

Chapter 3.7: Land Use & Community Design

Goal 7.A.: Promote sustainable land use to meet the needs of the future.

Objective 7.A.1: Plan for purposeful growth, revitalization and redevelopment.

Objective 7.A.2: Protect the environment and meet the needs of the future.

Assessment

New development in Lee's Summit over the next decade—and future decades— will be focused on greenfield development and infill within areas considered already developed. While infill sites represent a relatively small percentage of the overall land in the City, they represent a range of opportunities to redevelop under-utilized sites to better maximize existing infrastructure, services and amenities. Where possible, this Plan will guide redevelopment to ensure that it takes the form of walkable, mixed-use and mixed-income centers and neighborhoods that support the community's vision and goals.

The land use goal for Lee's Summit is to promote sustainable land use that meets the needs of the future, with an objective to plan for purposeful growth, revitalization, and redevelopment. A land use framework to assist with defining future opportunities was developed as a guide for directing land use recommendations throughout the community. The framework seeks to maintain and preserve existing land uses, such as open space and neighborhoods, while proposing infill development or redevelopment for portions of the community with existing infrastructure and likelihood for growth.

LAND USE FRAMEWORK

The following pages translate the concept of strategic growth and change into a foundation for future policies and actions:

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, identified in Chapter X, 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.

FRAMEWORK STRATEGY

The framework strategy outlines the purpose and intent for four high-level, guiding categories, including areas to preserve, enhance, transform, and strengthen. The framework also provides focus for the land uses categories, character areas, Activity Centers and place types in the Plan.

Within the following section, each category is described with accompanying summaries of objective, important considerations, and targeted outcomes for advancing the recommendations of the Plan. Icons are used throughout the land use recommendations to reinforce how specific actions support one or more of the high-level categories—reminding the community they are on-track for meeting its stated needs and expectations.



Preserve

Areas to preserve include: public open space; private open spaces that represent important natural areas, includes valued natural resources or offers important open space connections; and places that represent valued historic and cultural landmarks and resources. Together, these preservation areas represent a green and historic framework element that is important in defining the City's character and quality. Change should be carefully managed to enhance the setting and protect the environmental quality of these areas and should largely be confined to park-related activities. Such an example could include trails and greenways that provide attractive, viable travel corridors for walking and biking. Where feasible, the City should acquire environmentally sensitive lands as an opportunity to enhance historic and cultural sites, parks, athletic fields, and nature.

Areas to Preserve:

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

Enhance

Areas to Enhance include most of the City's existing residential neighborhoods. Enhancements may introduce traffic calming measures on roadways; new connections to nearby walkable, mixed-use Activity Centers; improved bicycle or pedestrian infrastructure; or opportunities for new parks, open space, and tree canopy. In limited cases, some neighborhoods may benefit from small-scale, context-sensitive infill development that complements neighborhood character. Residential infill development, and redevelopment initiatives, in these neighborhoods should be focused on increasing the range of housing types and affordability for the City's residents.

Areas to Enhance:

- Existing Residential Neighborhoods

Strengthen

Downtown Lee's Summit would be an area to preserve if it were not also the bustling heart of one of the fastest growing suburbs in the region, and a celebrated Main Street. "Strengthen" is not about compromising the Downtown's historic character in any way, but about building on that character through carefully designed infill development. Examples of this could include retrofitting of existing buildings to grow its residential population, help new retail and restaurants—along with the farmer's market, conservatory and other new businesses that celebrate Downtown's unique character. There are also other ways to strengthen Downtown, such as alleviating parking challenges; public realm improvements to sidewalks, parks, and tree canopy; and exploring creation of additional places for community gatherings.

Areas to Strengthen:

- 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
 - Hospitals
- Transportation
- Utilities/Communications

Transform

Places to Transform represent areas to reimagine the City's future. In most instances, these areas are shaped around retrofitting strip commercial development, older industrial areas, and other parts of the City that are or will become increasingly outmoded in the face of accelerating demographic, economic, and technological change. These areas represent a prime opportunity to harness growing market demand to create a new generation of walkable, mixed-use, mixed-income centers that offer opportunities to achieve greater walkability; a wider variety of diverse housing options; more and better local jobs; enhanced access to public spaces; and similar community benefits.

Areas to Transform:

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

PRESERVATION AND CHANGE

The Preservation & Change Map for Lee's Summit depicts preferred development types, locations, patterns, and intensities for areas of change while also assuming full build-out of the community. Some recommendations for the map are bold and set a long-term vision for a more diverse development portfolio that is forward-thinking, focused on economic development, mindful of supporting infrastructure, aware of residents' quality-of-life, and aimed to be financially rewarding for the City.

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.

1. Downtown:

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.

2. Rock Island Activity Center within the South PRI:

The Rock Island Activity 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 Activity 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 PRI Activity Center will serve as a walkable and vibrant community center that can accommodate decades of future growth.

3. Summit

The Summit Activity Center includes a range of commercial, industrial, and residential options. Future development 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 community mobility hub, ensuring increased connectivity to all parts of Lee's Summit, as well as Interstate 470 and Highway 50.

4. Woods Chapel Activity Center within the North PRI

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 airport.

5. New Longview

The New Longview Activity Center includes an historic component with the Longview Farm and historic gateways to the community. Future development will be 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.

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 discussed in Chapter 2 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.

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. A majority of 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.

- *Urban Mixed-use*
- *Neighborhood Mixed-use*
- *Neighborhood Commercial*
- *Neighborhood Residential*
- *Small Lot Residential*

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 Residential*

INFILL & 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, posed at the beginning of this chapter, 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:

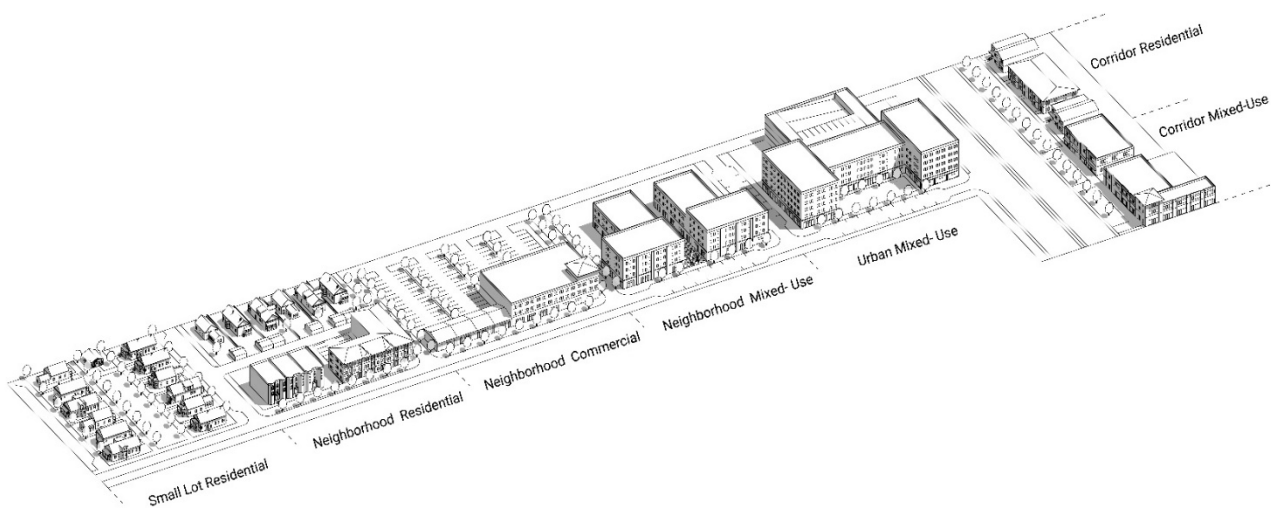


Figure X: This illustration demonstrates the relative massing & density, open space, building location, and relationship to the street for each of the place types in Lee's Summit.

- 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 through the use of 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.

Missing Middle Housing

“Missing Middle” housing types 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:

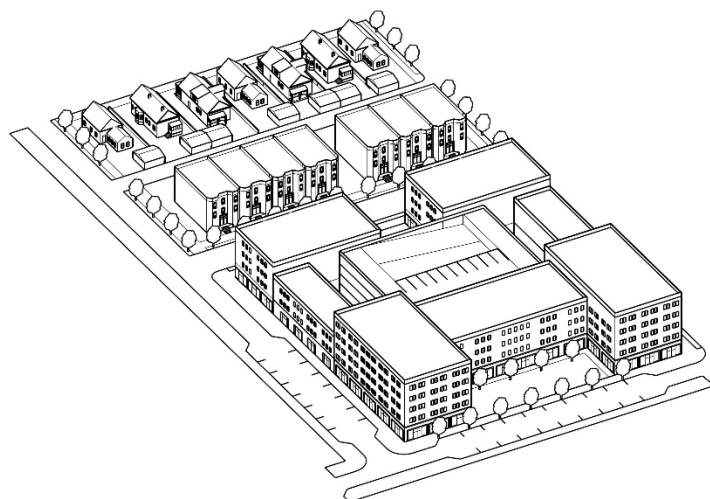
1. **Walkability:** Missing middle housing is most easily located in newly built development, but integration into existing neighborhoods with proximity to jobs, schools, shopping, and entertainment are important considerations.
2. **Density/Critical Mass:** Missing middle housing allows enough density 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 Objective 2.A.2 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 located 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.



Figure X.X 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),

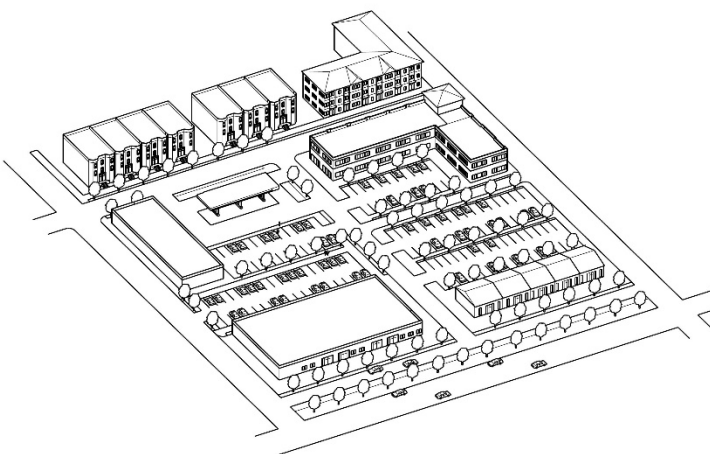
DEVELOPMENT PATTERNS IN LEE'S SUMMIT

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.



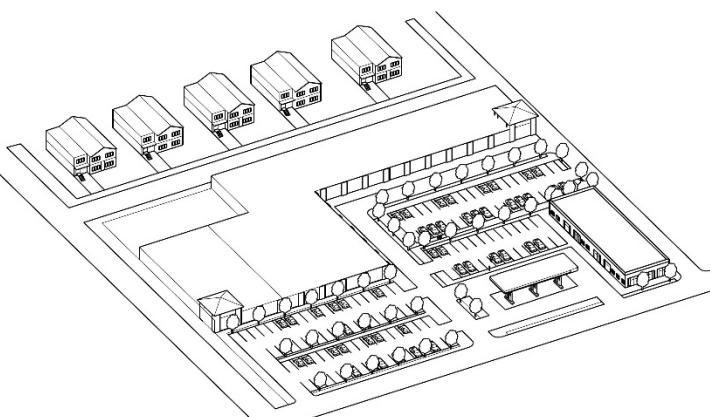
Activity Center Development Pattern

The five Activity Centers, as well 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 Commercial & Commercial Node Development Pattern

These development patterns are situated as either neighborhood centers or commercial nodes adjacent to highway interchanges. Development of this typology should accommodate pedestrians, as well as automobile traffic, while providing commercial uses supported by a range of housing options and open space amenities.



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.

LOCAL LAND USE ACTIONS

The following actions will assist Lee's Summit with prioritizing decisions and investments to achieve the stated land use goal, objective and framework strategy.

Education and Outreach:

- The development community and city staff should be apprised of the new land use framework approach to ensure a multidisciplinary understanding of the Activity Centers, place types, and design principles.

Plan Development: The implementation of the framework is largely tied to the future development or redevelopment of the Activity Centers.

- To further assess the potential of the Activity Centers, a master planning approach is recommended to identify infrastructural needs and more specifically associate the market analysis with proposed densities in each of the Activity Centers. Illustrative master plan alternatives and test case scenarios will provide prototypical development alternatives based on the place types and allow the city to determine future needs for realizing full build out of the Activity Centers.
- A strategy for corridor redevelopment along Highways 50 and 291 is recommended to determine the location, amount, and type of new development that is appropriate for the next 20 years. The strategy should focus on physical improvements and community development activities that create an urban design framework that is more pedestrian-friendly with connections to neighborhoods and adjacent community services.

Inventory, Assessment, or Survey:

- The recommendation for a housing survey in Chapter 2 should integrate future development opportunities in the Activity Centers and provide for a wider range of housing options that fit with the market analysis projections.

Practice Improvements:

- The fiscal model should be used to analyze the impact of future land use decisions to support overall financial sustainability.

Policy and Code Adjustment: Regulatory changes that reflect the land use recommendations of the plan should be implemented in the zoning ordinance and other regulatory devices.

- An overlay district approach that addresses the unique challenges of redevelopment should be considered for the corridors. Corridor place types and design principles (see Appendix) should be used as the basis of design guidance. The overlay district should address building density/height/massing, parking, specific land uses mix, environmental aspects, and connectivity.
- As Downtown Lee's Summit continues to grow with anticipated redevelopment activities, the design guidelines should be evaluated and updated based on the land use framework and place types. Future guidelines should reflect, maintain, and

enhance downtown Lee's Summit as the community's business center and main activity hub of the community.

- Policy and code adjustments should be based on design principles for the Activity Centers and corridors that address mobility, open space, and building & site development principles. From this basis, more specific and place-based guidelines can be developed in future regulatory changes.

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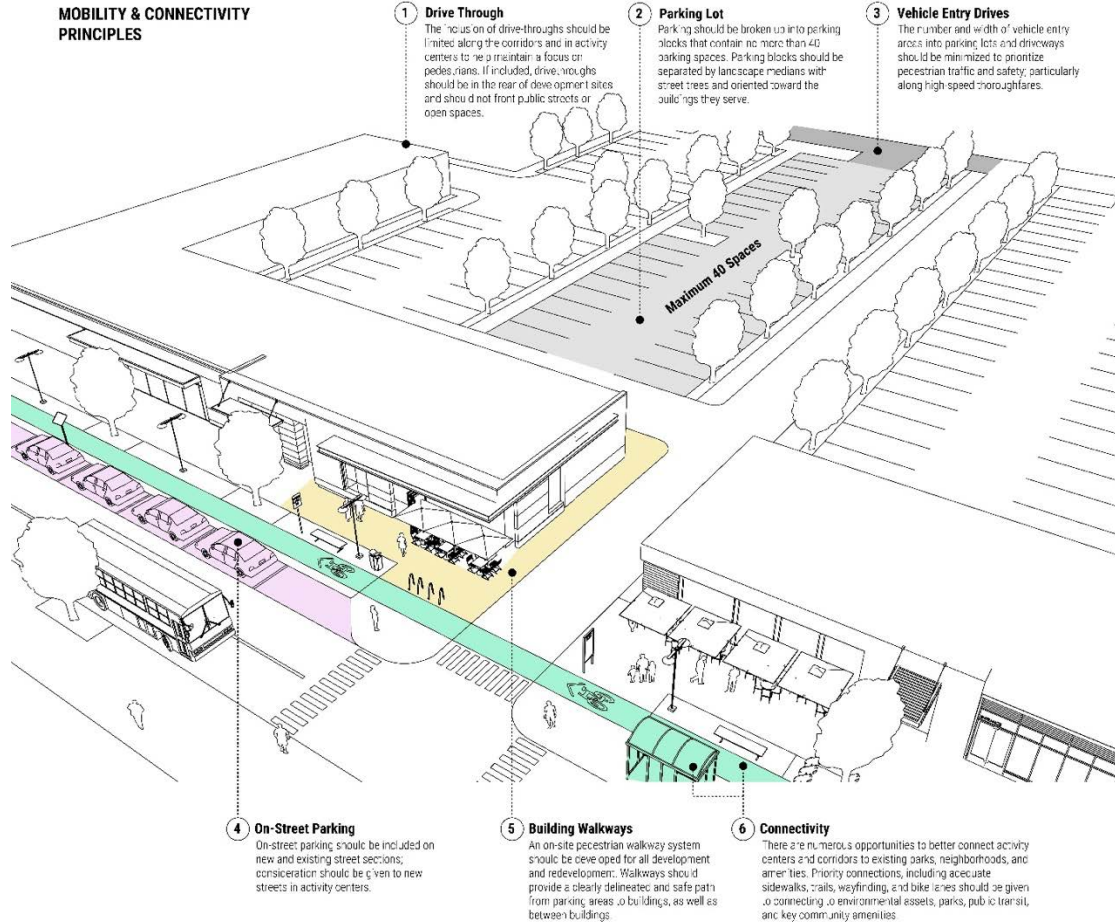
DESIGN PRINCIPLES

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.

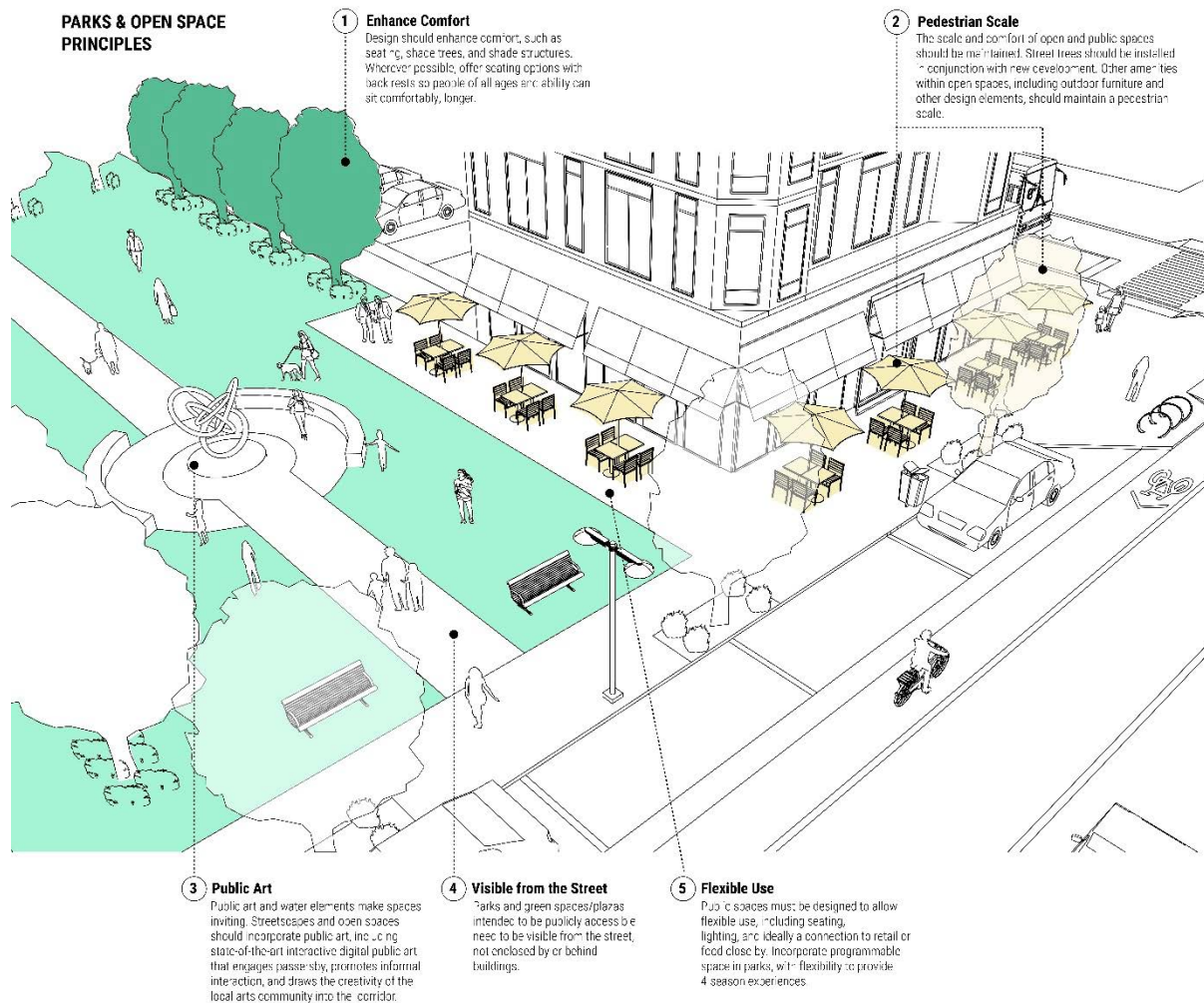
MOBILITY & CONNECTIVITY PRINCIPLES



Parks & Open Space Principles

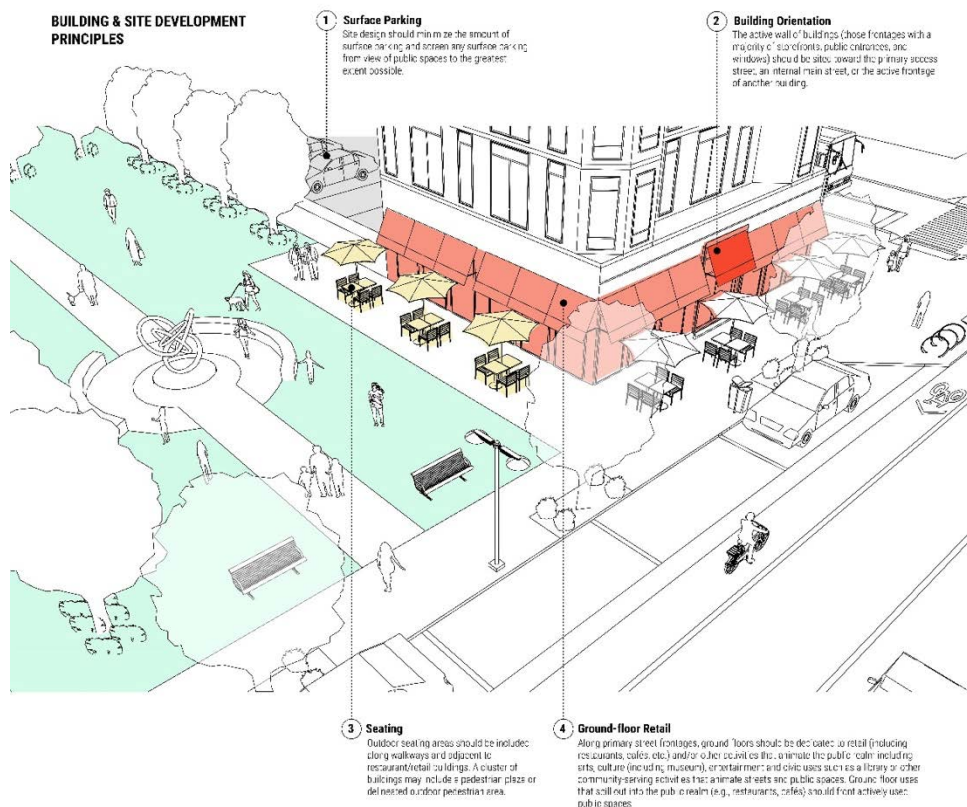
- **Visible from the street:** Parks and green spaces/plazas intended to be publicly accessible need to be visible from the street, not enclosed by or behind buildings.
- **Flexible use:** Public spaces must be designed to allow flexible use, including seating, lighting, and ideally a connection to retail 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.



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.

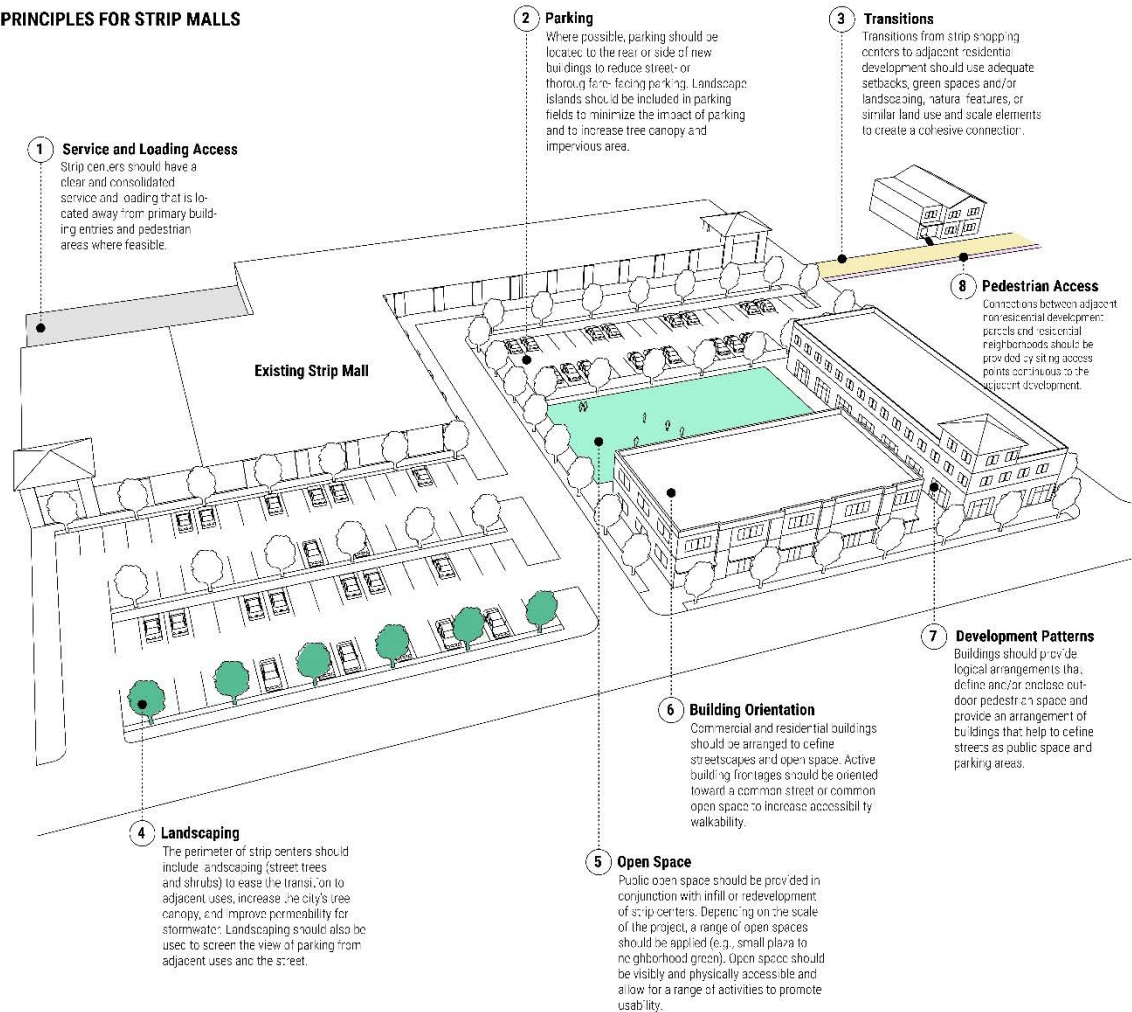


Design Principles for Strip Commercial Development

- **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.

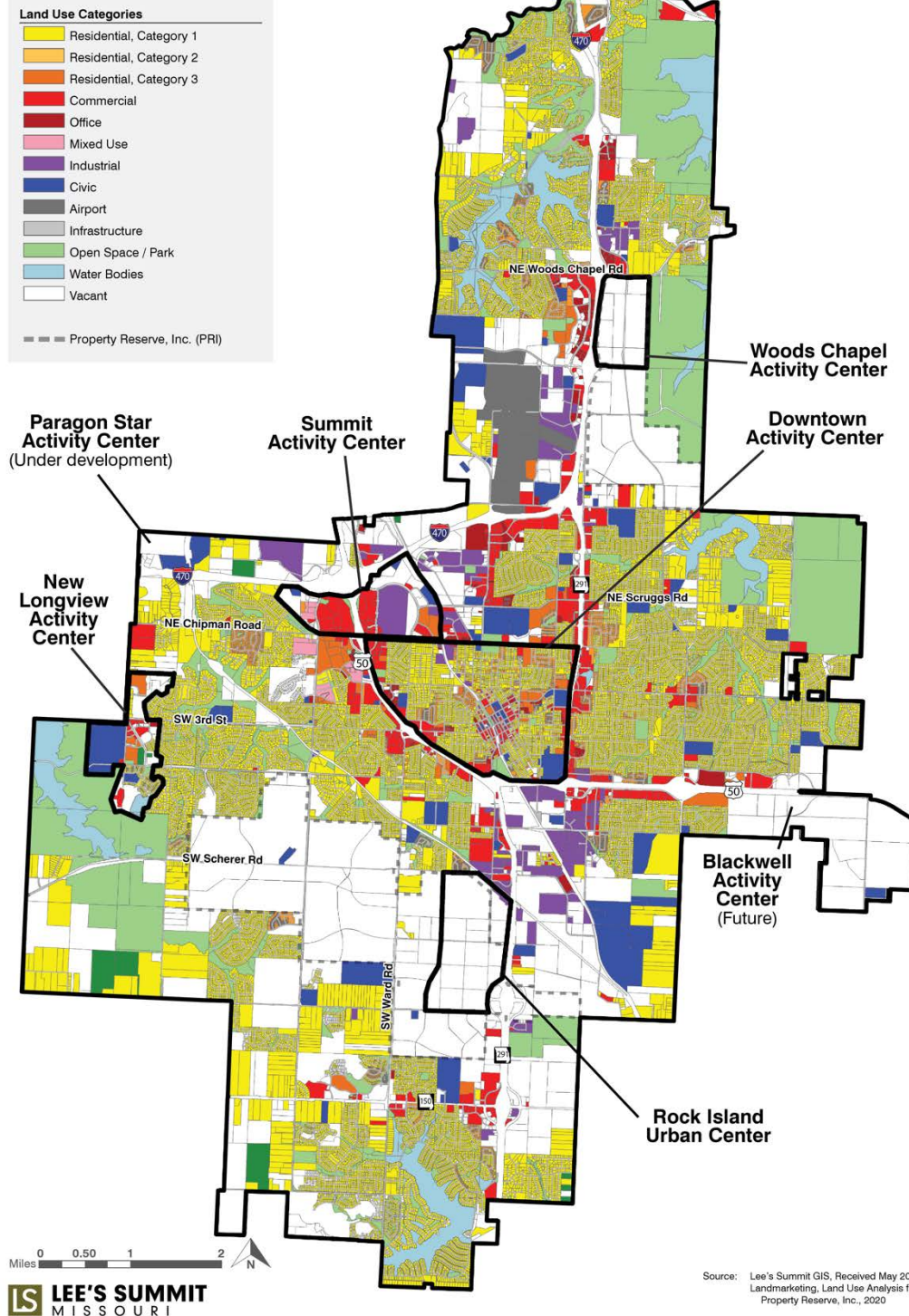
- **Service and Loading Access:** Strip centers should have a clear and consolidated service and loading that is located away from primary building entries and pedestrian areas where feasible.

DESIGN PRINCIPLES FOR STRIP MALLS



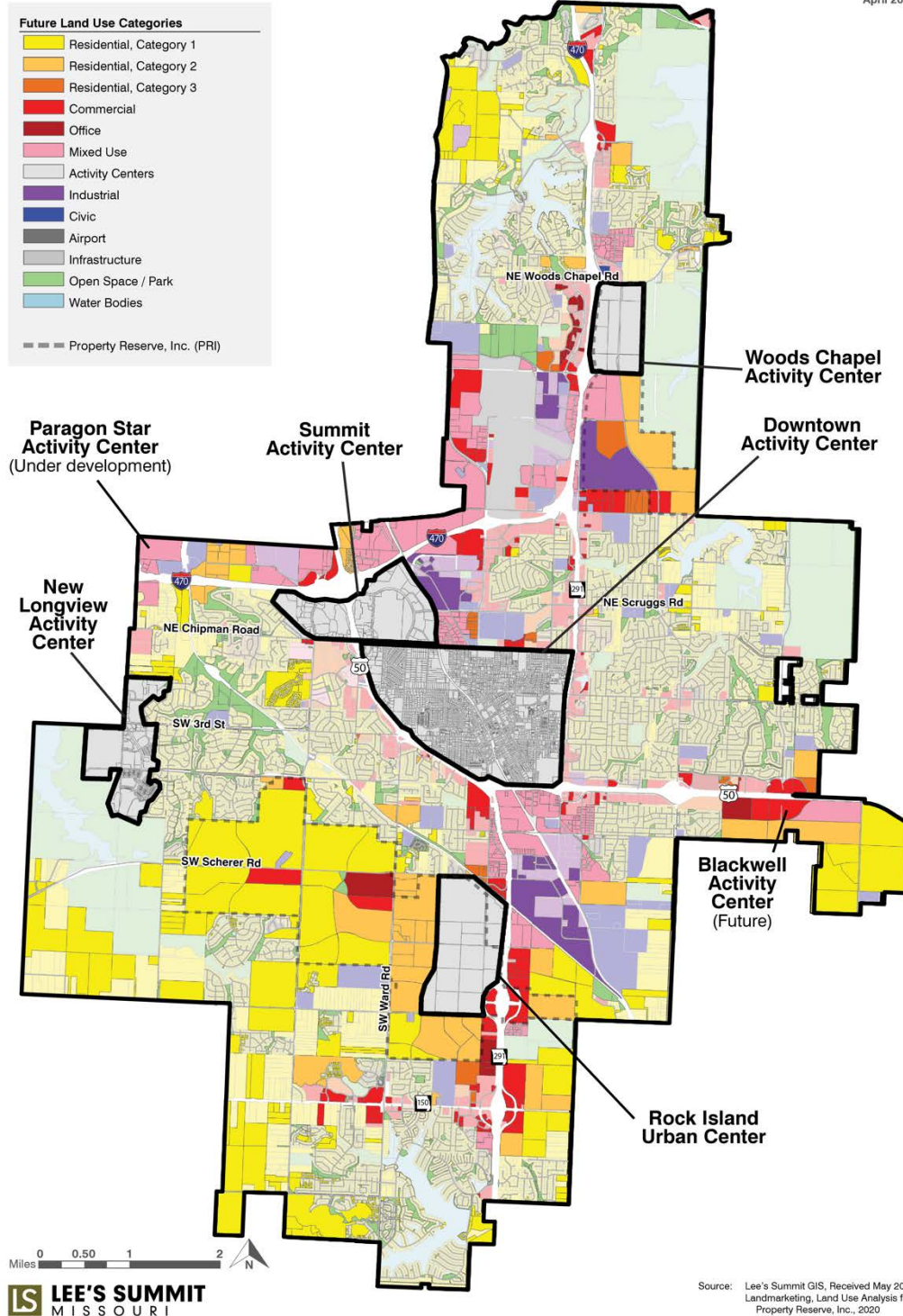
Current Land Use

April 2021



Land Use Changes

April 2021



Future Land Use

April 2021

