



IGNITE! FUEL OUR FUTURE
COMPREHENSIVE PLAN
LEE'S SUMMIT, MISSOURI



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

1 Drive Through

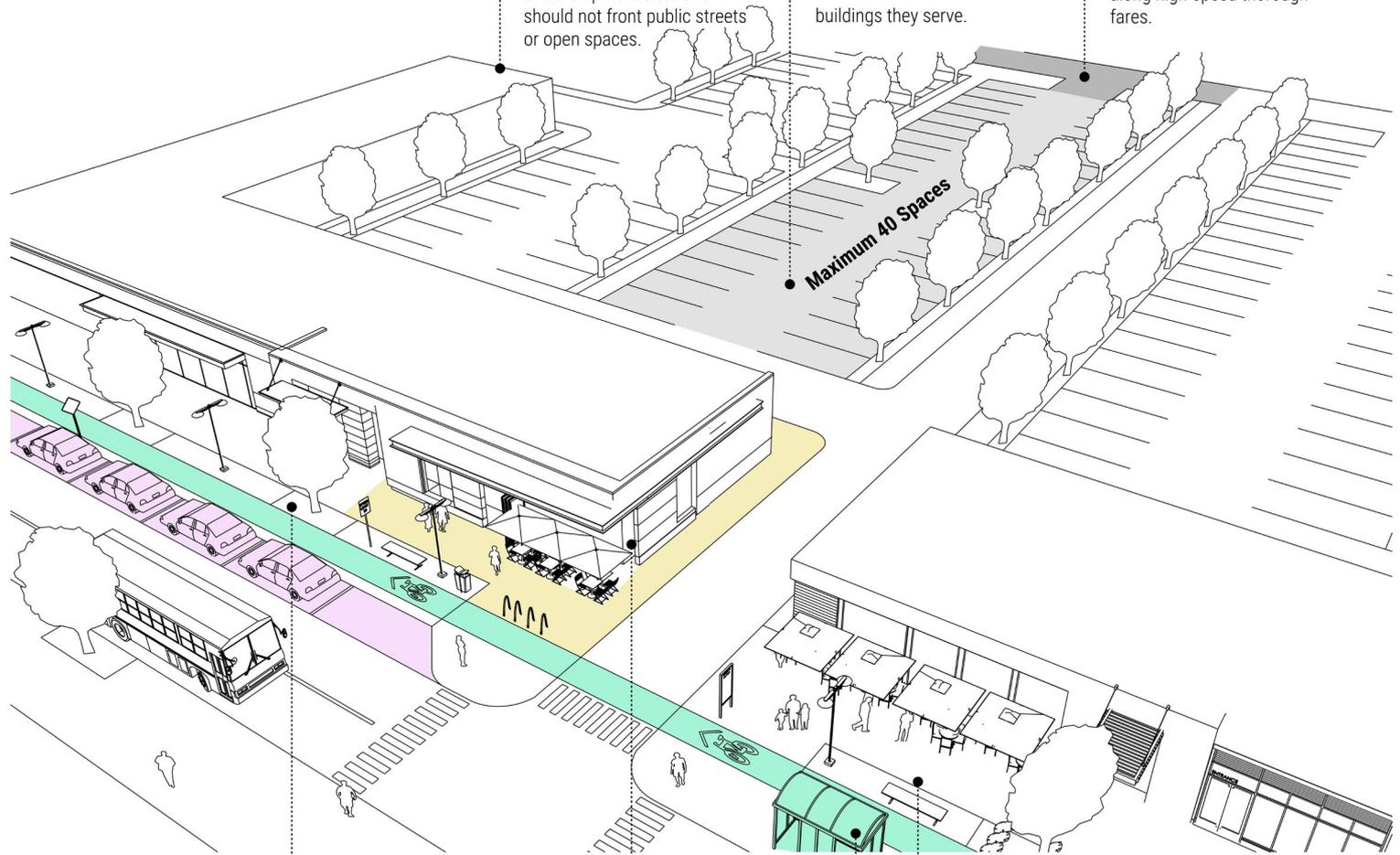
The inclusion of drive-throughs should be limited along the corridors and in activity centers to help maintain a focus on pedestrians. If included, drive-throughs should be in the rear of development sites and should not front public streets or open spaces.

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

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

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.

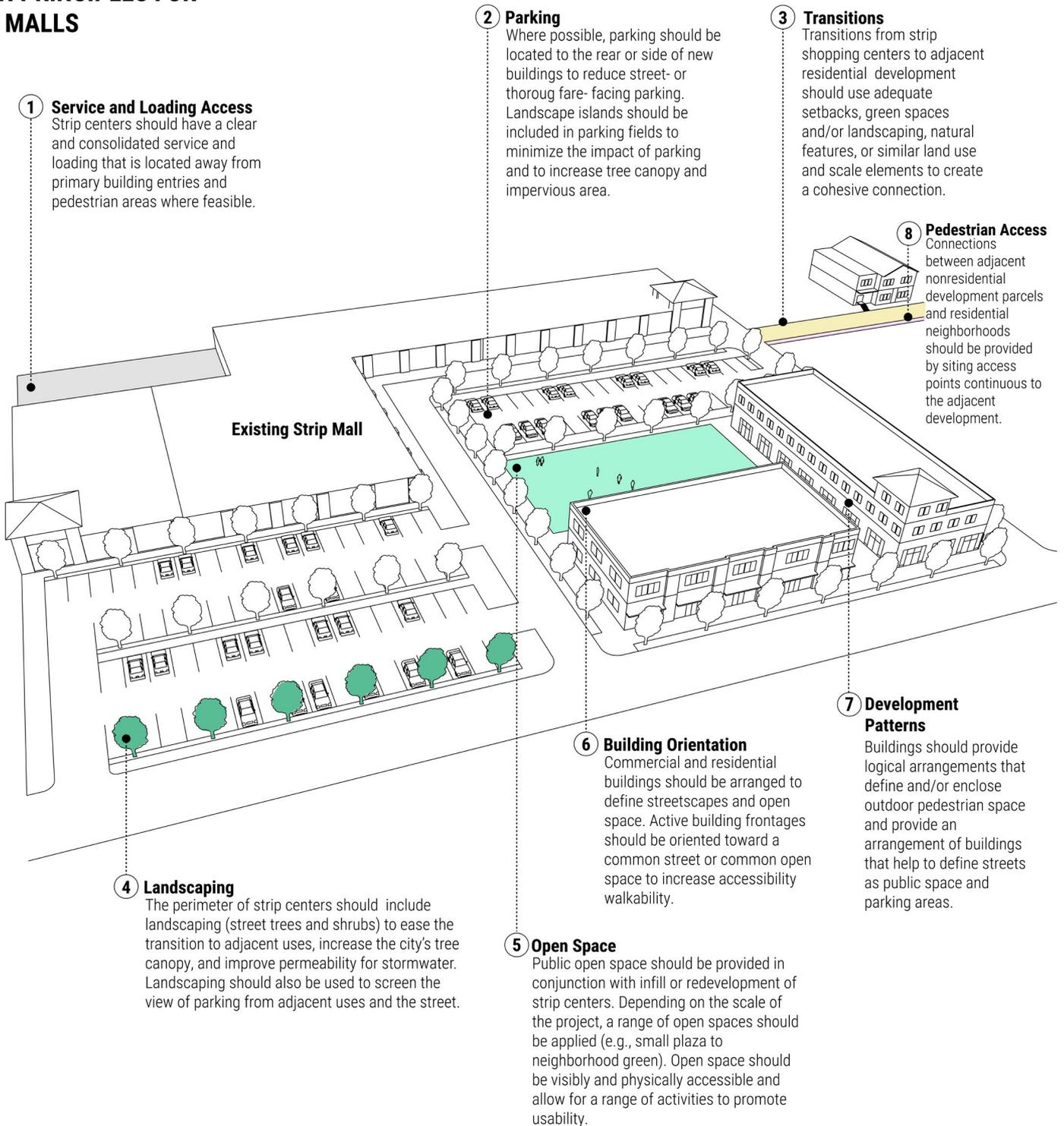
2 Building Orientation
The active wall of buildings (those frontages with a majority of storefronts, public entrances, and windows) should be sited toward the primary access street, an internal main street, or the active frontage of another building.



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.

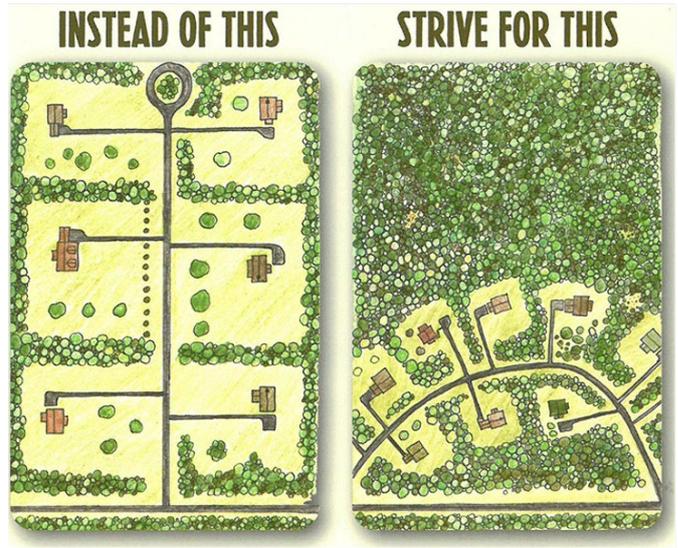
4 Ground-floor Retail
Along primary street frontages, ground floors should be dedicated to retail (including restaurants, cafés, etc.) and/or other activities that animate the public realm including arts, culture (including museum), entertainment and civic uses such as a library or other community-serving 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 MALLS



Open Space Connection and Protection

Develop around the central organizing principle of protecting open space to produce an interconnected network of conservation lands throughout the community. For individual properties, preserving tree cover and high-quality natural resources and open space is always preferred over replacing it with new.



Grid Street Network

New streets will have a grid system that allow for the creation of walkable neighborhoods with a mix of uses. This means that new development will follow the walkable “neighborhood model” of development—like historic neighborhoods of Lee’s Summit.

Grid street networks are not just better for walking, biking, and livability, but also offer far greater vehicle capacity and connections. Because it makes turns easier, a grid street network greatly reduces the need for complicated, multiphase

traffic signals. A network of small interconnected streets has more traffic capacity than the same street area arranged in a sparse hierarchy of large streets. This superior capacity is unrelated to the reduction in travel demand or shortening of travel distances.

A grid street network also cuts the cost of infrastructure and services needed to serve development making development more affordable.

