve permeability for stormwater. Landscaping should also be used to screen the view of parking from adjacent uses and the street.

## Missing Middle Housing

"Missing Middle" housing help fill the gap between traditional detached housing units and large multi-unit apartment or condominium buildings – generally including duplexes, triplexes, townhomes, and small apartment structures. The market analysis for Lee's Summit illustrates that there will be a need for missing middle housing types over the next two decades, which can be accommodated primarily in the new Activity Centers (with guidance from the place types), but also as infill development in existing mature neighborhoods and along the community's corridors—as referenced above. As discussed in the Housing chapter (Chapter 2), the incorporation of missing middle housing throughout the community – particularly in proximity to existing infrastructure and transit – provides a larger range of housing choice and offers increased affordability for a larger portion of the community.

Scale and form parameters are key to ensuring that missing middle housing supports the context of an area; it is not necessary to introduce large buildings in sensitive areas to create more housing options. Most of these missing middle types fit into structures that are a similar scale to existing housing: not more than 2.5 stories, no more than 55-75 ft. wide, and approximately 45-60 feet deep. While most missing middle housing types are appropriate within the urban or neighborhood *place types*, some of the denser housing types in Figure X ("Upper Missing Middle") could reach up to 3-4 stories and are only appropriate in the context of higher density, mixed-use development.


The following characteristics provide guidance and considerations for incorporating missing middle housing in the community. Shared characteristics common to missing middle housing types include:

1. Walkability: Missing middle housing is most easily located in newly built development, but integration into existing neighborhoods with proximity to jobs, schools, shopping, and entertainment are important considerations.

2. Density/Critical Mass: Missing middles housing allows enough density to support services and amenities (including public transit), while not contributing to an increase in the perceived density of an area when the scale of new development is context sensitive. These structures can generate average densities at or above 12 units/acre

while ensuring predictable results for the surrounding neighborhoods in terms of form, scale and building types.

3. Small Building Footprints: These housing types have similar heights, depths, and widths as single-family homes and present a compatible scale with existing housing in the community.

4. Livability: Missing middle housing provides a similar living experience to single-family homes even though the unit size is smaller. For example, being able to enter from a private door on a front porch or stoop as opposed to an apartment hallway. The smaller spaces and lower costs allow developers to integrate well-designed open space solutions in conjunction with new projects.

5. Ownership: Missing middle homes can be either owner-occupied or rental, or a mix of both. As a more affordable option than traditional single-family homes, these housing types provide a more attainable option for owning a home in Lee's Summit (see information related to cost burdened households in Lee's Summit).

6. Parking: Requiring too much parking can be a deterrent to the creation of missing middle housing, because not enough units can be constructed to make a project economically viable. A thoughtful approach to the quantity of parking and how that parking is integrated into the design of the site should be considered. Generally, missing middle housing requires less off-street parking because it is constructed in walkable areas, households are smaller, and on-street parking available.

7. Construction: Missing middle housing is generally built using simple and cost-effective techniques. Wood construction and two-story buildings are common for these housing types, which provide greater cost efficiencies for builders.

8. Sense of Community: Allowing for and encouraging additional housing types helps create a stronger sense of community by being in vibrant neighborhoods with access to shared spaces. This is especially important to single-person households and empty-nesters who are often looking to belong to a community when considering housing options.


*Missing Middle Housing types are most easily integrated at the edge of neighborhoods (left) or as a transition between commercial and existing residential development (right),*