

CITY PLAN COMMISSION STAFF REPORT

CD-CPC-2025-00004

KCI Area Plan

April 15, 2026

Docket # 1

Request

KCI Area Plan Adoption

Applicant

City Planning and Development Dept.
City of Kansas City, Missouri

KC Spirit Playbook Alignment

CD-MISC-2025-00004 *Strong alignment.*

Approval Process



Overview

Requesting approval of the new KCI Area Plan that updates the 2009 KCI Plan.

Existing Conditions

N/A

Neighborhood(s)

The planning process has included an extensive public engagement process. Over the course of 8 months, many local organizations and neighborhood groups all within the area plan boundaries were engaged in the process.

Controlling + Related Cases

Ordinance No. 090395 - Adoption of current KCI Area Plan, including the Proposed Land Use map, on June 18, 2009.

Ordinance No. 250523 - Adoption of the Proposed Land Use Map amendment and updated land use categories and definitions on July 31, 2025.

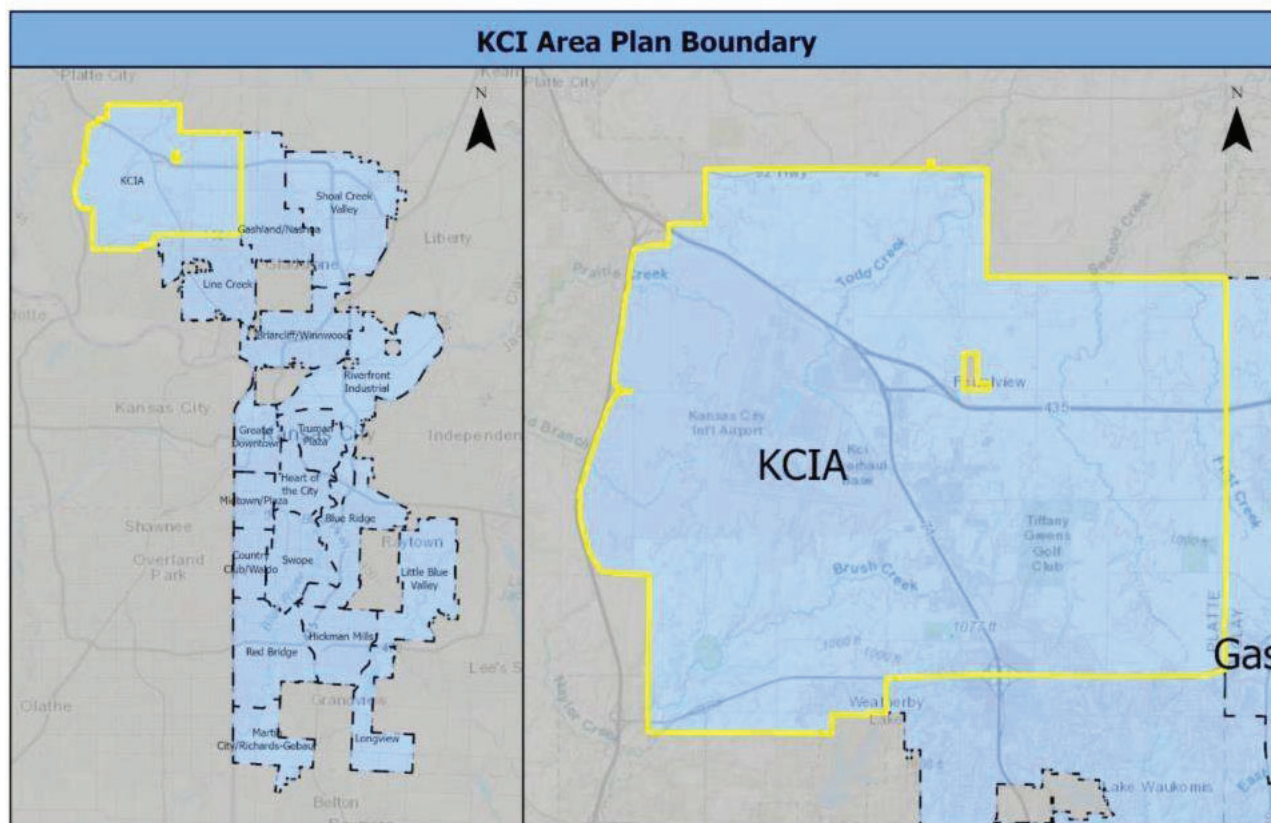
Project Timeline

The planning process to update the KCI Area Plan started in 2024 with an updated set of data, followed by public outreach and engagement which included a new interactive website and survey questions, a mailed survey to over three hundred residents, three public workshops, five advisory committee meetings, progress postings on the area plan website, and a public open house.

Professional Staff Recommendation

Docket #1 Approval

VICINITY MAP



PLAN REVIEW

Background

Kansas City is divided into 18 geographic areas for which area plans have been prepared. The KCI Area Plan was adopted by the City Council in June 2009 by Ordinance No. 090395 and the KCI Updated Land Use Map was adopted in July of 2025 by Ordinance No. 250523. Area Plans typically have a lifespan of 10 years; therefore, it is time for a new KCI Area Plan to guide the physical development of the area through 2035.

The update of this plan marks the beginning of a multi-year effort to update all 18 of Kansas City's area plans. Staff is starting with the KCI area plan, as it is one of the oldest (adopted in 2009), and the MCI Airport is concurrently updating its master plan. The MCI Master Plan addresses future facility needs within Kansas City International Airport property—including the airfield, terminal, air cargo facilities, roadways, and public parking—while the broader KCI Area Plan guides land use, mobility, housing, environment and public improvements in neighborhoods and commercial areas adjacent to the airport from the northern City limit to roughly 152 on the south and from Platte/Clay County boundary on the east to the western City limit.

As noted above, the Future Land Use Map was adopted in July 2025 in response to the moratorium on new “M” (Manufacturing) zoning established by Ordinance No. 241073, which remained in effect until July 16, 2025. The moratorium was enacted due to growing concerns about increased industrial development pressures in the area and the potential impacts on surrounding neighborhoods.

In response, staff accelerated the update process prioritizing the development and adoption of the Future Land Use Map ahead of the broader plan components. Since its adoption in July 2025, staff has completed the remaining components of the plan, including mobility, housing and neighborhoods, environment, public realm, and sub-area recommendations. This updated KCI Area Plan incorporates the new Place Types that were presented at the City Plan Commission last October, replacing the Future Land Uses categories in the current KCI Area Plan.

Purpose of an Area Plan

Area plans recommend strategies to help realize a community’s long-term vision for the future and provide a comprehensive framework to guide public decisions on land use, public spaces, mobility, housing, and public improvements. Area plans provide both proactive strategies (phased action steps which may become projects and are outcome driven) and reactive guidelines (evaluation tools to guide future decision making, as well as a foundation for zoning). The proactive strategies are called Community Supported Actions or CSAs and are listed in their respective chapter and in the Implementation Matrix at the end of the Area Plan. Future Land Use (FLU) maps are a key component of area plans and serve as a long-term guide for zoning and development decisions. The FLU helps reduce potential land use conflicts and supports orderly, predictable growth by illustrating the desired pattern of development for an area. These plans are used by the city and the community alike and implement at a local level the elements of the City’s Comprehensive Plan (KC Spirit Playbook).

KC Spirit Playbook

It is important to note area plans are guided by a range of Citywide planning documents including the KC Spirit Playbook, the Trails KC Plan, and others. The area plans apply broad citywide policies from these documents to a smaller area of the city, typically at a higher level of detail. Area plans sometimes recommend amendments or refinements to these upper-level plans but generally try to work within their policy framework.

Updating the KCI Area Plan directly advances at least seven of the ten goals from the KC Spirit Playbook: “Connected City”, “Environment for People of All Ages”, “Healthy Environment”, “Sustainable and Equitable Growth,” “Strong and Accessible Neighborhoods,” “Parks and Open Spaces, and “Well Designed City.” Providing more neighborhood mixed use centers and proposing industrial uses closer to interchanges and the airport, buffered or farther away from residential uses in the updated KCI Area Plan promotes a safer and healthier environment for residents, creates connections and access by walking biking and transit, and encourages more fiscally and environmentally sustainable growth. The plan advances the goal of creating a more well-connected

city by identifying roadway, trail, and bike lane priorities. These improvements strengthen multimodal access and support a more cohesive transportation system. Additionally, Community Supported Actions throughout the Housing and Neighborhoods chapter promote strong, accessible neighborhoods and further reinforce the goals of a Well-Designed City. While these are key examples, the plan also addresses numerous other goals that are integrated throughout its chapters.

PLANNING PROCESS

Data book (September 2024 -January 2025)

The first step of the update process was to create the data book, which is a collection of background and supporting information for the development of the KCI area plan. The data book provides the following:

- Relevant facts, trends and key issues that serve as a foundation for recommendations
- Information about past, ongoing and planned initiatives in the plan area.
- Preliminary identification of planning issues to be addressed in the plan.

Public Workshops and Advisory Committee (February 2025 – November 2025)

As part of the planning process, staff worked closely with a public engagement consultant team led by Parson and Associates. This team has guided a robust public engagement effort, which included three public workshops, one open house, and five advisory committee meetings.

For the advisory committee, staff collaborated with the First District Councilmembers to ensure a committee composition with representation from area stakeholders (neighborhoods, businesses, school district, property owners, Platte County staff etc.). The role of an advisory committee is to: help with notifying and reaching out to the public about the public workshops, surveys and online engagement; represent the community; provide insights and expertise; ensure that the direction of the draft area plan represents the community vision and goals; assist with identifying pathways for implementation; and advocate for the planning process.

In addition to the in-person meetings, staff received 93 responses to our “Big 5 Question Survey” and 22 responses to our “Asset Map” exercise through online engagement efforts. Staff also conducted a larger, statistically significant survey with more than 300 responses from area residents. A full summary of the survey findings is included in the appendix of the plan.

The initial phase of the process focused on updating the Proposed Land Use map. During this stage, both the public workshop and advisory committee meetings included exercises and discussions designed to gather input on the community’s vision and desired land uses—particularly related to industrial development and residential development and proximity to neighborhood services and amenities. Participants were asked 5–6 key questions about the area’s overall vision and future land use priorities. Based on their responses, staff developed a vision statement and key concepts for the land use chapter.

Following the adoption of the Land Use Plan, staff conducted one public workshop, two advisory committee meetings, and an open house to continue gathering community input. The final public workshop and advisory committee meetings focused on topics not covered during the initial engagement phase, including Mobility, Environment, Housing & Neighborhoods, Public Realm, and Sub Areas. Through this in-depth engagement, staff developed Key Concepts and Community Supported Actions that directly reflect community priorities. Once drafted, these elements were circulated to the appropriate city departments for review before being formally presented to the public at the open house.

Plan Finalization (November 2025-February 2026)

After the November 2025 Open House, the final stage of the planning process focused on refining the draft based on community feedback and incorporating those edits into the plan. During this phase, staff also worked closely with design professionals to integrate the area plan content into the new Area Plan format, ensuring clarity, consistency, and a user-friendly layout.

PLAN COMPONENTS

Throughout the planning process, staff has integrated feedback from public workshops, advisory committee meetings, and surveys on the new interactive area plan website to develop a vision statement, 5 plan goals, and Key concepts for each chapter.

Vision Statement

The KCI Area will thrive with thoughtfully designed and connected communities providing amenities, community spaces and attainable homeownership, situated among recreational and biodiverse open spaces with walking, biking, transit and automobile access to neighborhood schools, public spaces, services and retail as well as employment; responsible industrial expansion will be located close to major transportation hubs, with sustainable infrastructure investments ensuring long-term prosperity without exceeding the City's capacity to maintain its commitments.

Area Plan Goals

The area plan goals reinforce the vision statement and help guide the intent of the plan. Each chapter connects back to these goals and explains how it contents, supports, and advances them.

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability and connectivity to services, entertainment, employment and gathering spaces for all residents.

Expand Multimodal Transportation Options: Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

Increase Access to Homeownership Across All Demographics: Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

Advance Environmental Health and Resilience: Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

Promote Sustainable and Equitable Growth: Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

Key Concepts

Each chapter includes Key Concepts that serve as guiding principles. Each Key Concept below supports Community Supported Actions (CSAs), which were developed collaboratively with the community and reviewed by the appropriate city departments.

Land Use Key Concepts

- Use existing infrastructure and assist in making sure costs do not outpace the City's ability to provide maintenance and deliver services by encouraging and prioritizing development and infrastructure extensions within the Contiguous Development Zone.
- Focus industrial uses in designated areas such as around the airport, near highway interchanges and major truck routes to minimize the impact on residents and public infrastructure.
- Ensure development includes a balance of complementary land uses, including mixed uses that are accessible by walking, biking, driving, and public transit, in order to promote quality of life and encourage economic development.
- Preserve open space and protect the natural environment using the open space plan to mitigate the impacts of the built environment on natural systems.
- Ensure quality site design standards for all developments.

Mobility Key Concepts

- Develop and maintain a roadway system that effectively serves projected uses and development intensity, while creating a safe and welcoming environment.
- Expand safe and accessible transportation options by improving difficult intersections and enhancing transit, bicycle, and trail connections.
- Utilize the Streets Design Guide and the Major Street Plan to enrich the character of developments while promoting walkability and supporting mixed-use environments.

Environment Key Concepts

- All development within the KCI planning area—particularly near designated open spaces and buffer zones—should aim to preserve key environmental features and safeguard KCI’s network of regulated streams, floodplains, steep slopes, woodlands, natural prairies, and other natural habitats in order to safeguard water quality, development and infrastructure integrity, and community quality and safety.
- Promote sustainable, reliable, and resilient water management practices to protect natural water systems.
- Update and maintain accurate environmental data to support planning initiatives and objectives within the KCI Planning Area.
- Promote and incentivize the use of green and ecological infrastructure in public and private development.

Housing and Neighborhoods Key Concepts

- Promote a diverse range of accessible housing options that serve all income ranges, age groups, and ownership preferences.
- Ensure sustainable, healthy, and attractive neighborhoods for current and future residents.
- Encourage and assist in establishing registered neighborhood and homes associations.

Public Realm Key Concepts

- Design connected public spaces that establish a distinct and memorable identity for the KCI area.
- Prioritize the design of image streets and gateways to define the character and arrival experience of the area.
- Develop parks, plazas, and greenways that accommodate a range of users and community activities, from informal gatherings to large-scale events.

NOTABLE ADDITIONS

Sub areas- Subareas have been added to the plan, as none were identified in the previous version. These subareas provide location-specific Community Supported Actions and guidance that address unique conditions and challenges within the planning area.

Place Types- Place Type categories are used in the Future Land Use map. Place Types are a new type of land use planning category that describe the intensity of uses but have more focus on the general site design, form and architectural character of areas based on features like building orientation, location and size/mass, travel modes, street and block patterns, thereby allowing more flexibility with uses by controlling the form. For the KCI area, the new Place Type categories are a one-to-one match with the Future Land Use categories. The only difference from the adopted

Future Land Use map is designation of two new "Industrial Flex" areas (equivalent to a Future Land Use of Light Industrial) that replace more intensive "Manufacturing and Logistics" next to NW Skyview Avenue and along Tiffany Springs Parkway an N Amity Avenue west of Interstate 29.

Bike Routes and Trails: The original plan did not identify priority street segments for bicycle routes. The updated draft now includes this component, outlining priority bike corridors that connect residents to public services, activity centers, and parks, as well as proposed trailheads, new trail connections, and designated priority improvement segments.

Housing and Neighborhoods Chapter: The original KCI Plan did not include a Housing and Neighborhoods chapter. This chapter has now been added and provides key concepts, corresponding community-supported actions, and a broad analysis of existing neighborhood conditions throughout the study area.

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends approval of the KCI Area Plan.

ATTACHMENTS

1. KCI Area Plan
2. KCI Area Plan Community Engagement Summary
3. KCI Area Plan Survey Results
4. Decision Making Criteria

Respectfully submitted,



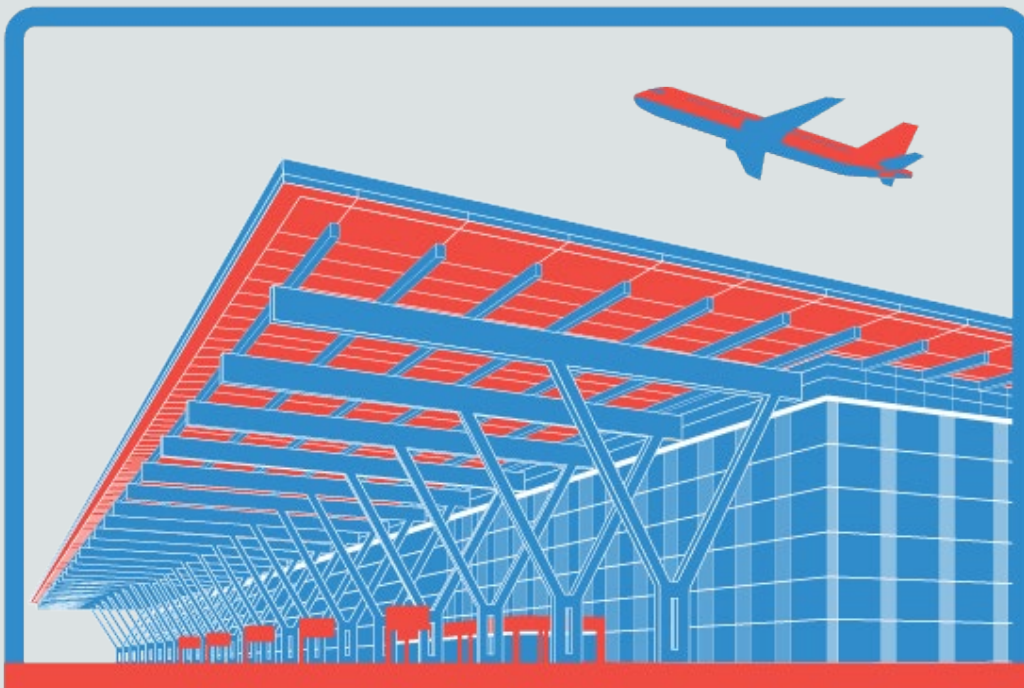
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**KANSAS
CITY**

KCI Area Plan



City of Kansas City, Missouri

City Planning and Development

April, 2026

City Planning Commission Adoption Date:

15 April, 2026

City Council Adopting Resolution Number:

XXXXXXXXXXXX

Date Adopted:

Day Month, Year

Acknowledgements



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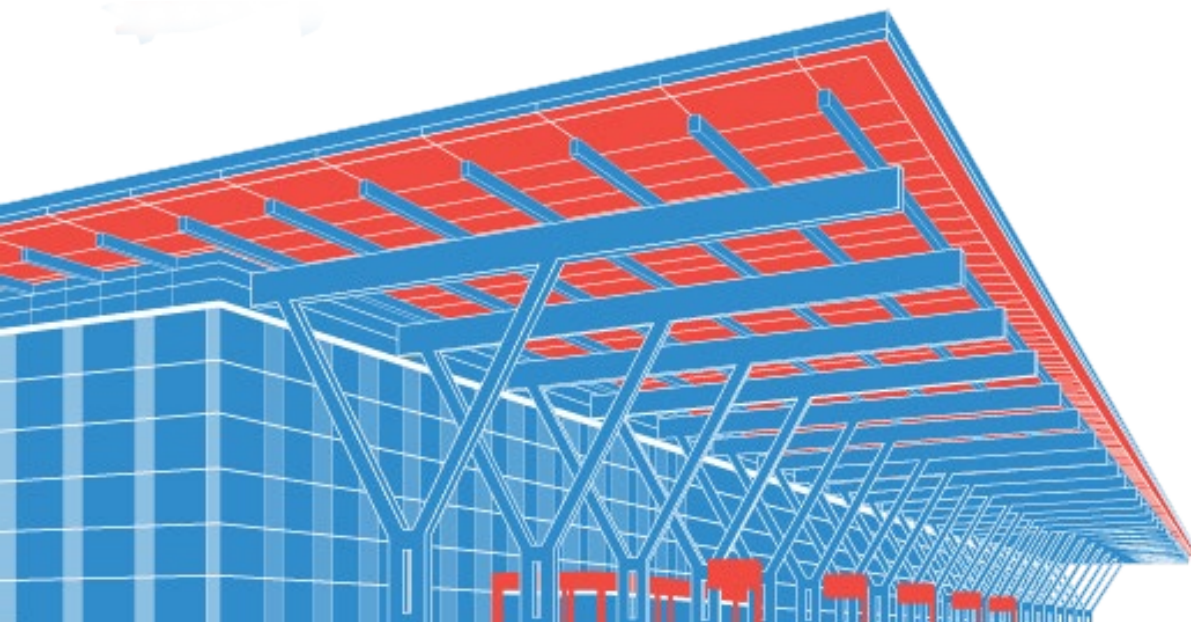
The KCI Area Plan is adopted as an element of the City's comprehensive plan, The KC Spirit Playbook.

Purpose of The Plan

The KCI Area Plan is a long-range guide for how land use, development, infrastructure, and community investment should evolve in the KCI area over the next decade. It outlines a shared vision for the future and helps city departments, elected officials, and community members make coordinated and equitable decisions. While area plans do not replace zoning regulations, they are an important factor in guiding zoning decisions and provide part of the legal basis for ensuring that zoning is consistent, reasonable, and aligned with the community's goals. The plan is shaped by significant public input to help reflect the values and priorities of the people who live, work, and invest in the area.

The plan was developed by City Planning staff through extensive community input and feedback, combined with technical analysis of existing conditions and future trends. In total, three public workshops and a public open house were hosted with assistance from the KCI Advisory Committee. Emails, hand-distributed flyers, social media posts, 1st District Newsletters, civic organizations and neighborhood leaders as well as the City's new area plan website all helped promote the public events. Staff also created an online interactive map and the Big 5 Questionnaire to initiate community development of a KCI vision and goals. Additionally, the city conducted a statistically valid survey of KCI area residents and received 355 responses.

This update builds on the foundation of the previously adopted area plan, ensuring continuity while addressing emerging issues and opportunities identified by residents, stakeholders, and city departments.



The KCI Area Plan establishes a **10-year vision** that:

- Applies policies from the KC Spirit Playbook and other citywide plan frameworks.
- Guides public policy on land use, mobility, housing, infrastructure, community development, and services.
- Includes proactive strategies (phased, outcome-driven) and reactive guidelines (evaluation tools to guide decision making).
- Reflects local community values, promotes equitable and sustainable development, and enhances access to funding.

Why This Update Was Necessary

The previous area plan for KCI was adopted in 2009, and since then, the community has experienced an increase in residential, commercial, and industrial development, resulting in conflicts that require new considerations and analysis. New citywide policies such as the KC Spirit Playbook require alignment at the area plan level. Emerging issues like housing affordability, mobility gaps, and climate resilience demand fresh strategies. Additionally, the Aviation Department is in the process of updating the MCI Master Plan with revisions to the noise contours, necessitating an area plan update to coordinate land use and infrastructure decisions and recommendations. This update ensures that the plan remains relevant, actionable, and responsive to current conditions while preserving the long-term vision established in the original plan.

How Area Plans Are Used

Area Plans are policy guides, not regulatory documents, but they play a critical role in shaping decisions across multiple sectors:

- **Zoning & Development Review:** City staff and the City Plan Commission use area plans to evaluate rezoning requests, development proposals, and special use permits for consistency with adopted goals.
- **Capital Improvements & Infrastructure:** Public Works, Water Services, and Parks departments reference area plans when prioritizing investments in streets, utilities, and public spaces.
- **Transportation & Mobility Planning:** Area plans inform roadway improvements, transit service adjustments, bike/pedestrian network expansions, and traffic safety projects.
- **Grant Applications & Funding:** Nonprofits, neighborhood associations, and city departments can leverage area plans to demonstrate alignment with community priorities when seeking state, federal, or philanthropic funding.
- **Community Advocacy & Partnerships:** Residents and businesses use area plans as a shared roadmap to advocate for improvements and hold stakeholders accountable.
- **Periodic Updates:** Area plans are reviewed and updated approximately every 10 years to reflect changing conditions and emerging priorities.

Introduction

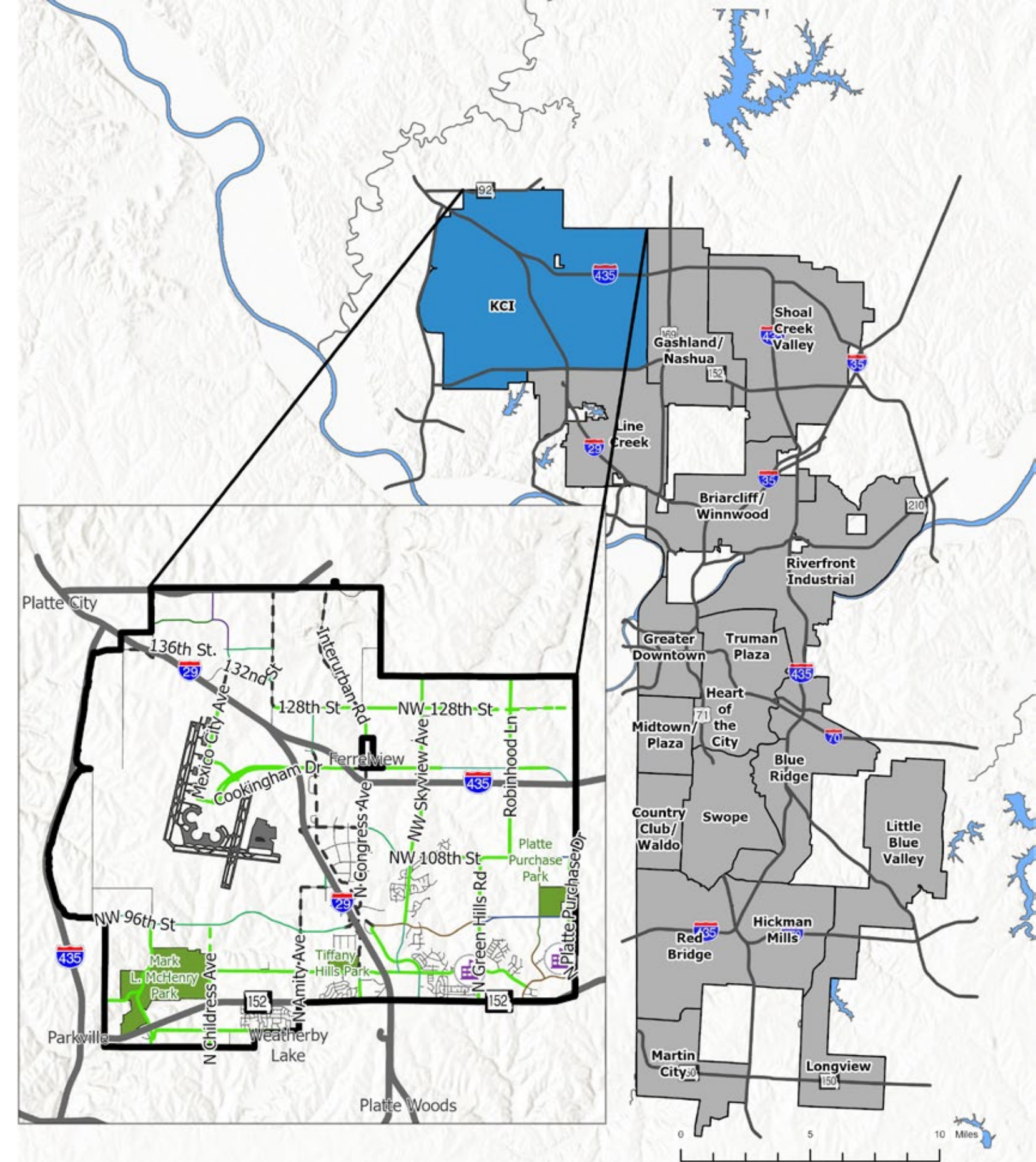
About the Planning Area

Location and Extents

The KCI Planning Area is generally bounded by the City Limits on the north; the City Limits and HWY 152 on the south; the Platte/Clay County Boundary on the east, and the City Limits on the west.

Area Profile

The KCI Planning Area is a suburban community located within the most northern parts of the city limits. While there are five registered neighborhoods in the area, a majority are less organized and have not registered with the City. The most recognizable landmark is the MCI airport, which provides flights nationally and internationally. Additionally, the area is also anchored by office and industrial employment centers, thriving neighborhoods, and shopping areas, making it an attractive location for new development. Notably, the planning area consists of a robust open space and trail network that highlights natural features, which makes the area unique compared to other areas of Kansas City.



Area Plan Map



Introduction

Planning Process

How the Plan Was Created

This plan was developed by City Planning staff through a collaborative process that combined extensive community input and technical analysis. Residents, neighborhood associations, businesses, and institutions contributed ideas through public meetings, surveys, and workshops. City staff analyzed demographic trends, land use patterns, transportation networks, and environmental conditions to ensure recommendations are data-driven and practical.

This plan was developed through a structured process including:

- Advisory Committee of local stakeholders (residents, business owners, public institutions, city staff).
- Technical coordination with city departments and external agencies.
- Community engagement via public meetings, workshops, surveys, and online tools.
- Documentation and synthesis of existing studies, baseline conditions, and past investigations.

Summary of Area Conditions and Key Issues

Through analysis and stakeholder feedback, this plan identifies critical issues such as:

- Industrial Development and Freight Traffic Routing: Due to the availability of undeveloped land and increased development pressure for manufacturing and logistical uses, conflicts between residents and commercial/industrial uses has increased, specifically on streets that impact residential areas.
- Multimodal Mobility: Improve access to transit, bicycle infrastructure and pedestrian routes by completing sidewalk gaps, constructing new bike infrastructure, and expanding trail connections.
- Public Realm: Improve access to neighborhood parks, landscaping for image streets, and create an identity.
- Attainable Housing: Improve access to housing within the planning area across all demographics to support employers and economic growth.

Introduction

Vision Statement

The vision statement is the guiding principle that articulates a community's aspirations for the future and serves as the framework for decision making. It was developed through public workshops, community surveying, and guidance from the KCI Area Plan Advisory Committee.

The KCI Area will thrive with thoughtfully designed and connected communities, attainable home ownership, amenities and community spaces situated among recreational and biodiverse rural open spaces with walking, biking, transit and automobile access to neighborhood schools, community spaces, services and retail as well as employment; while heavier and large format industrial expansion is located close to major transportation hubs, with all new development focusing on sustainable infrastructure ensuring long-term prosperity that won't exceed the City's capacity to maintain its financial commitments.



Introduction

Plan Goals

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability and connectivity to services, entertainment, employment and gathering spaces for all residents.

Expand Multimodal Transportation Options:

Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

Increase Access to Homeownership Across All Demographics:

Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

Advance Environmental Health and Resilience:

Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

Promote Sustainable and Equitable Growth:

Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

Introduction

Brief History of the KCI Planning Area

Kansas City's first annexation north of the Missouri River happened January 1, 1950. The Kansas City International Airport (MCI) area, along with the Twin Creeks area totaling about 122 square miles was annexed twelve years later. The opening of MCI in 1972, spurred suburban, residential, and commercial development in the Northland. Growth in the region remained steady until 2015, when KC Water completed the \$40 million Twin Creeks sewer expansion project. The project unlocked approximately 13,000 acres for future development, triggering rapid growth in the KCI planning area.

The KCIA Impact Area Development Plan, along with a Zoning Plan that established the HP zoning districts for the KCI area, was completed and adopted in 1970. An Airport Environs Land Use Guide was jointly prepared by the Kansas City Aviation and City Development Departments in 1980. The most recent KCI Area Plan was adopted in 2009, concurrent with the KCI Aviation Master Plan and Part 150 Noise Compatibility Plan. In June 2015, the City Council approved the Mayor's Twin Creeks Development Task Force submitted their report and recommendations for land use, infrastructure, parkway and boulevard design, and funding. A draft sustainability report was completed in 2016.

Kansas City International Airport, unknown date, unknown source.

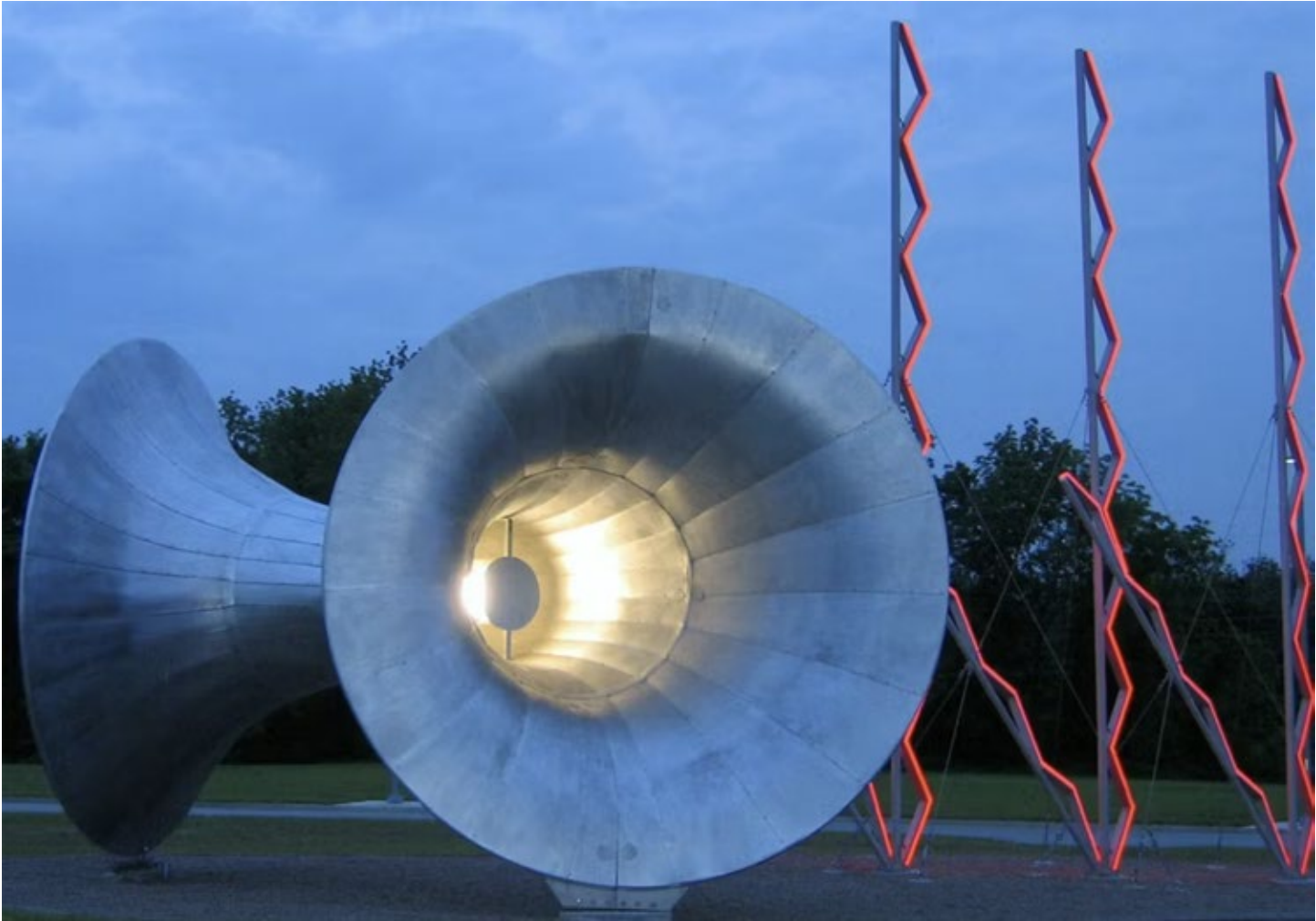


Introduction

Aviation Considerations

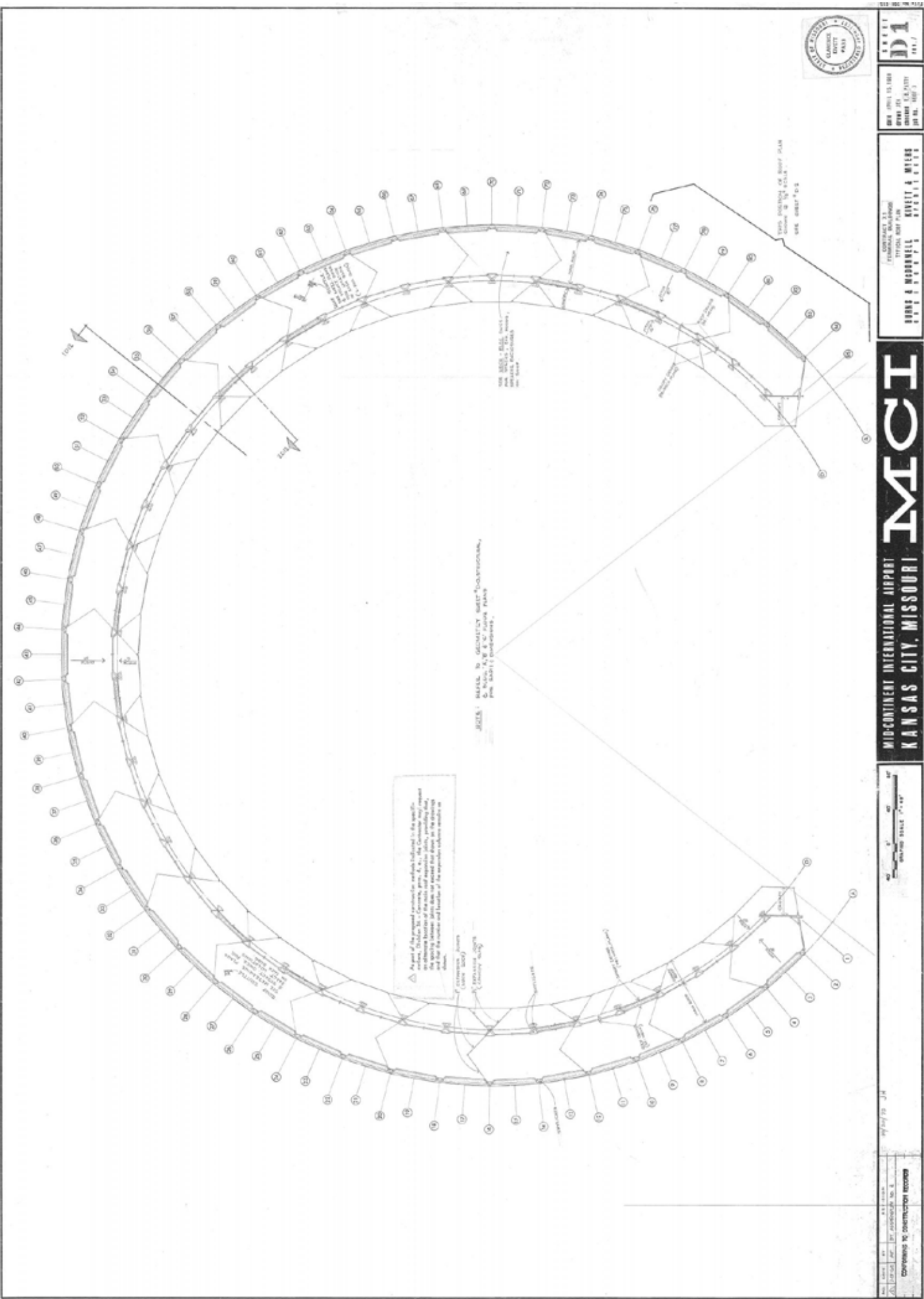
The Aviation Department, in cooperation with the City Planning and Development Department for Kansas City, Missouri is preparing a new MCI Aviation Master Plan and Part 150 Noise Compatibility Plan, which is expected to be completed in 2026. They will serve as the framework to guide decision making as it relates to MCI airport facilities.

- **The Master Plan Update for MCI Airport:** Will provide a vision for the growth and development of the airport property over the next 20 years. It will establish a framework for the development of airport facilities and guide long-term on-airport land use and development decisions.
- **The Part 150 Noise Compatibility Plan:** Provides for the preparation of two types of information.
 - Noise Exposure Maps describe existing noise conditions in the Planning Area and projected future conditions if no noise abatement actions were taken.
 - Noise Compatibility Program, which provides guidelines for the mitigation of existing incompatible land uses and the prevention of development that would introduce new incompatible uses around the airport.



“Strange Attractor” by Alice Aycock, located in the roundabout near economy parking. Photo from flykc.com/public-art.

Mid-City international Airport Terminal Building “Typical Roof Plans,” by Kivett & Myers, Architect, April 15, 1968.



Land Use and Development



With a mix of residential and commercial/ industrial development trends, land use planning is a tool that regulates uses to further the welfare of residents and their communities by creating equitable, healthy, efficient, and attractive built environments for present and future generations.

The Land Use and Development chapter contains a set of guidelines and recommendations to direct future physical development of the KCI area. The Future Land Use Map (pg. 21) identifies the locations for specific land use types, densities, and development forms. The Future Land Use map will be critical to guide future development as the area grows. Additionally, this chapter discusses key topics and themes identified throughout the planning process and provides recommendations or context on trends and potential issues.



Grading land for new subdivision, January 2026.

Land Use and Development

Relation to Area Plan Goals

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability and connectivity to services, entertainment, employment and gathering spaces for all residents.

The proposed Future Land Use (FLU) map promotes complete, connected, walkable neighborhoods by integrating land uses and densities that enhance accessibility and reduce reliance on automobiles. It organizes development to support access to daily needs, distributes green spaces for recreation and connectivity, and concentrates mixed-use areas at key intersections to create active centers. This approach strengthens neighborhood connections and supports a more sustainable, people-oriented environment.

Expand Multimodal Transportation Options:

Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

Transportation systems must be well aligned and adequate to support planned land uses. Land use decisions in the planning area were made with careful consideration of the surrounding transportation network, ensuring development patterns can be effectively served by existing and future infrastructure. Particular focus was placed on industrial and commercial designations that generate freight and truck traffic, prioritizing areas with direct access to the interstate and highway system to reduce reliance on residential and local streets.

Increase Access to Homeownership Across All Demographics:

Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

The planning area benefits from a moderately diverse housing stock that supports residents at different life stages and income levels. Through public engagement, residents emphasized the need for workforce and attainable housing to ensure young households, first-time buyers, and local workers have access to opportunities. Land use planning is one of many steps in providing adequate housing, guiding its location and density based on existing and planned infrastructure, need, and community input.

Advance Environmental Health and Resilience:

Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

In developing land use plans, a primary objective is to guide growth sustainably and equitably. The Contiguous Development Zone identifies where new development is most feasible, aligning growth with existing infrastructure capacity and minimizing the costs and impacts of extending services.

Promote Sustainable and Equitable Growth:

Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

A sustainable and equitable neighborhood provides residents with their housing needs in a clean, safe, and healthy environment, while being fiscally responsible. The KCI planning area consists of many areas with substandard roads or lack of access to water and sewer infrastructure. New neighborhoods with the KCI planning area should be prioritized in areas with existing infrastructure to minimize the fiscal and environmental impact, while also preserving the area's open spaces, natural streams, and lush tree canopy.

Land Use and Development

Key Concepts and Community Supported Actions

The following Key Concepts have been selected to address primary issues identified by the goals above as effectively as possible. Each Key Concept below is supported by specific Community Supported Actions (CSAs) to ensure their successful implementation. Additionally, where applicable, Key Concepts are reinforced by supporting statements from the KC Spirit Playbook.

Use existing infrastructure to ensure costs do not outpace the City’s ability to provide maintenance and deliver services by encouraging and prioritizing development and infrastructure extensions within the Contiguous Development Zone.

- LU-1: Use the Contiguous Development Zones to clearly communicate to applicants, citizens and decision makers the areas where physical infrastructure is located that can support development.
- LU-2: Promote development within the Contiguous Development Zones by working with appropriate agencies to prioritize development, infrastructure extensions and maintenance within Tier 1 and Tier 2 Contiguous Development Zones during funding cycles, and Capital Improvement Plan updates.
- LU-3: Work with Public Works to identify short term and long term phased roadway improvements that help guide sustainable development patterns within the Contiguous Development Zones.

Supporting Playbook Community Supported Action:

- DP-1: Create strategic development plans for undeveloped and underdeveloped areas within the urbanized area and those contiguous to it.
- DP-2: Complete the arterial street and boulevard system where gaps exist.

Encourage and assist in establishing registered neighborhood and homes associations.

- LU-4: Prevent truck traffic from entering residential areas as new connections are added to the Major Street system by enforcing designated truck routes and implementing street designs that discourage cut-through truck movement.
- LU-5: Identify designated truck routes and determine the best form of enforcement.
- LU-6: Ensure industrial uses are limited to appropriate street typologies and prevent modifications that would extend these typologies into residential or mixed-use areas.

Supporting Playbook Community Supported Action:

- DP-6: Assess the impacts of large-format uses that consume substantial land and energy with low employment density.
- MG-2: Promote truck routes through appropriate channels.

Land Use and Development

Key Concepts and Community Supported Actions

Ensure development includes a balance of complementary land uses, including mixed uses that are accessible by walking, biking, driving, and public transit, in order to promote quality of life and encourage economic development.

- LU-7: Require new development to connect to existing and future developments and land uses through streets, sidewalks, and trail networks.
- Supporting Playbook Community Supported Action:**
- QD-6: Identify areas appropriate for mixed-use development during Area Plan updates.
 - QD-7: Identify strategies to improve walkability in auto-oriented areas.
 - QD-9: Ensure appropriate base zoning districts.
 - CC-9: Use Area Plan updates to identify opportunities for compact and walkable mixed-use development near transit, commercial areas, and employment centers.

Preserve open space and protect the natural environment using the open space plan to mitigate the impacts of the built environment on natural systems.

- LU-8: Integrate a connected mix of land uses, green spaces, and building designs that harmonize with the natural environment and preserve stream corridors.
- LU-9: Require lighting designs that minimize light pollution, protect night sky visibility, and preserve the rural character of designated flyway and open space areas.
- LU-10: Require and encourage Cluster (Open Space and Conservation style) development standards for new construction within and adjacent to the Open Space place types, 500 year floodplains, regulated streams, and steep slopes (>15%) to decrease runoff, assist with water quality, preserve the natural environment, and preserve recreational opportunities and quality of life for residents.
- LU-11: Require developers to integrate the open space network into projects by providing trail connections and creating new linkages to existing and future where appropriate.
- LU-12: Evaluate the open space and conservation development standards in the Development Code for potential amendments to increase application in new development and to ensure they are practical, effective, and supportive of new development.

Supporting Playbook Community Supported Action:

- PO-15: Proactively plan for a connected open space system through the creation of citywide Open Space Master Plan.
- PO-16: Use the Open Space Master Plan and area plans to acquire or cooperatively protect sensitive natural areas within the city to preserve them in perpetuity.

Land Use and Development

Key Concepts and Community Supported Actions

Ensure quality site design standards for all developments.

- LU-13: Require new development to have entrances facing public right of way or community spaces in order to encourage a safe and pedestrian friendly environment.
- LU-14: Require new development to plan for and accommodate safe internal pedestrian and bicycle routes that also connect to existing or planned external routes.
- LU-15: Work with the development community to encourage site designs that include community spaces within new developments.



Supporting Playbook Community Supported Action:

- PH-2: Require CPTED (Crime Prevention Through Environmental Design) strategies in new or re-development projects. Encourage closer relationships between public safety personnel and neighborhoods to increase a sense of safety.
- QD-2: Update Development Form Guidelines and improve their usage in development review
- QD-3: Adopt new development standards for all areas and establish a minimum level of design quality.
- QD-4: Create additional standards for areas with distinctive character and adopt overlay and special character zoning districts
- QD-11: Explore incentives for quality design.

Land Use and Development

Future Land Use

The Future Land Use Map (pg. 21) identifies place types that specify land uses, densities and development form for a location. It is intended to prevent future land use conflicts, safeguard natural resources, and plan for the orderly and predictable development of the area. The map helps to ensure that land uses and transportation systems are integrated and support each other. It is also a reflection of the community's values and aspirations for the future development of the area. The Future Land Use Map is a guide which does not represent a zoning document. Implementation will happen incrementally on individual sites through the development review process as well as in larger areas through the application of the proactive rezoning of property and establishment of overlay districts. Factors that were considered when determining the recommended land use include, but are not limited to:

- Values and Aspirations
- Resource Preservation
- Existing Land Use
- Existing Zoning
- Transportation System



Meta Data Center located at 1800 NW 128th Street. October 2025.

Land Use and Development

Future Land Use - Place Type Definitions

Open Space/Preserves: Protected natural buffer areas including stream corridors, steep slopes, and other environmentally sensitive areas.

Civic Parks: Public recreational areas, including the Kansas City Parks & Boulevard System.

Rural Flex: Rural character areas that consist of primarily residential houses and farmsteads, agriculture, and undeveloped land.

Neighborhood 1: Low density residential areas that consist primarily of detached single-family homes. Neighborhood amenities benefiting residents may also be found.

Neighborhood 2: Medium density residential areas that provide compatible small-scale housing types in addition to single-family homes. Small neighborhood-serving shops may also be found.

Neighborhood 3: High density residential areas that provide a wide variety of multi-family housing types and neighborhood-serving shops.

Neighborhood 4: Urban density residential areas that include large-scale apartment building complexes and mixed-use commercial.

Local Center: Small, walkable mixed-use areas that provide convenient access to goods, services, dining, and residential to meet the daily needs of adjacent neighborhoods.

Community Activity Center: Walkable, mixed-use areas that provide access to goods, services, dining, entertainment, and residential with a larger service area of surrounding neighborhoods and visitors.

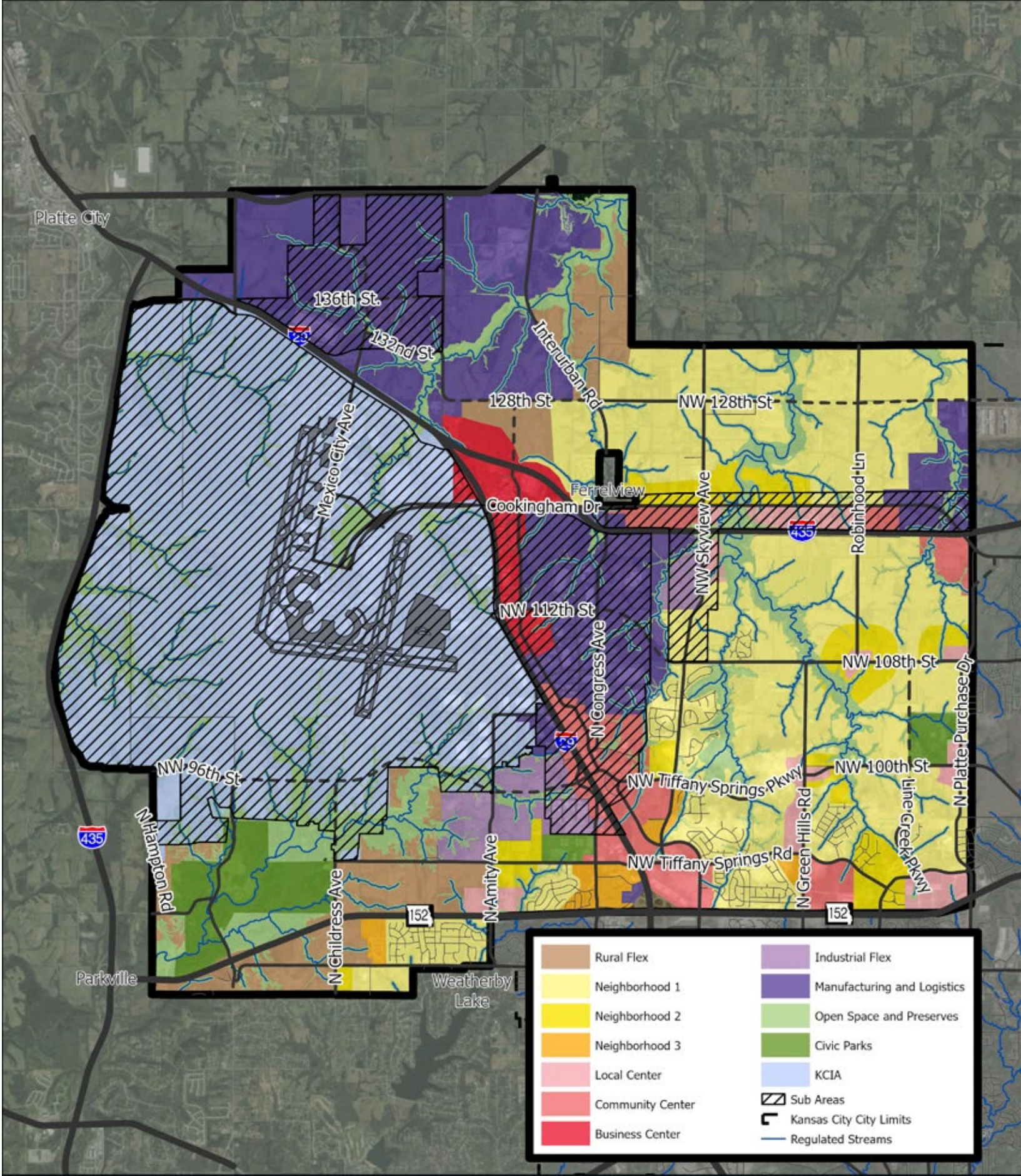
Business Center: Concentrations of typically auto-oriented retail, services, hospitality, and employment.

Regional Center: Highest scale density, mixed-use areas that provide access to goods, services, dining, offices, entertainment, and residential and often serve as employment centers and destinations with a regional draw.

Industrial Flex: Eclectic mixed-use destination areas with range of activities such as artisanal manufacturing, retail, logistics, office, dining, and residential.

Manufacturing/Logistics: Employment areas that accommodate large format uses and provide a range of job types and services in sectors such as manufacturing, processing, technology, research, distribution and logistics.

KCIA: This category allows for a mix of uses that are compatible with airport operation throughout this designated area.



Future Land Use Map

0 1 2 Miles



Land Use and Development

Large Format Uses, Data Centers, and Contiguous Development

Large Format Uses and Data Centers

Large Format Uses (LFUs) are any large-scale industrial use facility with a continuous building footprint of 500,000 square feet or larger, while data centers are a building dedicated to the storage, management, processing, and/or transmission of digital data. In many cases, data centers exceed a building footprint of 500,000 square feet, resulting in similar impacts as LFUs on surrounding land and property. Due to the availability of open, undeveloped land, development pressure for large format uses (LFUs) and data centers in the KCI area has increased. As a result, the City Planning and Development department has adopted use regulations for LFUs and data centers to reduce conflict with incompatible uses. However, LFUs and data centers have a greater impact than just land use. Many LFUs, specifically data centers, require large amounts of water and electricity to function at full capacity, which can have a negative effect on the region. It is recommended that the City continue to evaluate their impact on residents and create appropriate regulations to reduce conflict, while incentivizing economic development.

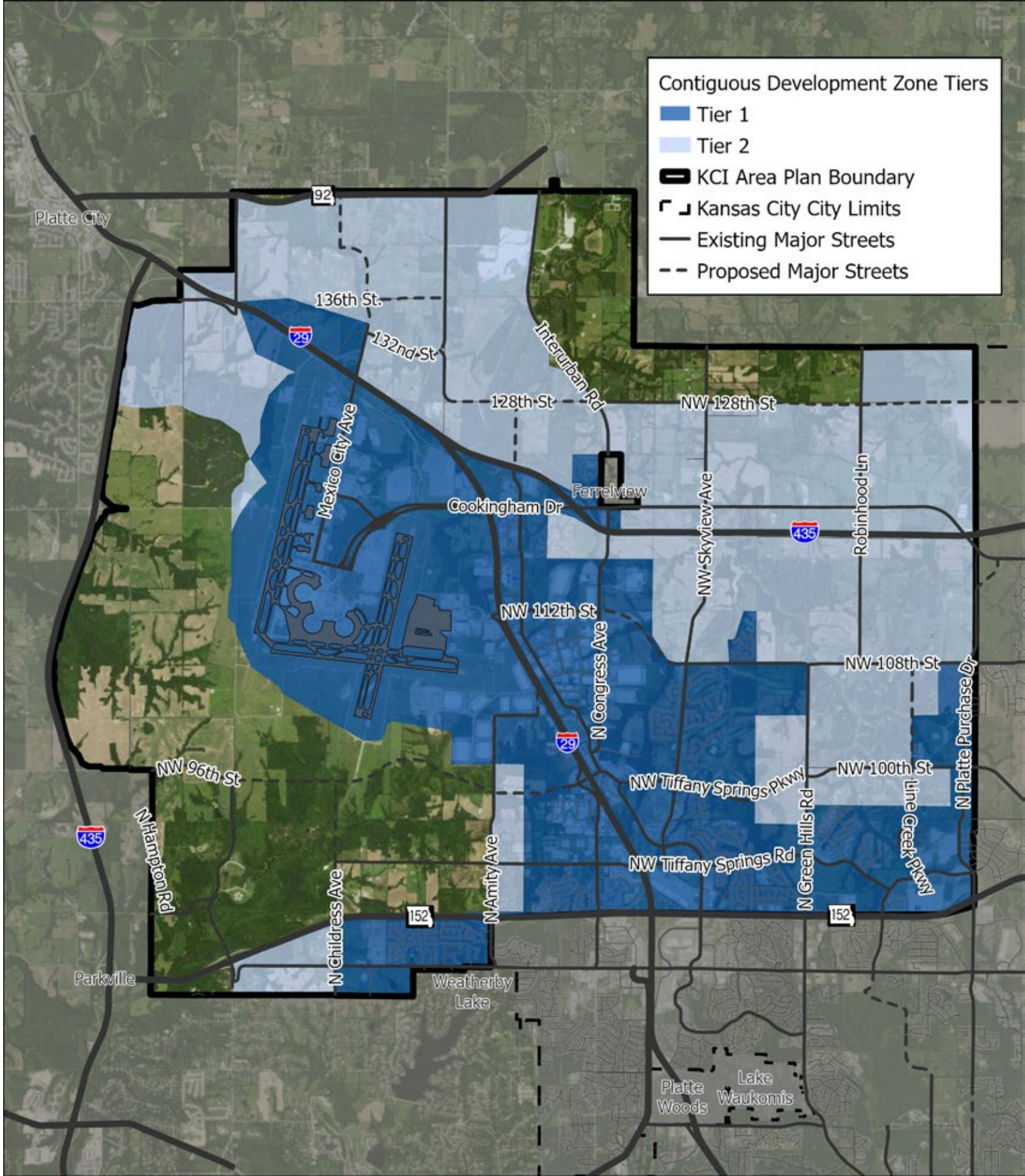
Contiguous Development Zone

The Contiguous Development Zone represents developable land within the planning area that has reasonable access to essential city services. This zone is approximate, and site level design and engineering will still be required to determine what level of work is needed to develop each individual parcel. The criteria for “reasonable access” were identified after evaluation of major constraints and planning issues, such as lack of adequate infrastructure, environmental areas, and airport noise contours. The criteria for “reasonable access” is defined as follows:

- The parcel has road frontage on an improved city road.
- The parcel is within 4,000ft of a water transmission main.
- The parcel is within an active sewer shed.

The Contiguous Development Zone was divided into two tiers to accurately represent the availability of essential city services in the region. Tier 1 generally consists of parcels that have direct access to improved roads, sewers, and water or are already developed. Tier 2 generally consists of areas that are missing one or two of these essential city services (i.e. lack of improved road, not within an active sewer shed, or not within 4,000 feet of a water transmission main). Tier 1 areas serve as a target area for public and private investments. Tier 2 should still be considered with the understanding that more investment will be required to make the property viable for development.

As conditions evolve, it is essential to reassess factors on a case-by-case basis. New development should focus on areas within Tier 1 of the Contiguous Development Zone. Projects within Tier 1 should receive higher priority. For areas in Tier 2 or outside either tier, developers should be expected to cover costs of infrastructure improvements, installations, and extensions.



Contiguous Development Zone

0 1 2 Miles





Kansas Citians need to be able to move throughout the city safely and conveniently for work, healthcare, errands, food, recreation, and socializing. Kansas City’s employers and businesses need to be able to ship and receive goods and have access to customers and workers.

Transportation at its most basic level is the movement of people and goods. The transportation system is an interconnected network of streets and sidewalks, bus and streetcar lines, trails, bicycle facilities, highways, railroads, major waterways, and airports.

For decades, the public and private sectors made car transportation a priority for the city. That’s why today, it’s exceptionally easy to get around by car, with limited traffic congestion. But there has been less investment in other modes of transportation, like walking, biking, and public transit. Limited investment plus increasing sprawl in the region has made moving around the city increasingly difficult for people who don’t have an automobile, which is most common in lower-income households.

The KCI planning area is well connected by major highways, but has limited transit, bicycle, pedestrian, and local road networks, which limits mobility within the planning area. The street network lacks critical east-west connections due to topography and streams, causing traffic to be directed to the existing roads and creating a conflict between the growing residential and commercial/industrial truck traffic. As of 2025, 49 percent of streets identified in the Major Street Plan (MSP) are completed and built to the City’s standard, while 31 percent are partially complete, and 20 percent are proposed and unbuilt. Building out the street network in a phased and strategic manner is essential to improving circulation, reducing congestion, enhancing emergency access, and supporting long-term land use compatibility across the corridor.

Throughout the planning process, the public expressed concern with the growing amount of truck traffic due to the establishment of new, large logistics and manufacturing centers. According to the KCI Area Plan Survey, 93.5 percent of respondents stated it is important to improve traffic safety within the planning area. Appropriately routing truck traffic around residential and other low intensity uses will be a critical factor in improving traffic safety.

Beyond the limited street network, the planning area is served by the 229 Boardwalk-KCI transit line connecting employment centers, travelers, and residents from the airport to downtown. Expanding and improving transit connections within the planning area is critical to ensuring equitable access to em-



Tiffany Springs Parkway and Interstate-29, March 2026.

ployment centers, reducing transportation barriers for workers, and improving access to the airport. The area also lacks pedestrian and bicycle infrastructure, linking key destinations such as schools, parks, trails, and job centers. According to the KCI Area Plan Survey, 80 percent of respondents indicated they would walk more often, and 58 percent said they would bike more frequently if walkability and bicycle facilities were improved. The existing sidewalk network is fragmented, particularly around transit stops, creating challenging and unsafe conditions for pedestrians. Within the planning area, the few existing bike lanes consist primarily of shared lane markings (sharrows, Fig. X), which offer little protection and may pose safety concerns for cyclists. The trail network in the area is still in the process of being built out. Large sections of the 152-trail and the I-29 trail are completed; however, the Line Creek trail and I-435 trail still have large segments to be completed.

Mobility

Relation to Area Plan Goals

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability and connectivity to services, entertainment, employment and gathering spaces for all residents.

Interstate, highway, and airport access make regional travel to and from the area convenient. However, improvements to the sidewalk and street network are needed to strengthen connections between neighborhoods, trails, parks, and other destinations. During public engagement, residents repeatedly emphasized the value of the trail system and the importance of enhancing its connectivity throughout the area.

Expand Multimodal Transportation Options:

Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

While most residents rely on personal vehicles, transit, bicycle, and pedestrian infrastructure remain essential for mobility and community livability. The KCI planning area currently lacks adequate pedestrian and public transit connectivity, limiting access for those unable to drive. Expanding multimodal transportation options would improve accessibility, support current and future residents, and strengthen access to jobs in the area.

Increase Access to Homeownership Across All Demographics:

Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

A city's transportation can directly affect access to homeownership across all demographics. A well-designed transportation system can promote new housing density and diversity, while reducing transportation costs for residents. Designing a transportation system to support higher-density, compact development significantly reduces infrastructure and utility costs per unit, making housing more affordable and enabling the city to deliver services—such as water, sewer, and emergency response—more efficiently.

Advance Environmental Health and Resilience:

Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

The KCI area includes an extensive open space network, and residents consistently expressed a desire to preserve its natural and rural character. Future roadway development should balance access needs with protection of these open spaces by minimizing impacts on natural systems and incorporating green infrastructure where appropriate. The open space network can also support mobility through trail connections linking neighborhoods, parks, and employment centers.

Promotes Sustainable and Equitable Growth:

Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

The KCI area includes roadways that are either unimproved or not yet constructed, alongside thousands of acres of undeveloped land. As the area continues to grow, it is important to prioritize roadway improvements within or adjacent to the Contiguous Development Zone to support future development, enhance connectivity, and ensure safe and efficient travel for all users.

Mobility

Key Concepts and Community Supported Actions

The following Key Concepts have been selected to address primary issues identified by the goals above as effectively as possible. Each Key Concept below is supported by specific Community Supported Actions (CSAs) to ensure their successful implementation. Additionally, where applicable, Key Concepts are reinforced by supporting statements from the Kansas City Spirit Playbook.

Develop and maintain a roadway system that effectively serves projected uses and development intensity, while creating a safe and welcoming environment.

- MO-1: Conduct a traffic demand study, in collaboration with the Public Works Department, to determine adequate size and capacity for future arterials based on projected uses and intensity, with the goal of minimizing over-built streets.
- MO-2: Explore the adoption of a required and recommended minimum connectivity index for new residential developments.
- MO-3: Create a proposed collector system based on existing and proposed major streets. New development should provide a collector street approximately every ½ mile.
- MO-4: Complete priority roadway improvements/extensions based on the priority roadway map.

Supporting Playbook Community Supported Actions:

- CN-1: Eliminate gaps in the street grid or restore the street grid. Improve and restore street connectivity through planning and capital projects.
- CN-4: Update the MSP and Area Plans to establish a system of arterial and collector streets with frequent multi-modal connections.
- CN-5: Identify barriers and priority locations to mitigate connectivity gaps.
- CN-6: Improve connections across barriers like railroads, highways, rivers. Prioritize equity-focused areas.
- CN-7: Improve pedestrian crossings on major streets to meet walkability standards.
- CN-8: Create strategies for connecting and improving corridors during area plan processes.
- MO-3: Integrate land use planning with transportation investment. Ensure area plans promote patterns that support complete communities, and require that new development implements multimodal infrastructure, site layout, and design consistent with the Street Design Guide.
- PS-7: Develop minimum standards for public space design and management, including pedestrian amenities and environmental comfort.
- DP-2: Complete arterial and boulevard systems where gaps exist. Use area plan updates and implementation processes to identify strategic arterial street gaps to prioritize. Strategically implement the Major Street Plan to: Target emerging, logical, contiguous infill development areas; link the degree of public arterial street funding to these areas; and require private funding for arterial street development in outlying, or non-contiguous areas.

Mobility

Key Concepts and Community Supported Actions

Expand safe and accessible transportation options by improving difficult intersections and enhancing transit, bicycle, and trail connections.

- MO-5: Identify and implement new transit routes to connect workers and community members to employment centers within the KCI planning area.
- MO-6: Implement a rapid transit route to and from the airport to connect travelers to key destinations in Kansas City, Missouri, as identified in the Mid-America Regional Council KCI Airport Public Transit Services Action Plan and the Smart Moves 3.0 Plan.
- MO-7: Prioritize completing and improving the sidewalk network within the sidewalk priority zones (see sidewalk priority map), pecially those segments along transit routes.
- MO-8: Extend the Highway 152 Trail towards Mark McHenry Park and the Line Creek Trail towards Cookingham Drive.
- MO-9: Identify short- and long-term strategies and solutions for improving identified difficult intersections in the walkability map.
- MO-10: Proactively study, design, and construct bicycle infrastructure on priority roadway segments, identified on the Bikeway Priority Roadway Segments Map.
- MO-11: As roadway improvements occur, construct bicycle infrastructure on the Bikeway Priority Roadway Segments Map.

Supporting Playbook Community Supported Actions:

- CN-6: Improve connections across barriers like railroads, highways, rivers, or other features. Ensure accessibility for all modes and prioritize equity-focused areas.
- CN-7: Improve pedestrian crossings on major streets to meet street standards in Kansas City Walkability Plan. Focus on transit stops and schools.
- CN-8: Create strategies for connecting and improving corridors during area plan process. Include streetscape design guidelines.

Mobility

Key Concepts and Community Supported Actions

Utilize the Streets Design Guide and the Major Street Plan to enrich the character of developments while promoting walkability and supporting mixed-use environments.

- MO-12: Incrementally implement design features, based on street design classification, during private development and public roadway improvements.
- MO-13: Study and identify potential uses for the Special Purpose Mass Transit right-of-way that has been or will be acquired.

Supporting Playbook Community Supported Actions:

- C N - Implement streetscape plans and improvements focused on corridor streets that connect activity centers.
- M O - Create a Complete Streets Design Guide. Develop typical street sections incorporating all modes (walking, biking, transit, driving), using performance-based criteria – safety, multi-modal level of service, lifecycle cost, and land use – to guide context-sensitive engineering standards.



FedEx Hangar at MCI, October 2025.

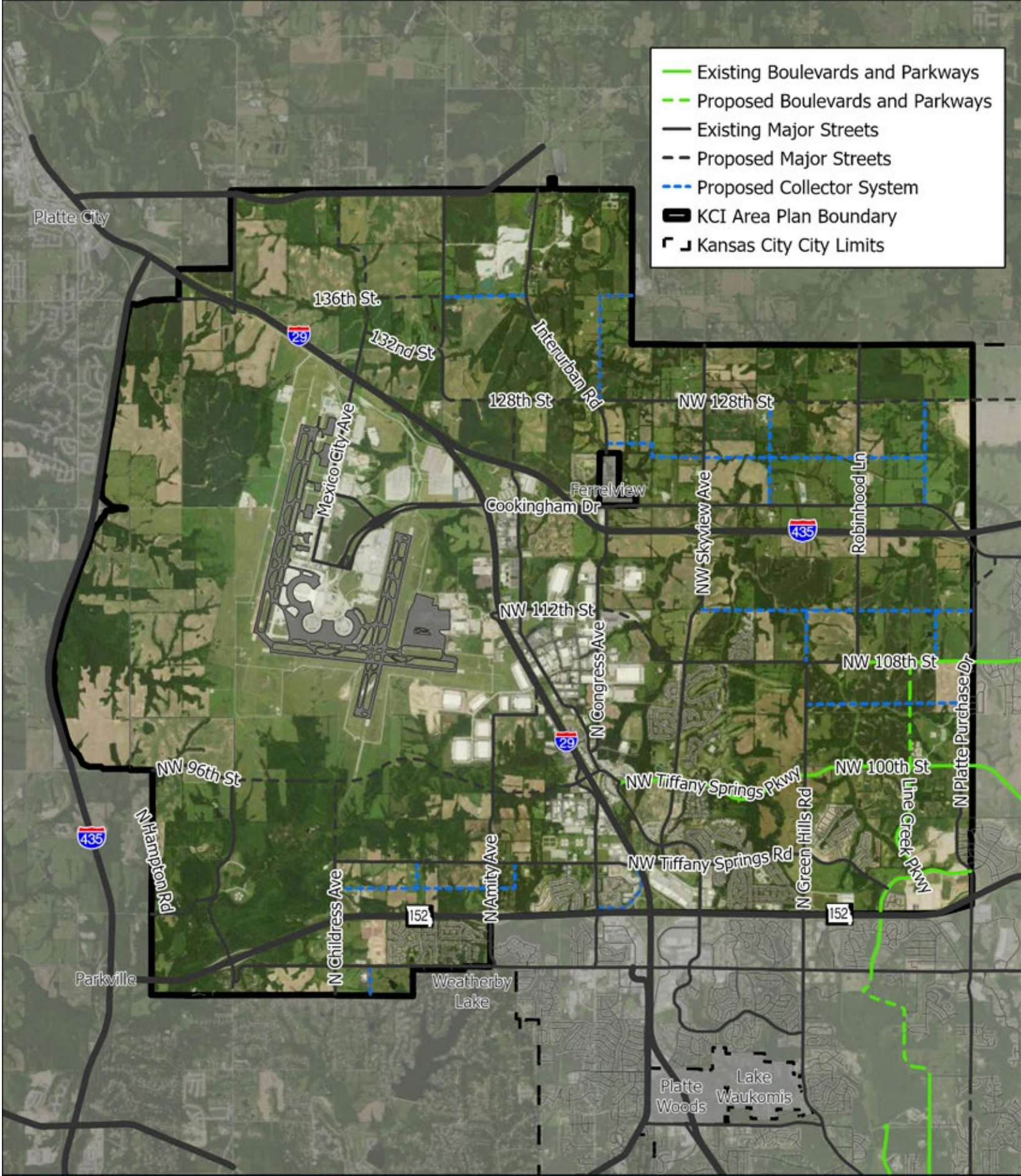
Major Streets Plan

The movement of people and goods is essential to the vitality of KCI. The Major Street Plan prioritizes connectivity across Kansas City. It assigns alignments and classification of streets, creating the urban street network. Classifications range from local links streets and commercial corridors to large thoroughfares and boulevards. Kansas City's Boulevard and Parkway System, under the jurisdiction of the Parks Department, is a world-renowned system connecting the City's parks and providing pleasurable drives at moderate speeds. KCI hosts both Line Creek Parkway and Tiffany Springs Parkway.

This map provides a snapshot of the Major Street Plan as it relates to land use and development in KCI. For the most current information, please refer to the Major Street Plan document, as amendments may occur that are not reflected here.

Collector Street System

Major Street Plan Collector streets are an important roadway classification designed to channel traffic from local streets to arterial roads in a safe and efficient manner. In addition to serving motor vehicles, collectors often function as important routes for bicyclists and pedestrians, providing a safer option thanks to lower traffic volumes and reduced speeds. While the Major Street Plan identifies the primary arterials within the planning area, it does not outline a proposed collector network for undeveloped areas. As growth continues, establishing a collector system will be essential. A proposed collector network has been developed (see map) to support the future expansion of KCI's transportation system.



The planning area consists of a combination of sub-standard, partially complete, and completed major streets. During the planning process, key roadway segments were identified for roadway improvements and should be prioritized during funding and budgeting cycles (see Road Improvement Priorities Map on pg. 35). The following considerations were used to identify priority roadway improvements:

- Within the Contiguous Development Zone,
- Existing and future demand and capacity,
- The need for a critical east-west connection, or
- The roadway is sub-standard for the level of development along the corridor.

N Green Hills Road

North Green Hills Road is classified as a local link in the adopted Major Street Plan and primarily serves residential development. The North Green Hills corridor connects residents to Platte Purchase Park, Tiffany Ridge Elementary, Platte Purchase Middle School, Highway 152, Interstate-29, and NW 108th Street/Shoal Creek Parkway. As residential development continues, the corridor should be prioritized for widening, and curb and gutters to increase safety and accommodate current and project capacity.

N Platte Purchase Drive

North Platte Purchase Drive is classified as a local link and connects Kansas City residents to Platte Purchase Middle School, Platte Purchase Park, Highway 435, Highway 152, and the Central Bank Sporting Complex. Residential development has been the primary trend along the corridor and is anticipated to continue. The Platte Purchase TIF is located along the corridor and provides a consistent funding source for roadway improvements.

N Mexico City Avenue

North Mexico City Avenue is a partially completed thoroughfare that connects the MCI Airport to Interstate-29 and Highway 92 to the north. Along the proposed corridor is the I-29 Industrial Park, which provides large scale logistics and manufacturing centers for major employers such as Ace Hardware. Given the direct access to I-29, MCI Airport, and eventually Highway 92, industrial development is expected to continue along the proposed corridor, necessitating the need for a large capacity thoroughfare that can accommodate large amounts of freight and truck traffic.

Northwest 108th Street

Northwest 108th Street is classified as a local link in the Major Street Plan and acts as a critical East-West connection for residents, providing access to Shoal Creek Park Way, Platte Purchase Drive, and Highway 169. As development continues in the planning area, Northwest 108th Street will need to be improved to accommodate project capacity and provide pedestrian and bicycle connections. As of 2025, pre-design is underway on NW 108th Street from North Skyview Avenue to North Platte Purchase Drive. The project includes new pavement, curb and gutter, storm sewer improvements, bicycle and pedestrian facilities, and LED lighting. Design is being led by Hunt Midwest, but construction and final design will pause at 90% completion until funding is secured.

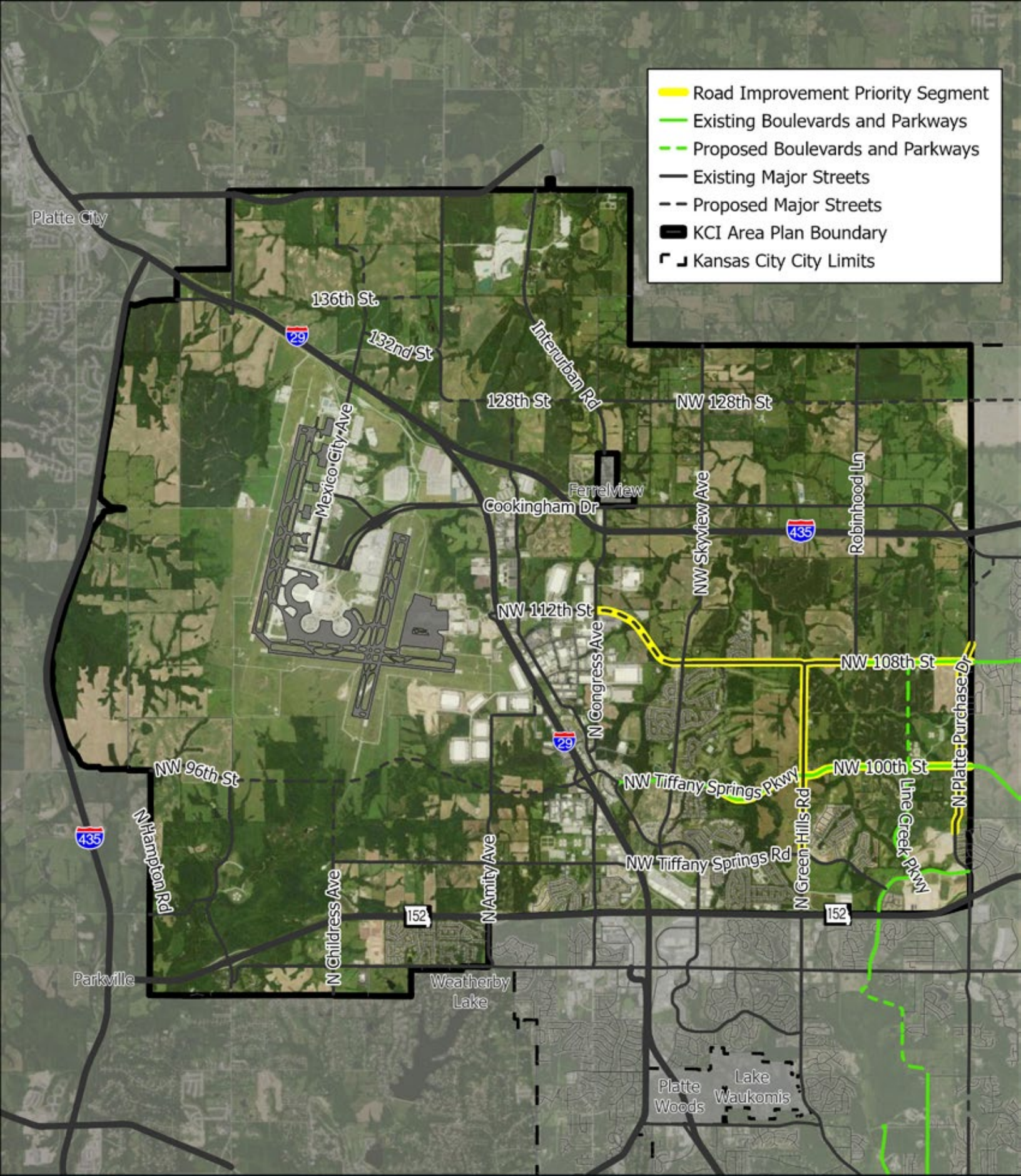
Northwest 112th Street Connection to Northwest 108th Street

The adopted Major Street Plan proposes a connection for Northwest 112th Street to Northwest 108th Street, and a majority of right-of-way has already been acquired by the City. This segment currently does not have funding secured for design and construction. However, this is a critical East-West connection, which will alleviate traffic on existing roads and improve circulation in the planning area. It is recommended this connection includes pedestrian and bicycle infrastructure to allow for multi-modal transportation opportunities throughout the planning area.

There has been concern with this connection due to the possibility of increasing commercial/industrial truck traffic on roads close to residential dwellings. If the current alignment is connected, it should be designed or regulated to minimize truck traffic going eastbound into residential areas. If the current alignment connecting Northwest 112th Street to Northwest 108th Street is abandoned, an alternative use of the existing right-of-way is the creation of a pedestrian street with bicycle facilities to connect residents to the I-29 trail. For vehicular traffic, NW 112th Street could be extended east to connect to NW Skyview Avenue.

Northwest Tiffany Springs Parkway from North Revere Avenue to North Green Hills Road

The adopted Major Street Plan proposes continuing Northwest Tiffany Springs Parkway to connect to Northwest 100th Street, intersecting with North Green Hills Road. This segment currently does not have funding secured for design, construction, or right-of-way acquisition; however, it should be prioritized because it will improve circulation within the planning area, alleviate traffic issues, and increase safety.



Road Improvement Priorities

0 1 2 Miles



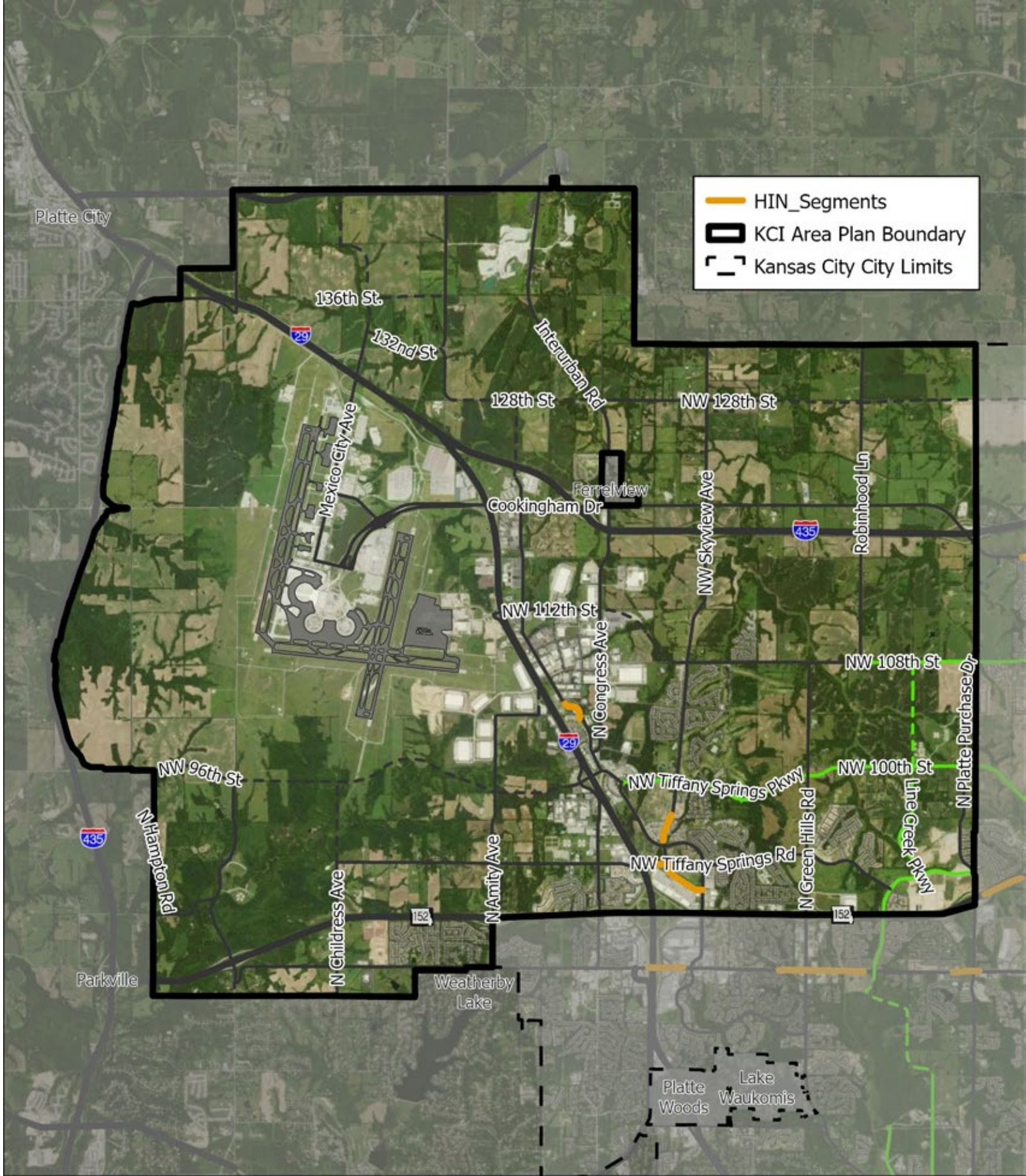
While the City of Kansas City, Mo., makes every effort to ensure the accuracy and reliability of the information provided, it is not responsible for any errors or omissions. The City of Kansas City, Mo., shall not be liable for any damages or losses arising from the use of this information. The City of Kansas City, Mo., shall not be liable for any damages or losses arising from the use of this information. The City of Kansas City, Mo., shall not be liable for any damages or losses arising from the use of this information.

Mobility

Vision Zero

In May 2020, KCMO City Council passed the Vision Zero resolution to eliminate traffic fatalities and serious injuries on our streets by 2030, while increasing safe, healthy, equitable mobility for everyone. The strategy emphasizes a data-driven approach to identify high-risk areas and behaviors; ensuring that resources are allocated where they will have the greatest impact. Key components include redesigning dangerous intersections, improving pedestrian and cyclist infrastructure, and implementing speed management practices. In 2022, the KC Vision Zero Action Plan was adopted. The plan focuses on equitable solutions, recognizing that historically marginalized communities are often the most affected by traffic violence.

As part of the Vision Zero initiative, a flashing stop sign was installed at the intersection of Ambassador Drive and NW Skyview Avenue to enhance traffic safety and act as an effective calming measure. This intersection was chosen because both roads are designated as “moderate” on the “High Risk Segment” Vision Zero dashboard. Additionally, a personal mobility lane has been added along HWY 152. Currently there are only 4 streets in KCI that are listed on the high injury network; small segments of N Skyview Rd, NW Old Tiffany Springs Rd, NW Skyview Ave and N Ambassador. Additionally, there are multiple streets that are listed as “High Risk Streets and Intersections”. While the High Injury Network evaluates the actual location of fatal and injury crashes, a High-Risk Network evaluates the potential for crash risk based on various attributes.



VZ - High Injury Network



Bikeways and Trails

Currently KCI is underserved by bike lanes with only two short sections of bike lanes available in the area: On Congress Ave from Highway 152 to a few hundred feet past NW Old Tiffany Springs Road, and on Green Hills Road from Highway 152 to NW Old Tiffany Springs Road. There is also a marked bike route along N Ambassador Drive from NW Tiffany Springs Road and L.P. Cookingham Drive.

The standard width for a separate on-street bicycle lane is 4 feet, with 5 feet required if traffic speeds are greater than 35 miles per hour or 10 percent of the average daily traffic is truck traffic. In some cases, a wider curb lane for shared bicycles and vehicular traffic is appropriate. The KCI Area Plan recommends the following bicycle and trail facility improvements:

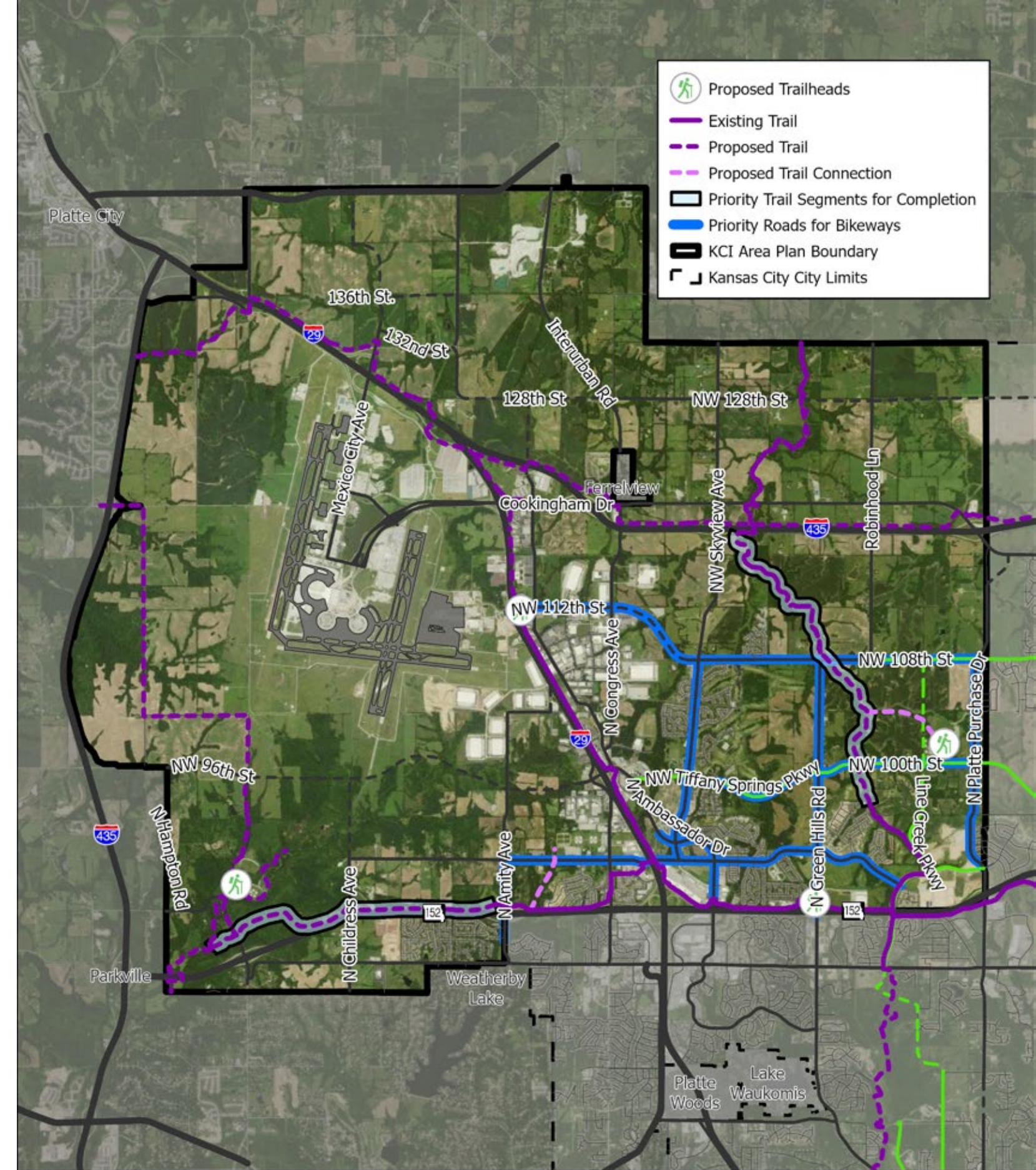
- As the City and developers reconstruct roads in the KCI area, the design should include bicycle routes designated by the Bikeway Priority Roadway Segments Map.
- As the City, Platte County, and other partners extend trails, bicycle facilities (such as repair stations, bike racks, and shelters) should be considered in the design.

Within the KCI area, there are four key trails as per the Trails KC Plan:

- **I-29 Trail:** Follows the I-29 corridor.
- **435 Trail:** Runs parallel to the I-435 highway.
- **Highway 152 Trail:** Aligns with the Highway 152 route.
- **Line Creek/2nd Creek Trail:** Traverses alongside Line Creek.

Since the last KCI Area Plan was adopted in 2009, there have been significant trail expansions. The Highway 152 trail now runs from the eastern planning area boundary to N Amity Avenue. The Line Creek/2nd Creek Trail has been expanded from Highway 152 along N Line Creek Parkway to N Platte Purchase Drive. The I-29 Trail has expanded from the Highway 152 Trail to NW 112th Street. However, the trail network lacks designated trailheads and connections to existing neighborhoods. The continued expansion of the trail network should be prioritized with the following recommendations:

- Completing the remaining portion of the Highway 152 from N Amity Avenue to Mark L. McHenry Park.
- Construct a trail connection from the Highway 152 Trail to Tiffany Hills Sports Complex.
- Completing the portion of The Line Creek/2nd Creek Trail from terminus to NW 108th Street.
- Construct a trail connection from The Line Creek/2nd Creek Trail, north of NW 100th Street, to Platte Purchase Park.
- Construct one trailhead at each of the following locations: The intersection of Highway 152 and North Green Hills Road, Platte Purchase Park, Mark L. McHenry Park, and the intersection of I-29 and NW 112th.
- Construct trail connections adjacent to residential development, when possible.



Mobility

Bikeways, Trails, and Walkability

Walkability

While the KCI area may not have the higher demands and needs for walkability as more developed planning areas, it is still important to provide a fully connected system that can provide opportunity for safe routes leading to local resources. The Kansas City Walkability Plan, adopted in 2003, identified the KCI area as having low walkability demand or need due to the lack of concentrations of housing close to employment, commercial facilities, schools, parks, churches, transit stops, medical facilities, and public facilities. Since 2003, the planning area has seen exponential growth in both residential and commercial industrial uses, necessitating a connected system that can support the existing and future residents and workforce.

The EPA’s walkability index considers factors like density, land use mix, and street characteristics to provide a score on a scale of 1-20, where 20 is the most walkable. On average KCI scores a 7.8 on this scale.

Priority Sidewalk Improvement Areas

The current sidewalk network in the KCI planning area spans approximately 81.5 miles. A majority of this network is fragmented, especially along transit routes and between residential and commercial areas, limiting accessibility. Results from the KCI Area Plan Community Survey showed that 67 percent of respondents believe new or improved sidewalks would make it easier to walk within their neighborhood, and 80 percent said they would walk more often if such improvements were made. The following considerations were used to identify priority sidewalk improvements:

- **Safety and Accessibility** – The improved segment is within or around an activity center, such as schools, community facilities, and parks, particularly where pedestrian conflicts or ADA barriers exist.
- **Connectivity and Network Gaps** – The improved segment will connect neighborhoods to key destinations or missing links in the pedestrian network.
- **Access to Public Transit** – The improved segment will provide safe, direct connections from surrounding activity centers and neighborhoods to nearby transit stops, strengthening access to public transportation.
- **Usage Potential** – The improved segments have high existing or expected foot traffic.
- **Equity and Community Need** – The improved segment is in an underserved area with limited transportation options or where community members have expressed need.

Based on the considerations above, City Planning staff identified the following sidewalk improvement priority areas within the planning area:

- **Airworld Center** – N Ambassador Drive, south of NW Cookingham Drive, N Congress Ave, has missing sidewalk segments throughout the area, limiting access to bus stops, employment centers, and commercial uses.

Mobility

Bikeways, Trails, and Walkability

- **NW Tiffany Springs Parkway** – NW Tiffany Springs Parkway, east of N Ambassador and NW Tiffany Springs roundabout, lacks sidewalks along a critical east-west connection, limiting pedestrian movement.
- **NW Polo Drive Roundabout** – The NW Polo Drive and NW Tiffany Springs Parkway roundabout lacks pedestrian infrastructure, deterring walking and multi-modal usage.
- **NW Old Stagecoach Road (NW Old Tiffany Springs Road)** – NW Old Stagecoach Road from N Belton Ave to N Line Creek Parkway lacks sidewalks, limiting connectivity to the Platte Purchase Middle School and Central Bank Sporting Complex.



Newly constructed sidewalk in KCI Area, October 2025.

Bikeways, Trails, and Walkability

In addition to sidewalk segments, difficult intersections also limit safe and convenient pedestrian access. Even with quality pedestrian infrastructure, a difficult intersection may act as a deterrent for users, encouraging the use of personal vehicles. A difficult intersection is often characterized by high speeds, multiple traffic lanes, and insufficient calming measures. When determining if an intersection is difficult the following were considered:

- Based on the considerations above, City Planning staff identified walkability barriers on the KCI Priority Areas for Walkability Improvements Map.



Mobility

Freight and Truck Traffic

The KCI planning area is becoming a hub for logistics, warehousing, and manufacturing activities. These land uses depend on freight transportation to maintain an efficient supply chain. The Connected Freight KC 2050 plan, prepared by Mid-America Regional Council, anticipates Missouri to see a 94 percent increase in freight value by 2050, while Kansas anticipates a 112 percent growth, positioning the region as a critical player in domestic and international trade logistics. Notably, 75 percent of projected freight value will be transported by truck. The KCI planning area is expected to see considerable growth in these uses due to its proximity to the airport, large amount of undeveloped land, and accessibility to the highway and interstate system.

While the projected growth in freight traffic and value is critical economically, it is important to recognize the adverse effects freight traffic can have on the residents and infrastructure in the planning area. Freight traffic may pose risks to pedestrian safety, cause noise and other nuisances, and potentially damage public infrastructure that was not designed for such traffic. A comprehensive approach to ensure efficient and reliable transportation of goods and commodities, while minimizing the impact on surrounding residents and uses is required. Such an approach is done through a combination of land use and transportation planning, truck routing, urban design guidelines, and coordination between departments and outside organizations (See MG-2, LU-4, and LU-5 in the Implementation Matrix).

Ensuring truck and freight traffic are routed appropriately throughout the planning area is critical to protecting residents and public investment. To create an appropriate truck and freight routing plan, the following ideas should be considered:

- **Current Land Use and Development Patterns** – Ensuring truck routing takes freight traffic through areas with industrial or heavy commercial development. Minimizing the time spent traveling near residential and low intensity uses.
- **Current Major Street Plan** – Ensuring routing directs freight traffic onto roads that are designed, or planned to be built, for heavy usage, such as thoroughfares.
- **Efficient Routing to Interstate Interchanges** – Routing freight traffic towards interstate interchanges as efficiently as possible to reduce time spent on local/non-truck route roadways.

Mobility

Transit

A well-planned transit system is crucial for reducing traffic congestion, lowering pollution, and providing affordable, accessible transportation to a wide range of people, including those without vehicles. Effective transit networks connect neighborhoods, employment hubs, and key services, enabling cities to grow sustainably while promoting economic mobility and social inclusion.

Transit service in the KCI area is limited to a single bus route, the 229 Boardwalk-KCI, which runs along N Ambassador Drive to the airport and primarily serves nearby businesses along I-29 as well as airport travelers. Although traditional urban transit options are available in the region, the success of transit in this area hinges on development patterns that actively support its use.

The Smart Moves 3.0 Plan, prepared by Mid-America Regional Council, is the Kansas City region's 20-year plan for transit and mobility. It builds on a solid foundation of prior planning and prepares the region for greater choices in the transportation environment. The plan currently identifies the MCI Airport as a "mobility hub"—a key convergence point for public transit and a range of integrated mobility services tailored to the scale and function of the surrounding environment. The development of each hub will be guided by a local planning process and aligned with the community's vision and goals for the area.

The Plan recommends the following guidelines, based on the 2006 Transit Cooperative Research Program (TCRP) "Guidebook for Evaluating, Selecting, and Implementing Suburban Transit Services," as potential ways to increase travel demand in areas where improved transit service is desired:

- **Increase Development Density:** The more trips end located within walking distance of a bus stop; the more potential passengers' transit can draw.
- **Increase Diversity of Activities:** The greater the variety of trip purposes that occur in the area served, the more likely that consistent, all-day ridership levels will materialize.
- **Design for Pedestrian Accessibility:** The more comfortable an environment is for pedestrians, the more likely it is that potential passengers will choose to walk to a bus stop and use transit.
- **Consider Deterrents to Driving:** These include parking costs and traffic congestion which make use of private automobiles less attractive.

Supporting Smart Moves 3.0, MARC published the Kansas City International (KCI) Airport Public Transit Service Action Plan in January 2024, which evaluated transit options to connect travelers and workers with key regional destinations such as Union Station, Overland Park, KS, the KC Convention Center, and the Plaza. The action plan determined that bus rapid transit (BRT) should be prioritized rather than rail along the I-29 corridor, due to the start-up, operating costs, and current demand. However, the City of Kansas City has been collecting right-of-way during the development process for properties along the Special Purpose Mass Transit Corridor, which was intended to be used to establish rail transit. If the City agrees that the area may be better served by bus or BRT routes, then the City will need to decide on the use of the already acquired right-of-way.



Kansas City’s prosperity depends on the health of its environment, from the health of local and regional natural resources and ecosystems – air, water, soil, and wildlife habitats – to the city’s resilience in the face of climate change. The city must ensure it grows and develops in harmony with the natural environment.

The KCI planning area is unique as it has ample undeveloped land and natural resources. In the public engagement process, community members indicated the importance of preserving these natural features and open space as it is integral to their quality of life and community identity. According to the KCI Area Plan Survey, 88.4% of respondents stated it was important to preserve the open space and tree canopy within the area. This chapter aims to achieve this goal by using environmental planning to shape land use decisions, green infrastructure development, and climate mitigation actions in a way that balances the preservation of natural systems and the built environment.



The Heart Forest, an eight acre art project designed on Kansas City International Airport property, designed by architects Bob Berkebile and Rick McDermott consisting of 1,674 trees reaching 50 feet tall. Photo courtesy of HeartForest.org.

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability, and connectivity to services, entertainment, employment and gathering spaces for all residents.

Complete, connected, and walkable neighborhoods and communities require not only pedestrian focused infrastructure, but also attractive places to walk through and to. The planning area has attractive open space and natural features that allows for potential trail systems and connections, which connects residents to the environment and key destinations such as parks, schools, other residential developments, and commercial centers.

Expand Multimodal Transportation Options:

Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

Preserving an open space network provides the opportunity for a trail system that connects developments, parks, commercial centers, and schools. This creates an alternative option for residents to travel throughout the planning area without using the already burdened street network.

Increase Access to Homeownership Across All Demographics:

Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

Preserving open space and environmental features allows for the opportunity for developers to utilize conservation style development, which allows for an increase in density in exchange for preserving open space on the site. This increase in density may allow for a variety of housing types at varying income ranges, making housing more accessible in the planning area.

Advance Environmental Health and Resilience:

Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

Environmental and land use planning allows us to protect and enhance our open spaces and environmental features by supporting biodiversity, improving water quality, and locating intense uses where they will cause minimal impact. Preserving natural areas is crucial to maintaining and increasing environmental health and resilience in the planning area.

Promotes Sustainable and Equitable Growth:

Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

Environmental and land use planning should work in harmony to ensure new public and private developments are sustainable and equitable, not only for the environment but also for community members. Natural areas are essential to fostering a healthier city for both people and the environment, as they enhance stormwater management, help combat climate change, improve air and water quality, and reduce impacts on public infrastructure. Striking a balance between the environment and development will be integral to a sustainable and equitable community.

Environment and Resiliency

Key Concepts and Community Supported Actions

The following Key Concepts have been selected to address primary issues identified by the goals above as effectively as possible. Each Key Concept below is supported by specific Community Supported Actions (CSAs) to ensure their successful implementation. Additionally, where applicable, Key Concepts are reinforced by supporting statements from the Kansas City Spirit Playbook.

All development within the KCI planning area—particularly near designated open spaces and buffer zones—should aim to preserve key environmental features and safeguard KCI’s network of regulated streams, floodplains, steep slopes, woodlands, natural prairies, and other natural habitats in order to safeguard water quality, development and infrastructure integrity, and community quality and safety.

- EN-1: Identify short- and long-term strategies to increase tree preservation.
- EN-2: Ensure that development proposals align with the adopted Open Space Plan during the review process to protect key natural features such as stream corridors, floodplains, steep slopes, and designated natural areas. This also includes preserving planned trail connections to support long-term connectivity and access to open space.
- EN-3: Identify sensitive environmental features—such as prairies, tree canopies, and intact native habitat—for potential conservation easements or acquisition as part of the open space system, and prepare a natural resource plan for the KCI area incorporating recommendations from the Twin Creeks study and international design competition.



Supporting Playbook Community Supported Action:

- PO-16: Using the Open Space Master Plan and area plans, acquire or cooperatively protect sensitive natural areas within the city to preserve natural areas in perpetuity.

Promote sustainable, reliable, and resilient water management practices to protect natural water systems.

- EN-4: Update stream health assessments within the plan area and develop watershed plans for priority watersheds and Contiguous Development Zones to protect water quality, reduce runoff, lower development costs, and support long-term development integrity.
- EN-5: Create criteria for identifying priority streams for protecting and improving water quality and habitats (e.g., ecological value, proximity to development pressure, recreational potential, etc.).
- EN-6: Develop an educational program for the community, developers, and elected officials about sustainable water management practices for new and existing developments.
- EN-7: Explore establishing or coordinating with community-led programs to maintain and improve regulated streams, as well as identify grant or funding sources to support long-term stream protection projects.

Environment and Resiliency

Key Concepts and Community Supported Actions



Supporting Playbook Community Supported Action:

- EH-5: Implement green stormwater management solutions in public improvements and private development.
- EH-6: Increase the use of green infrastructure and pervious surfaces throughout the city.
- PS-9: Require green infrastructure in all public space and streetscape improvements.

Update and maintain accurate environmental data to support planning initiatives and objectives within the KCI Planning Area.

- EN-8: Update data on stream and riparian health, land cover, and identify high value or sensitive environmental features.
- EN-9: Explore collecting wildlife and habitat data—particularly for streams and migratory corridors—to identify areas needing conservation or management plans that support pollinators, fish, migratory birds, and other native species.
- EN-10: Create a public web application that displays relevant environmental data for residents, developers, and conservationists.



Supporting Playbook Community Supported Action:

- EH-3: Identify areas for protection and restoration through the Open Space Master Plan and area plans (as proposed in the Parks & Open Space objective). Work with regional partners to regularly update the natural resources inventory and other data sets that help to identify and prioritize areas for conservation, restoration, and protection. Use these data sets to inform open space and habitat planning. Identify and engage partners who have the capacity and funding to restore and maintain natural habitats. Create internal processes and policies necessary to manage and facilitate these partnerships and standardize/simplify processes needed to implement habitat projects on public lands.

Promote and incentivize the use of green and ecological infrastructure in public and private development.

- EN-11: Utilize green infrastructure best practices and ensure that roadway designs help create a comprehensive and sufficient drainage and filtering system to help sustainably manage stormwater and improve water quality.
- EN-12: Explore conducting heat exposure and community vulnerability assessments in the planning area to identify priority areas for heat island mitigation design in new development.
- EN-13: Identify code updates and other mechanisms for incentivizing and promoting the use of light pollution mitigation in new industrial and commercial development, specifically for the planning area.



Supporting Playbook Community Supported Action:

- EH-5: Implement green stormwater management solutions in public improvements and private developments.
- EH-6: Increase the use of green infrastructure and pervious surfaces throughout the city.
- EH-7: Increase the tree canopy and preserve existing trees.
- PO-12: Modify development regulations to support parkland dedication and quality development near boulevards and parkways.

Environment and Resiliency

Green and Open Space

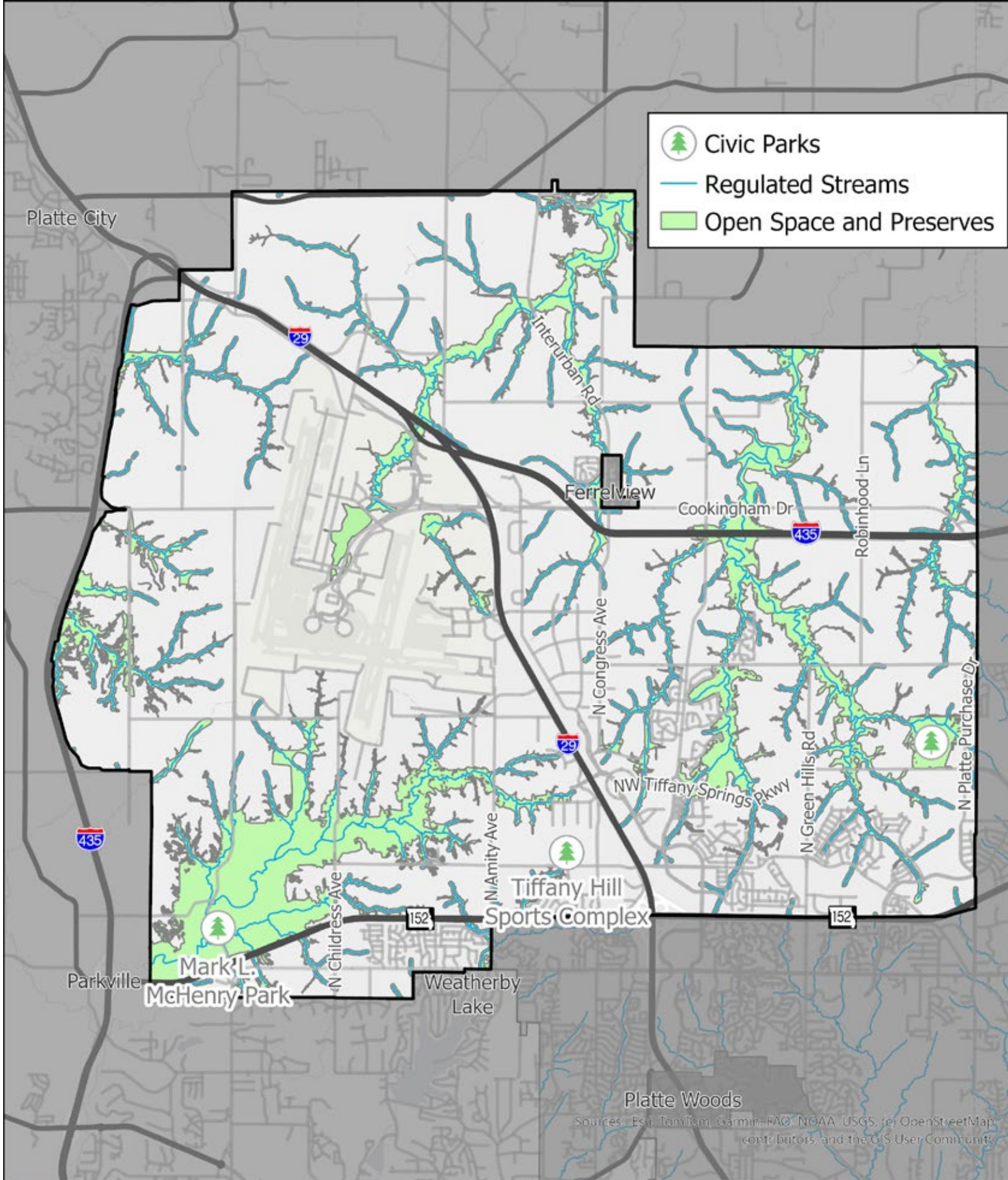
Open spaces and parks play a crucial role in enhancing the quality of life for residents, while preserving and enhancing the natural environment. Open spaces and parks provide environmental benefits such as natural stormwater management, improving air and water quality, conserving natural habitats, and mitigating heat island effects. Through thoughtful land use and physical design, we can create environments that support the natural habitats and species and also foster community interaction with other people.

The KCI planning area has vast amounts of undeveloped space, which presents the opportunity for the creation of a robust open space network that preserves natural landscapes, resources, and biodiversity. The planning area is characterized by steep slopes, 130 linear miles of regulated streams, and rich biodiversity; features that pose challenges for conventional development but also offer opportunities for creative design solutions that integrate and preserve these important elements of the natural environment.

The open space network (see map below) was created by using geospatial analysis, incorporating the following:

- Areas adjacent to regulated streams;
- Updated floodplain hazard areas;
- Steep slopes (defined as a slope with a 15% or greater incline);
- Ecological Value (2018) and Forest Conservation Restoration (2018) data from the Mid-America Regional Council.

The purpose is to designate land as the “Open Space/Preserves” place type in the FLU map, a key action in the KC Spirit Playbook. Land designated as “Open Space/Preserves” is intended to remain undeveloped, while adjoining areas should use open space or conservation style development.



Open Space Network

0 1 2 Miles



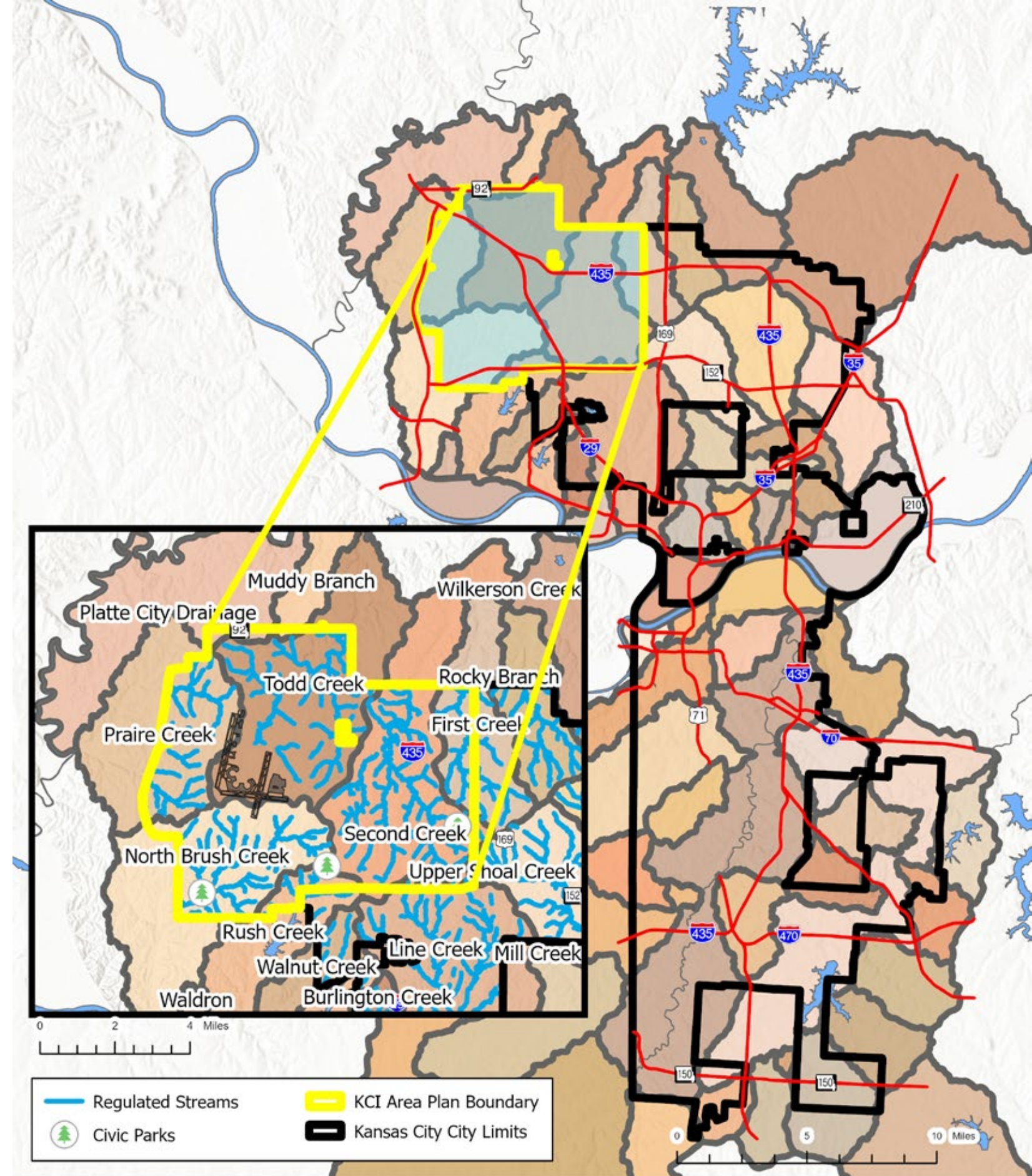
Environment and Resiliency

Storm Water and Green Infrastructure

Stormwater management is the practice of controlling and directing rainwater runoff to reduce flooding, prevent erosion, and protect water quality in natural and built environments. Unmanaged stormwater runoff can pose significant risks to people, property, the environment, and infrastructure by causing erosion, flooding, and transporting pollutants. According to the KCI Area Plan Survey, 81.7% of respondents indicated that improving stormwater management in the planning area is important. Stormwater management can be both localized (site level) and regional (watershed or greater). New developments in the planning area are required to provide and maintain localized stormwater management to mitigate the impacts of a specific development. Due to the topography and increasing impermeable surface area through expanding development, regional stormwater facilities should also be considered after adequate study and planning has been completed.

Achieving sufficient stormwater management will require a holistic approach that combines both localized and regional best management practices (BMPs). To achieve this, the City, in collaboration with surrounding communities and jurisdictions, should explore the creation of a watershed master plan for each of the six watersheds in the planning area. The purpose of a watershed master plan is a comprehensive strategy to manage drainage in the area, focusing on reducing flooding, improving water quality, and protecting natural resources and private property.

In addition to creating stormwater master plans for watersheds, the City, private developers, residents, and stakeholders can start incorporating green infrastructure into site, roadway, and park design through techniques like rain gardens, bioswales, stormwater parks, green medians and permeable surfaces and pavements. Green infrastructure helps our community manage stormwater the way nature intended by capturing and utilizing stormwater where it falls. This slows down runoff and reduces the volume entering our stormwater system, reduces flooding, and filters out pollutants. As a result, it enhances the health of our streams, strengthens environmental resilience, and extends the functionality and service life of public infrastructure. As development, roadway improvements, and other construction occur, the City should promote the use of green infrastructure features.



Watersheds and Regulated Streams



While the City of Kansas City, Mo., makes every effort to ensure that the information on this map is accurate, it does not warrant or represent that the information is accurate. The City of Kansas City, Mo., is not responsible for any errors or omissions on this map. The City of Kansas City, Mo., is not responsible for any damages or losses resulting from the use of this map. The City of Kansas City, Mo., is not responsible for any damages or losses resulting from the use of this map.

Environment and Resiliency

Light Pollution Mitigation

Light pollution is the excessive or misdirected artificial light that brightens the night sky, disrupting ecosystems, obscuring stars, and affecting human health and energy use. When developments over-use lighting, fail to use timers and sensors, or misdirect light, it may negatively impact wildlife and natural ecosystems, energy consumption, and is a nuisance to adjacent properties and residents. New development within the planning area should include light pollution mitigation designs such as but not limited to: dimmers, motion sensors, and timers; outdoor lighting fixtures that shield the light source; and warm-colored LEDs and compact fluorescents (CFLs). In addition to design considerations for private developments, the City should also implement similar designs for street lighting, parks, and city-owned property.



Housing and Neighborhoods



Housing, the most essential need for citizens, is a core component of any city. In addition to providing shelter, protection, and a home to raise a family, housing also affects our jobs, public infrastructure, safety, and sense of community.

It's critical that the area's housing and neighborhood initiatives accommodate a variety of housing types (single-family, multi-family, apartments, etc.), and affordability for rent and ownership. Housing policies should help ensure equitable access to housing choice, desirable neighborhoods, employment opportunities, and transportation options. This chapter provides key recommendations to help guide residential growth within the KCI planning area. As the area continues to grow, it will be crucial to do so in a sustainable manner that focuses on encouraging a wide variety of housing types to accommodate residents with diverse needs and incomes while also complementing the area's natural beauty and rural characteristics.



A neighborhood in the KCI Area Plan region, October 2025.

Housing and Neighborhoods

Relation to Area Plan Goals

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability and connectivity to services, entertainment, employment and gathering spaces for all residents.

The area plan strategies support complete, connected, and walkable neighborhoods through mixed-use development and diverse housing near key services and amenities. By promoting compact, pedestrian-friendly design, improved street networks, sidewalks, and transit access, the plan reduces reliance on automobiles while enhancing connectivity, accessibility, and community vibrancy.

Expand Multimodal Transportation Options:

Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

To expand transportation options in the KCI planning area, neighborhoods must have sufficient residential density and strong connectivity to support transit, trails, and shared mobility services. Transit functions best in areas with a diverse mix of uses and an appropriate range of housing types and densities. Providing housing options such as apartments, duplexes, and four-unit buildings helps create the critical mass needed to sustain these services.

Increase Access to Homeownership Across All Demographics:

Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

Accessible housing for households of all ages and incomes is essential to a thriving, sustainable community. While 51.5% of residents in the planning area own their homes, community members noted challenges in finding attainable housing. The area already includes a healthy mix of single-family and multi-family housing, and the proposed land use plan expands opportunities for additional housing types, including moderate-density options that support both rental and ownership opportunities, such as duplexes and quadplexes.

Advance Environmental Health and Resilience:

Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

Locating residential areas away from harmful industrial nuisances and within a maximum amount of green open space contributes to human health in the short term and over lifespans. Retaining the open space and rural character of the Northland was a strong recommendation from residents. Therefore, analysis of land use techniques such as how to better promote conservation development that protects streams, open spaces, and mature trees are warranted.

Promote Sustainable and Equitable Growth:

Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

A sustainable and equitable neighborhood provides safe, clean, and healthy housing while remaining fiscally responsible. The KCI planning area includes areas with substandard roads and limited water and sewer infrastructure. New development should be prioritized in areas with existing infrastructure to reduce fiscal and environmental impacts while preserving open space, natural streams, and tree canopy.

Housing and Neighborhoods

Key Concepts and Community Supported Actions

The following Key Concepts have been selected to address primary issues identified by the goals above as effectively as possible. Each Key Concept below is supported by specific Community Supported Actions (CSAs) to ensure their successful implementation. Additionally, where applicable, Key Concepts are reinforced by supporting statements from the Kansas City Spirit Playbook.

Promote a diverse range of accessible housing options that serve all income ranges, age groups, and ownership preferences.

- HN-1: Develop a strategy and incentive plans to provide additional workforce housing to serve the existing and future commercial and industrial businesses and activity/employment centers.
- HN-2: Explore hosting events to educate residents on the Home Repair Program to assist with increasing and maintaining housing stock quality and aging in place.
- HN-3: Explore conducting a housing needs assessment, with the Housing Department and community stakeholders, to determine gaps in housing stock and design for the planning area.

Ensure sustainable, healthy, and attractive neighborhoods for current and future residents.

- HN-4: Incorporate the KC Spirit Playbook development guidelines, area plan design guidelines, and sub-area recommendations, into plans for new development (subdivision plats, rezonings, development plans, etc.).
- HN-5: When new subdivisions are not adjacent to an existing or planned trail or sidewalk network, require internal pedestrian circulation that promotes walkability and interconnectivity between phases. Subdivisions located adjacent to an existing or proposed trail should provide a direct connection or stub to the trail.

Housing and Neighborhoods

Key Concepts and Community Supported Actions

Encourage and assist in establishing registered neighborhood and homes associations.

- HN-6: Identify and engage neighborhoods without active organizations, supporting their establishment or reactivation through outreach, training, and collaboration with City departments and community partners.

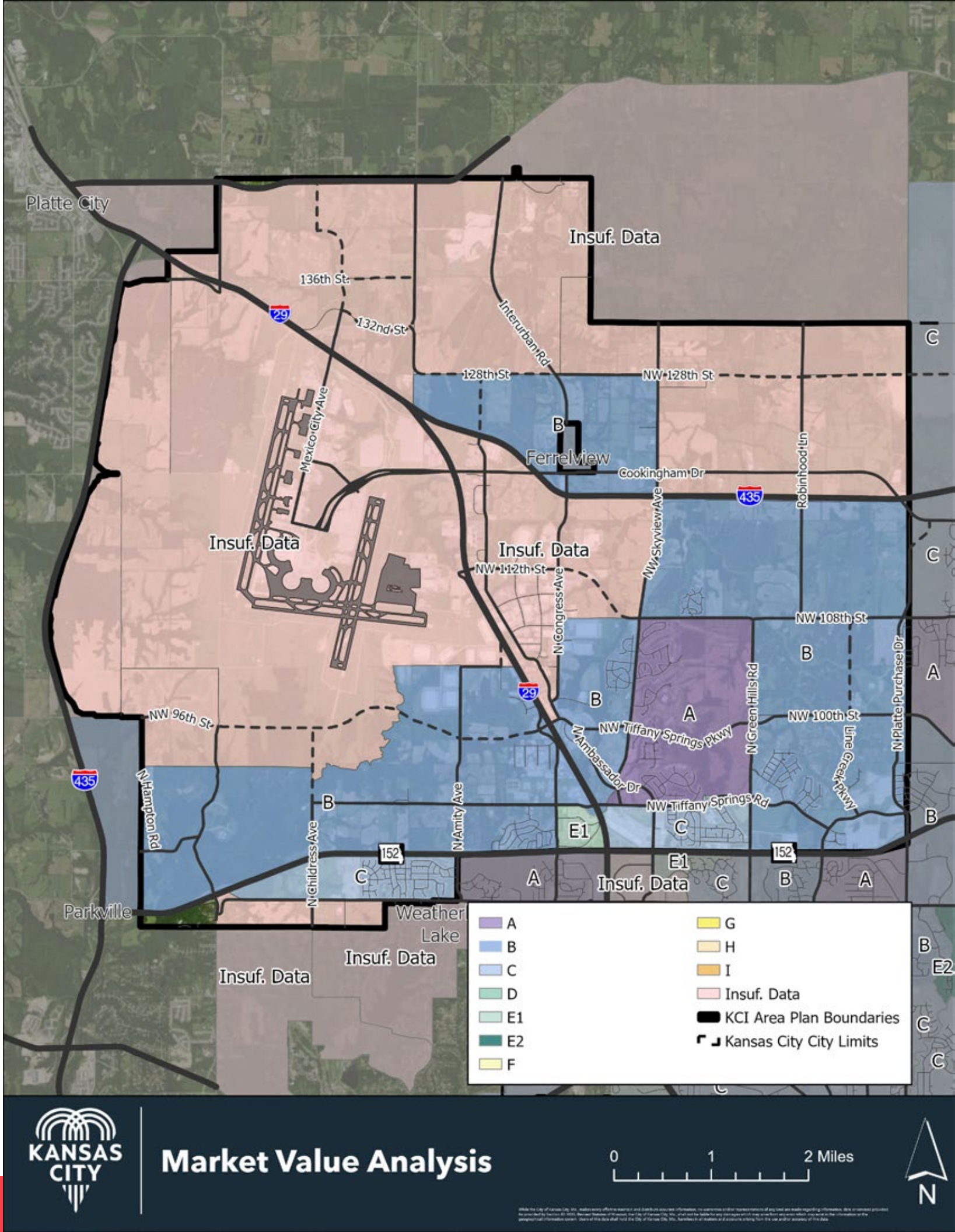


Supporting Playbook Community Supported Action:

- AJ-6: Increase housing near employment centers. Use base zoning districts or overlays to permit more multi-family housing in employment areas. Continue to use incentive tools and the affordable housing trust funds to increase affordable housing in areas with the highest needs.
- CC-2: Apply a citywide complete community goal to specific areas by using the area plan updating processes. During the area planning process, identify additional priority areas for complete community analysis described in CC-1.
- HA-6: Work in a renewed partnership with the Housing Authority, City, and stakeholders to actively create and integrate affordable housing into all areas of the city.
- HA-11: Develop a citywide housing strategy to guide housing investments and policy decisions.
- HA-14: Utilize the area plan updating processes to identify and explore opportunities for increased housing density throughout the city, particularly in transit corridors and near employment and activity centers.
- HA-15: Explore partnerships and funding mechanisms to encourage adaptive reuse of existing developed and under-developed property (i.e., brownfield redevelopment, infill).
- HA-16: Support the development of housing in areas with existing infrastructure and access to services.
- CD-17: Provide ongoing monitoring of neighborhood health to ensure problems do not worsen and to measure improvement.

How
Curre

A neighborhood in the KCI Area Plan region, October 2025.



Housing and Neighborhoods

Current Conditions

Market Value Analysis

The Market Value Analysis (MVA), first performed for Kansas City in 2016, is a tool developed by the Reinvestment Fund to help residents and policymakers identify and understand the elements of their local real estate markets. The most recent MVA was completed in 2024, and prior MVAs were completed in 2021 and 2016; MVAs identify changes to Kansas City’s residential market from 2016 to 2024.

The MVA analysis identified ten distinct housing markets, which were labeled with letters “A” through “I.” Although each market type has unique characteristics, they are often described in three broader groups; Strongest, Middle, and Stressed. The KCI area is considered part of the Strongest market as it is made up of markets A through C, with some areas of E1.

“A” markets represent the strongest housing markets in the city. These areas have prices close to twice the city average, high levels of renovation and construction, and minimal signs of housing stress. Publicly subsidized affordable housing is rare. There are three A markets in KCI; The Manor Homes of Fox Crest, Tiffany Greens, and the area north of Highway 152 and south of NW Old Tiffany Springs Rd.

“B” markets contain many renter-occupied, multi-family dwellings and have the highest rate of private investment, measured by new construction and renovation activity. The moderate vacancy in “B” markets could represent opportunities for a new market rate and affordable multi-family development. Areas that are designated as “B” markets in KCI include; Ferrelview/North Creek Village neighborhoods, Platte Purchase neighborhoods including Holly Farms, and the Mark McHenry area.

“C” markets are predominantly owner-occupied communities, with elevated levels of new construction and renovation. Signs of housing stress, measured by the rates of code violations and financial stress, are minimal, and housing values are high. These markets are primarily located south of Old Tiffany Springs Rd and north of the area plan southern boundary.

There are two areas that are designated “E1” markets which fall into the Middle Markets category. Middle markets represent well-maintained, stable neighborhoods with relatively moderate housing prices. “E1” markets are affordable rental markets with most renters living in multi-unit market-rate apartment complexes.

There is a large portion of the area that does not have a designation as it is city-owned property utilized by MCI Airport. These areas are mostly undevelopable for residential construction due to the adverse effects of the airport, and lack of city services in the northern First Creek watershed.

Housing and Neighborhoods

Current Conditions

Anti-Displacement Measures

The Displacement Risk Ratio (DRR) is a tool that works with the MVA to measure the risk of involuntary housing displacement due to changing home values. According to the Reinvestment Fund’s analysis, the KCI housing market is affordable to residents earning 200% (\$130,512) of the City’s median income but not for those earning 120% (\$78,307) or less of the median income. With growing employment in logistics and manufacturing sectors, policy should seek to protect what affordability still exists and incentivize the private market to create new housing at diverse price points to accommodate employment at different income levels.



A new residential subdivision under construction, January 2026.

Public Realm



Public spaces and amenities are areas accessible to everyone. They can be privately owned locations, too, that are open to public use.

Typical public spaces are parks, streets and curbs, sidewalks, plazas, public gathering places, public facilities, and green spaces. Their design reflects and is shaped by the people who use them. Public spaces help define neighborhoods and community centers and give them identity. If they are designed well, with various ways for people to use them, these areas can become important civic gathering places for neighborhood or community events. As the KCI area remains relatively undeveloped, it offers a unique opportunity to shape its identity through intentional design of public spaces and amenities.



A playground in a neighborhood park located in the KCI Area Plan region, October 2025.

Public Realm

Relation to Area Plan Goals

Support Complete, Connected, and Walkable Neighborhoods and Communities:

Encourage development patterns that promote safety, walkability and connectivity to services, entertainment, employment and gathering spaces for all residents.

Promoting complete, connected, and walkable communities means ensuring residents can easily access daily needs and amenities. Public spaces—such as parks, plazas, greenways, and community centers—are key to this goal. When well-designed and connected, they encourage walking, support social interaction, and provide places for recreation and gathering, strengthening neighborhood cohesion and sense of place.

Expand Multimodal Transportation Options:

Improve access to transit, bicycle infrastructure, and pedestrian routes to support mobility and reduce reliance on single-occupancy vehicles.

While the area currently has fragmented bicycle infrastructure and limited transit options, there are clear opportunities to improve connectivity to public spaces and amenities. Connecting bike routes and expanding transit service can make it easier for residents to access parks, plazas, and community facilities, supporting more active and connected neighborhoods.

Increase Access to Homeownership Across All Demographics:

Promote housing strategies that create pathways to homeownership for people of all ages, incomes, and backgrounds.

Community members frequently expressed the need to expand homeownership opportunities in the area, particularly for first-time buyers and the local workforce. As new housing is developed, it's important to ensure that public spaces—such as parks, plazas, and greenways—are thoughtfully woven into neighborhoods of all sizes. This not only supports quality of life for new homeowners but also helps foster a stronger sense of community and belonging.

Advance Environmental Health and Resilience:

Protect and enhance open spaces, support biodiversity, improve water quality, and guide the placement of industrial uses to minimize environmental and residential impact.

There are significant opportunities to design safe and attractive public streets, preserve open space, and establish areas for outdoor recreation. Residents value the area's distinct rural character, which sets it apart from the rest of the city. Embracing and enhancing this unique landscape will help shape a strong and recognizable identity for the KCI area—one that balances growth with open space preservation and community character.

Promote Sustainable and Equitable Growth:

Guide development that balances long-term sustainability and fiscal responsibility with equitable access to housing, jobs, services, and infrastructure.

While the KCI area holds some of the greatest development potential in the city, it's essential to ensure that growth occurs in sustainable and equitable ways. This includes focusing on public spaces and amenities within the Contiguous Development Zone (CDZ) and planning for future public spaces as the KCI area continues to develop. Furthermore, the public spaces should be looked at as a network, ensuring they are attractive, accessible, and easier to maintain for current and future residents.

Public Realm

Key Concepts and Community Supported Actions

The following Key Concepts have been selected to address primary issues identified by the goals above as effectively as possible. Each Key Concept below is supported by specific Community Supported Actions (CSAs) to ensure their successful implementation. Additionally, where applicable, Key Concepts are reinforced by supporting statements from the Kansas City Spirit Playbook.

Design connected public spaces that establish a distinct and memorable identity for the KCI area.

- PR-1: Utilize Community Improvement Districts (CIDs) or similar mechanisms in commercial, industrial, or residential centers to help create and maintain attractive, well-programmed public spaces.
- PR-2: Assist community partners and private developers to identify and design maps, signs, and banners that reflect the identity of the neighborhoods and districts within the KCI area.

Supporting Playbook Community Supported Actions:

- CN-8: Create strategies for connecting and improving corridors during area plan process.
- CN-9: Implement streetscape plans and street improvements focused on corridor streets that connect activity centers.
- CN-11: Engage communities to identify priority areas for wayfinding.
- CN-13: Include enhancements that reflect local culture and history in wayfinding improvements.
- PS-8: Develop a streetscape design handbook and "kit of parts."

Prioritize the design of image streets and gateways to define the character and arrival experience of the area.

- PR-3: Require developers to adhere to image street design standards throughout the development process. Require developers to follow image street design standards and incorporate design recommendations that define KCI's character from the Interstate and Highway system.
- PR-4: Identify segments of image streets and gateways to include landscaping and placemaking elements during funding cycles and development proposals.

Supporting Playbook Community Supported Actions:

- PS-8: Develop a streetscape design handbook and "kit of parts."
- PO-12: Modify development regulations and requirements related to parkland dedication and quality of development adjacent to boulevards and parkways.

Public Realm

Key Concepts and Community Supported Actions

Develop parks, plazas, and greenways that accommodate a range of users and community activities, from informal gatherings to large-scale events.

- PR-5: Identify locations within commercial, industrial, and residential areas for potential public plazas or "pocket" parks.
- PR-6: Explore adding space and adequate facilities for community events, such as festivals, farmers' markets, and pop-up events, in existing community parks to foster an identity for the KCI area.



Supporting Playbook Community Supported Actions:

- PO-11: Regularly update the Parks Master Plan.
- CA-1: Create or identify gathering places throughout the city for major and smaller events.

Public Realm

Image Streets, Gateways, and Streetscapes

The Public Realm Chapter identifies Image Streets—corridors that should be designed with enhanced streetscapes, distinctive gateway features at neighborhood and district entrances - and upgraded highway bridges and underpasses. These streets not only serve as the primary connections between neighborhoods and activity centers, but also present opportunities to strengthen multimodal access by improving facilities for pedestrians, cyclists, scooters, and transit users.

Primary image streets are major streets, parkways, and boulevards with distinctive enhancements intended to provide a positive first impression and a memorable sense of place, unique to this area of Kansas City. These corridors place the highest-level emphasis upon pedestrian improvements and amenities in both the public right-of-way as well as adjacent private development. Buildings and open space areas along these streets should be designed with direct connections to the pedestrian network along the street and should emphasize the pedestrian environment. Private development around these areas should be held to the highest design and aesthetic standards to create a distinctive image.

Primary image street opportunities for highways and major arterials include:

- I-29 - Consider an intensive and distinctive “Grow Native” approach to landscaping in the right of way featuring not only grasses but also wildflowers. Continue to decrease billboards along I-29 within the KCI Planning Area and create an office/business corridor. For new developments and major redevelopments that can be seen from I-29, require that the building finishes, screening of storage areas, and landscaping be comparable to those required for the front of the property
- Cookingham Drive – Has the opportunity to give the first impression of Kansas City and the plan area due to proximity to the airport and large commercial and industrial uses.
- Tiffany Springs Parkway - Follow the parkway standards from the Boulevard and Parkways Standards of Kansas City, Missouri. Design the parkway to preserve and promote natural resources assets as an im-portant element of context sensitive design.

Secondary image streets perform much the same function as Primary Image Streets but may be less embellished and may have smaller scale gateway improvements. They are characterized by a less intense level of development. Like Primary Image Streets, these corridors significantly impact the community image and should provide a positive first impression.

Aesthetic improvements in the public right-of-way for Primary and Secondary should include:

- wider sidewalks and amenities for pedestrian activities on both sides of the street
- wide designated crossings at all major intersections
- street trees and enhanced streetscape improvements
- distinctive street lighting
- public art
- limited overhead wires and other above ground utility infrastructure



Tiffany Springs Parkway, a primary image street, March 2026.

Public Realm

Image Streets, Gateways, and Streetscapes

Gateways

Gateways are important entry points to a neighborhood, community, or a city that have a key role in identifying a distinct area. Gateways provide a visual “point of reference” or “announcement” as well as a visual transition from one area to another. Gateways are focal points generally located at the edge of the Plan Area, major intersections, or key entry points into area activity centers and neighborhoods. Gateways can include features such as fountains, monuments, public art, landscaping, lighting, intersection enhancements, plazas, and signage, and should be coordinated with streetscape enhancements. Gateways should announce entry into an area as well as reinforce the area’s character.

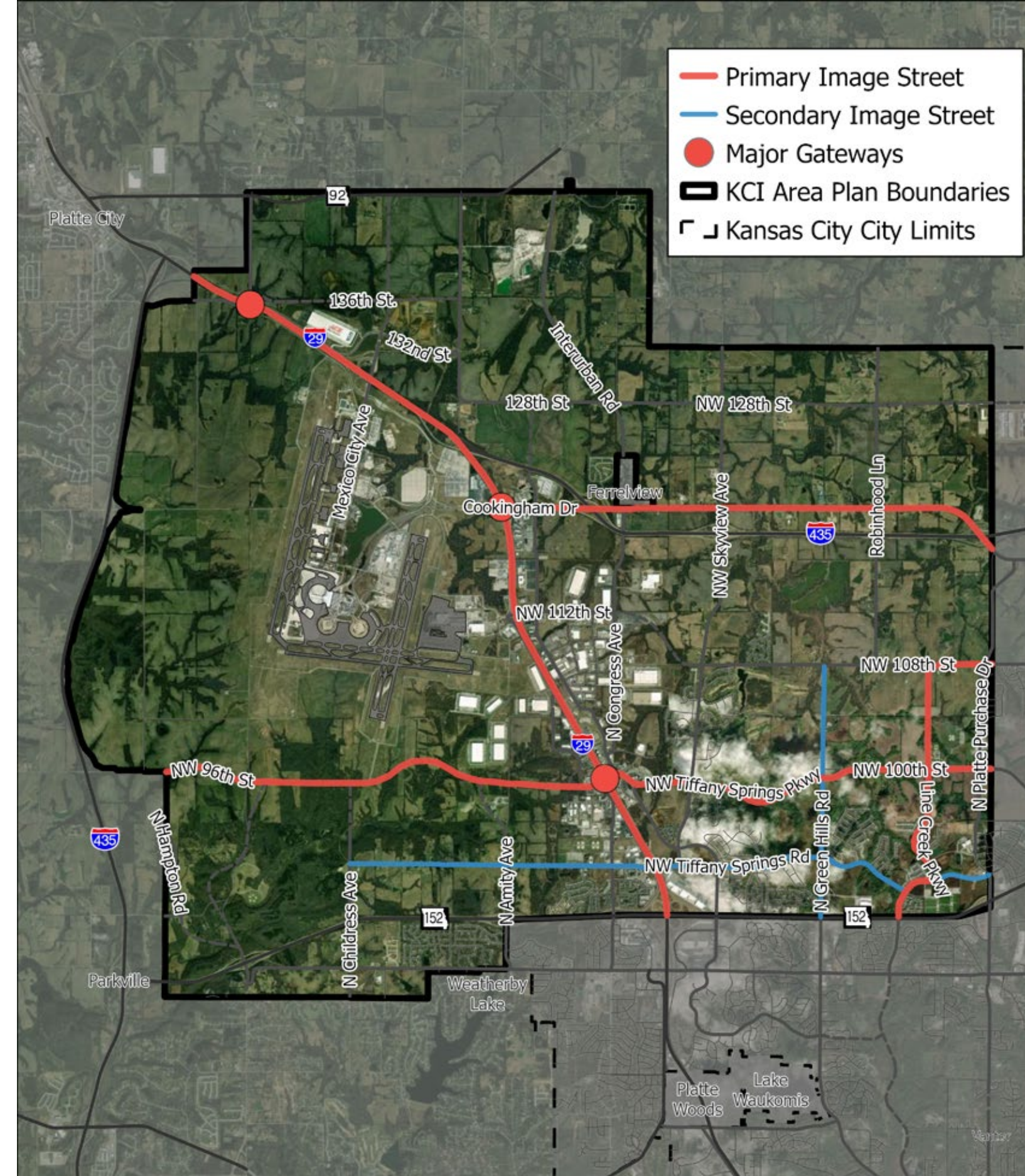
Major Gateways are key focal points situated on significant roadways, such as major interchanges or prominent intersections. They serve as high-impact visual markers, visible from a distance as drivers approach on- and off-ramps or major crossroads. To ensure their prominence, gateways should be constructed using high-quality materials like stone, cast stone, tile, or masonry.

These gateways can take the form of large-scale landscape features or incorporate unique architectural elements to enhance their visibility and impact. The design should combine these materials and features to create a distinctive, memorable entry point that reflects the character and identity of the area.

- **Incorporate Major Gateways** at the primary entrance to the airport from all major streets or highways, at the intersection of I-29 and Tiffany Springs Parkway, and at the northern city limit on I-29/entrance to the city.

Minor Gateways, while smaller than Major Gateways, play a vital role in defining specific neighborhoods and business districts. They should enhance the unique character of each area by reflecting its size, scale, materials, and overall aesthetic. By embodying the distinctive qualities of the local commercial or mixed-use environment, Minor Gateways create a sense of identity and belonging that strengthens community ties.

- Incorporate Minor Gateways at business districts, at major entry points of new residential developments, and at established neighborhoods where not already existing.



Public Realm

Parks

Public or private land reserved for parks and parkways that are intended to accommodate active and passive parklands, trails, recreational uses, or any other lands reserved for permanent park or recreation purposes. Open spaces and preserves or corridors that are neither City-owned nor permanently designated for park or recreational use are addressed in the Environment and Resiliency and Mobility chapters.

There are three public parks in the planning area:

- Mark L. McHenry Park- Established in 1966, Mark L. McHenry Park (formerly named Tiffany Springs Park) is one of the largest parks in Council District #1. The park has long served the Northland communities as an athletic venue with numerous ball diamonds and soccer fields. The vast acreage also preserves woodland habitats and the North Brush Creek riparian corridor. In addition to the many ballfields, the park also features nearly 3.5 miles of natural surface trail. This park would benefit the most by providing:
 - Upgrades to shelters, seating, and amenity areas for visitors at the two ballfield areas
 - Providing added pedestrian infrastructure and signage throughout to make the park a more connected destination



Children playing at Mark L. McHenry Park.

- Tiffany Hills Park- Established in 2000, Tiffany Hills Park is a large athletic complex with numerous amenities to offer its visitors, especially those attending soccer, baseball, or softball. Opportunities for improvement include:
 - A permanent restroom on the soccer side of the complex
 - A shelter or other shade structure on the soccer side of the complex
 - A loop park trail in the northwest corner
 - New and updated signage
- Platte Purchase Park- Established in 2004, Platte Purchase Park is designed around baseball and softball. The complex features 13 diamond fields. The northern four fields are in newer condition and offer a central concession stand and restrooms. This portion of the park also includes a multi-use trail. The southern portion includes an unpaved parking lot, nine diamond fields and a playground. Opportunities for improvement include:
 - Replacing the safety surfacing in the playground
 - Paving the southern parking lot
 - Providing shade for bleachers and grandstands
 - Providing a pedestrian connection between the southern and northern half of the park

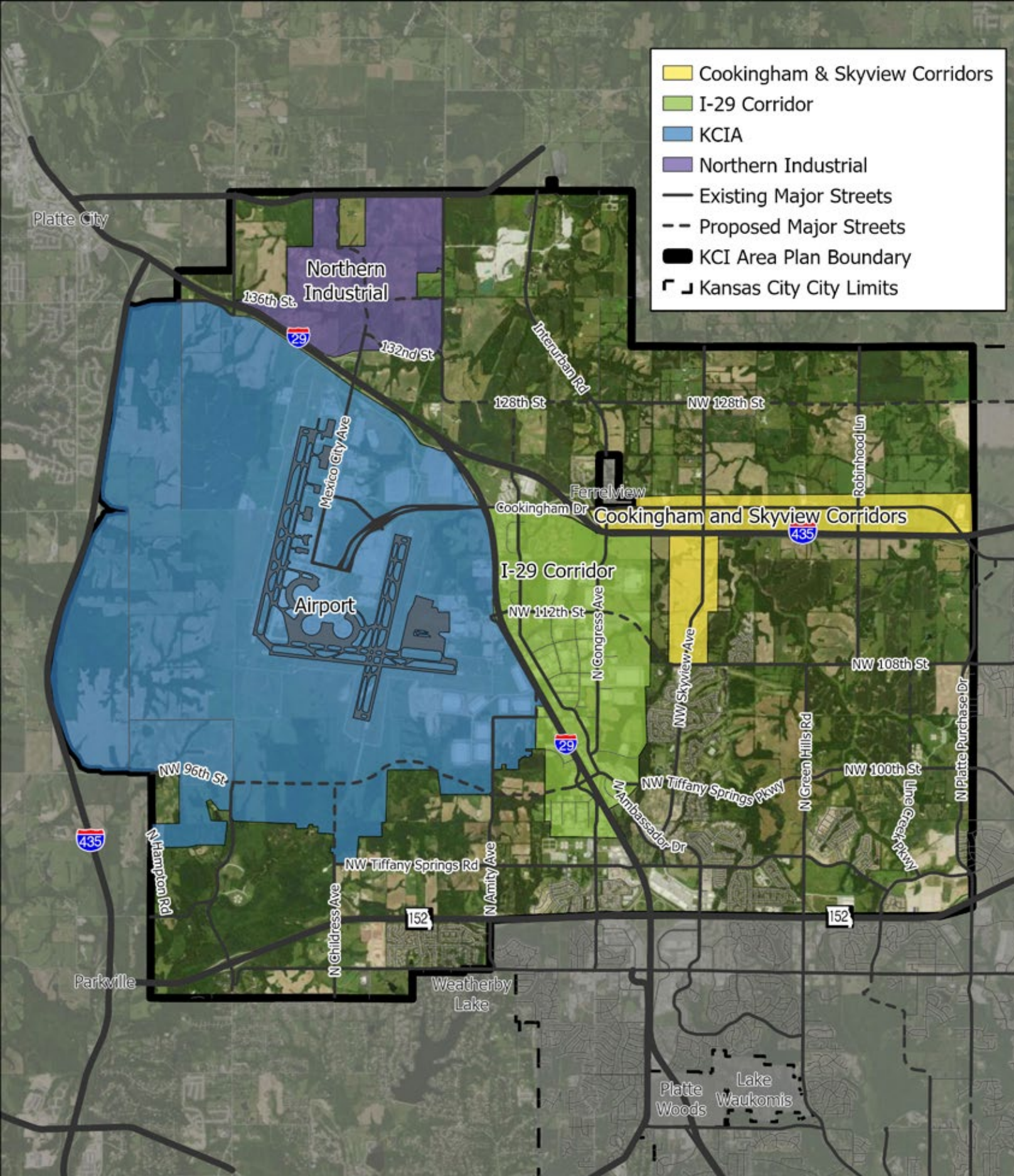


Baseball fields at Tiffany Hills Park.

Sub-Areas

Within the broader planning area, certain locations have been identified as sub-areas that warrant focused guidance and attention.

These areas may be distinguished by unique physical characteristics, redevelopment potential, high levels of activity, environmental considerations, or other factors that influence their current or future development. Recognizing sub-areas allows the plan to provide tailored strategies, recommendations, and guidelines for development that address specific challenges and opportunities, ensuring that growth and improvements are thoughtful, context-sensitive, and aligned with the overall vision for the area.



Sub-Areas

Cookingham and Skyview Corridors

Summary of Issues and Public Input

The Cookingham and Skyview corridors are at risk of increased truck traffic as industrial development expands in these areas. Community members have expressed concerns that truck traffic could negatively impact roadway conditions and overall quality of life. In addition, there is significant concern that industrial uses along the corridors could adversely affect nearby residential neighborhoods. Ensuring appropriate separation of uses—through buffers, thoughtful land use planning, and effective screening—was identified by residents as a top priority.

The Community Supported Actions (CSAs) below address the area issues and help insure successful implementation.

- SBA-1: The community supported action LU-5 in the Land Use Chapter states: work with the Public Works Department to identify designated truck routes and determine the best form of enforcement.
- SBA-2: As development continues along the Cookingham Corridor, evaluate the feasibility of a parallel roadway that would provide a direct route to highway interchanges without requiring traffic to travel along Cookingham itself to avoid truck traffic on Skyview and Cookingham as much as possible. If feasible, incorporate these roadway connections into the overall development plan.

Guidelines:

Where the corridor runs adjacent to residential land uses, incorporate traffic calming measures to enhance safety and reduce neighborhood impacts.

Along the eastern portion of the Cookingham Road corridor, where the Future Land Use map recommends industrial land uses/industrial flex, limit land uses to lower-intensity industrial uses that do not generate significant truck traffic. This should also apply to any future amendments/rezonings to allow industrial or commercial uses along this corridor.

Ensure all industrial development between NW Skyview Ave. and N Congress Ave. directs all truck traffic to N Congress Ave. (and not to Skyview) to limit neighborhood impacts.

Prior to any additional mixed-use, commercial, or industrial development along Cookingham Road, the roadway should be upgraded to meet City standards in order to accommodate anticipated traffic volumes and ensure safe and efficient travel.

Truck traffic should be routed off Cookingham Road and NW Skyview Ave. and directed to I-435 to the greatest extent possible, with I-435 serving as the primary east–west truck corridor.

As Cookingham Road is designated as a Primary Image Street in the Public Realm Chapter, future improvements and development should adhere to the Primary Image Street guidelines.

Industrial development should provide generous green space buffers between adjacent lower intensity uses.

Sub-Areas

I-29 Corridor

Summary of Issues and Public Input

I-29 is designated as a primary image street within the plan area. As the corridor bisects the entire area and serves a wide range of users—from daily commuters to travelers experiencing Kansas City for the first time en route to or from the airport—it plays a critical role in shaping overall impressions of the city. The corridor extends beyond the roadway to include the adjacent I-29 trail as well as commercial and industrial properties that are visible from the highway, where high-quality development and site design are especially important. In addition, sidewalk gaps have been identified along the corridor, particularly near transit stops, and should be prioritized for completion to improve safety and connectivity.

The CSAs below address the area issues and help insure successful implementation.

- SBA-3: Pursue opportunities for an enhanced transit route along I-29, consistent with the Smart Moves 3.0 plan (<https://www.kcsmartmoves.org/>), and the Kansas City International Airport Public Transit Services Action Plan (Kansas City International Airport Public Transit Services Action Plan | MARC). Work with MARC and KCATA to refine implementation strategies.
- SBA-4: When the connection between 108th St. and 112th St. is completed, truck traffic should be prohibited from traveling east into residential neighborhoods.
- SBA-5: Prioritize filling sidewalk gaps along Ambassador, especially in locations that improve access to transit stops and employment destinations.
- SBA-6: Clarify the future of the Special Purpose Rapid Transit Corridor right-of-way by determining whether it will remain designated for transit or repurposed for another use.
- SBA-7: Extend the I-29 Trail north to I-435.
- SBA-8: Establish a trailhead near the interchange of I-29 and NW 112th St. for the I-29 trail for improved access and connectivity for residents.
- SBA-9: Complete a walkability study for the corridor, given its role as a major employment center and the location of the area’s sole transit line.

Guidelines:

Ensure all industrial development between Skyview and Congress directs all truck traffic to Congress to limit neighborhood impacts.

As I-29 is designated as a Primary Image Street in the Mobility Chapter, future improvements and development adjacent to (or visible from) the highway should adhere to the Primary Image Street guidelines in the Public Realm Chapter.

Future improvements and development at intersections along the I-29 Corridor designated as Major Gateways in the Mobility Chapter should follow the established Major Gateway guidelines.

Development adjacent to highways should project a positive image of the city by incorporating high-quality architecture and well-designed landscaping along the corridor.

Sub-Areas

Northern Industrial

Summary of Issues and Public Input

This sub-area encompasses the large future industrial complex located at the northwest corner of the area. The I-29 corridor also functions as a major gateway at the city limits. Residents expressed concern about the large-scale industrial developments such as data and logistic centers, particularly the current and potential impacts of light pollution, truck traffic, and utility concerns on surrounding neighborhoods. Maintaining adequate separation between industrial uses and residential areas was also identified as a priority. Additionally, implementation of the open space plan should be emphasized here to ensure that large-scale industrial buildings do not eliminate opportunities for open space and green connections.

The CSAs below address the area issues and help insure successful implementation.

- SBA-10: As the industrial complex develops, ensure that exterior lighting is designed to minimize light pollution and limit the impacts on the surrounding areas. Explore appropriate regulations.
- Aim lights away from roadways, walking paths, and residential areas.
 - Install fixtures that direct light downward rather than outward or upward.
 - Use trees and berms to act as natural barriers to reduce light spread.

SBA-11: Coordinate with the Development Management Division to ensure rooftop signage on new developments is appropriately reviewed and regulated, while providing placemaking value to the industrial park.

Guidelines:

Provide adequate buffering between industrial uses and lower intensity adjacent properties to minimize noise, visual, and other potential nuisances.

Incoming developments should recognize and follow the open space plan (see Environment and Resiliency chapter) to preserve natural areas and support recreation activity.

Development in the sub-area should project a positive image of the City by incorporating high-quality architecture and well-designed landscaping.

Ensure new developments incorporate employee amenities such as trails, seating, and outdoor access to support a healthy and attractive work environment.

Sub-Areas

Airport Compatibility Overlay District

Summary of Issues and Public Input

The airport sub-area is predominantly zoned KCIA. It's important to note the KCIA designation is primarily intended to promote airport and/or conservation uses in the immediate vicinity of Kansas City International Airport and to limit residential development and certain commercial uses that are incompatible with the airport operations and related airport uses. The KCIA district is further intended to provide services to the airport and related airport services. The western portion of the airport contains significant land that can support conservation. At the same time, cargo freight activity is expected to grow with the expansion of the airport, making truck routing an important consideration. As cargo operations expand and freight activity increases, passenger volumes are also expected to rise, elevating the importance of improving transit connections to the airport. In addition, noise contours from the runways are being addressed through the noise compatibility overlay, which assists in designating appropriate land uses within the noise contours.

Airport Compatibility Overlay District

The recommended Airport Compatibility Overlay District is a series of four land use management zones within the City of Kansas City, each of which will have a defined and fixed boundary (see colored zones on the Land Use Mitigation Measure Map [LUMM]) within which specific land use controls will be implemented. The intent is to minimize the risk of incompatible development within areas that are now or are expected to be exposed to aircraft noise of levels that may be intrusive to some residents. The four zones and goals are identified as follows:

- ZONE 1 **Goal:** Limit residential development densities to not more than five units per acre.
Location: That area beyond the 60 DNL (Day Night Average Sound Level) contour of the combined north and south traffic flow conditions, or the area exposed to Maximum Noise Levels (Lmax) generated by a Boeing 737-700 noise exceeding 85 decibels (dB), yet remaining within the area exposed to Lmax generated by a Boeing 737-700 exceeding 80 decibels as modeled along all approach and departure paths used by jet aircraft using any existing or planned runway at KCI.
- ZONE 2 **Goals:** Encourage built out of commercially or industrially zoned property and encourage new commercial/industrial development.
Restrict residential development densities to not more than one unit in forty acres.
Location: The area beyond the 60 DNL contour of the combined north and south traffic flow conditions, yet within that area exposed to Lmax generated by a Boeing 737-700 exceeding 85 dB as modeled along all approach and departure flight paths used by jet aircraft using any existing or planned runway at KCI.

Sub-Areas

Airport Compatibility Overlay District

- ZONE 3

Goals: Rezone property within this zone to allow commercial and industrial use.

Limit residential development, if permitted, to density of not more than one unit per forty acres.

If specific zoning is ever approved to allow residential development in this zone at greater densities, require that new development meet sound insulation reduction of 25 dB exterior to interior levels.

Location: That area inside the 60 DNL contour of the combined north and south traffic flow.
- ZONE 4

Goal: Until acquired by the Airport, rezone to commercial or industrial use, prohibit any new residential development or development of noise-sensitive nonresidential uses.

Location: That area exposed to 65 DNL or more. This area has been identified by LUMM-23 and LUMM-24 for acquisition by the Airport to maintain noise compatibility.

KCMO Zoning Code 88-275-KCIA, Airport District

Due to noise in the vicinity of the KCIA Airport, commercial flight paths and FAA regulations, the 2009 KCI Area Plan recommended, and the City subsequently adopted, a special zoning district for KCIA and its immediate vicinity, the “KCIA, Airport District” (88-275). This District promotes airport and certain compatible airport business uses, along with agriculture and conservation on KCIA Airport property and in the immediate vicinity of the Airport. The Airport District also prohibits incompatible uses such as residential development. Airport administration and the FAA determine additional prohibited uses and building standards using the noise contours, existing development and land features on the “MCI On-Airport Land Use Map” — see below for a copy of this map, and see the above “Airport Compatibility Overlay District” recommendations based on the FAA regulations, noise contours and land uses. For codified regulations please see 88-275 “KCIA, Airport District” in the City’s Zoning Code.

KCIA Airport also has a goal to try to acquire and/or coordinate development in the area exposed to 65 DNL or more (see the above “Airport Compatibility Overlay District” recommendations.) The 65 DNL or more areas have been identified by LUMM-23 and LUMM-24 for acquisition by the Airport to maintain noise compatibility. Until acquired by the Airport, the Airport recommends rezoning to commercial or industrial use, and prohibiting any new residential development or development of noise-sensitive non-residential uses.

Sub-Areas

Airport Compatibility Overlay District

The CSAs below address the area issues and help ensure successful implementation.

- SBA-12:

Implement a rapid transit connection to the airport to improve regional mobility and access. Refer to Smart Moves 3.0 plan (<https://www.kcsmartmoves.org/>), and the Kansas City International Airport Public Transit Services Action Plan.
- SBA-13:

Identify opportunities to further enhance the airport gateway through high quality design, landscaping, and signage.
- SBA-14:

Re-evaluate noise contours and update land use recommendations if a third parallel runway is constructed in the future and if technology advances potentially change noise contours.
- SBA-15:

Ensure that truck routing from airport cargo activity avoids Cookingham east of I-435, reducing the impacts on surrounding neighborhoods.
- SBA-16:

Keep communications open with airport managers on integrating open space networks on the western side of the property, keeping in mind potential for a 3rd runway.
- SBA-17:

Until acquired by the airport, the airport recommends rezoning any land exposed to DNL 65 or over to commercial or industrial use and prohibiting any new residential development or development of noise-sensitive nonresidential uses.



Implementation



The KCI Area Plan Implementation Matrix serves as a strategic guide for translating the vision and goals of the KCI Area Plan into actionable steps. It outlines community-supported actions (CSAs) across key planning chapters—Land Use, Mobility, Environment and Resiliency, Housing and Neighborhoods, and Public Realm—each aligned with the KC Spirit Playbook and other adopted citywide plans.

The work plan for implementation is summarized in the following matrix elements:

- **Key Concepts:** Goals related to each individual chapter
- **Community Supported Actions:** Steps to achieve area plan goals.
- **Timeframe:** A general phasing of actions over which the community supported action is to occur, expressed in the following terms:
 - Short-term: 1 to 5 years
 - Medium-term: 5 to 10 years
 - Long-term: Over 10 years
 - Ongoing
- **Responsible Entity:** Lead organizations and partners responsible for initiation, oversight, and monitoring. These may include:
 - **City Departments:** Includes various city departments e.g. Public Works Department, Parks & Recreation Department, Kansas City, MO Police Department, City Planning and Development Department, etc.
 - **Private sector:** Non-government agencies, business community, etc.
 - **Agencies:** Include Federal, State, and County departments.
 - **Public Sector:** Includes neighborhood groups and relevant public agencies.
 - **Cost Type:** A general understanding of where the funding will come from to achieve community supported actions.
- **Common acronyms:**
 - **KCATA:** Kansas City Area Transportation Authority
 - **MARC:** Mid-America Regional Council
 - **MCI:** Kansas City International Airport (MCI)

KCI AREA PLAN IMPLEMENTATION MATRIX

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
1. LAND USE CHAPTER							
Use existing infrastructure and assist in making sure costs do not outpace the City's ability to provide maintenance and deliver services by encouraging and prioritizing development and infrastructure extensions within the Contiguous Development Zones.	LU-1	Use the Contiguous Development Zones to clearly communicate to applicants, citizens and decision-makers the areas where physical infrastructure is located that can support development.	Ongoing	City Planning and Development Department	Community Partners	Staff Time Cost	
	LU-2	Promote development within the Contiguous Development Zones by working with appropriate agencies to prioritize development, infrastructure extensions and maintenance within Tier 1 and Tier 2 in the Contiguous Development Zones during funding cycles, and Capital Improvement Plan updates.	Ongoing	City Planning and Development Department	Public Works Department Business Community	Staff Time Cost	
	LU-3	Work with Public Works Department to identify short- and long-term phased roadway improvements that help guide sustainable development patterns within the Contiguous Development Zones.	Ongoing	City Planning and Development Department	Public Works Department	Staff Time Cost	
Supporting Playbook Statements		DP-1: Create strategic development plans for undeveloped and underdeveloped areas within the urbanized area and those contiguous to it. DP-2: Complete the arterial street and boulevard system where gaps exist.					
Focus industrial uses in designated areas such as around the airport, near highway interchanges and major truck routes to minimize the impact on residents and public infrastructure.	LU-4	Prevent truck traffic from entering residential areas as new connections are added to the Major Street system by enforcing designated truck routes and implementing street designs that discourage cut-through truck movement.	Ongoing	Public Works Department	City Planning and Development Department	Staff Time Cost	
	LU-5	Identify designated truck routes and determine the best form of enforcement.	Medium	Public Works Department	City Planning and Development Department	Staff Time Cost	Truck Route Wayfinding Signage
	LU-6	Ensure industrial uses are limited to appropriate street typologies and prevent modifications that would extend these typologies into residential or mixed-use areas.	Ongoing	City Planning and Development Department	Public Works Department	Staff Time Cost	
Supporting Playbook Statements		DP-6: Assess the impacts of large-format uses that consume substantial land and energy with low employment density. MG-2: Promote truck routes through appropriate channels.					
Ensure development includes a balance of complementary land uses, including mixed uses that are accessible by walking, biking, driving, and public transit, in order to promote quality of life and encourage economic development.	LU-7	Require new development to connect to existing and future developments and land uses through streets, sidewalks, and trail networks.	Ongoing	City Planning and Development		Staff Time Cost	

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
Supporting Playbook Statements		QD-6: Identify areas appropriate for mixed-use development during Area Plan updates. QD-7: Identify strategies to improve walkability in auto-oriented areas. QD-9: Ensure appropriate base zoning districts. CC-9: Use Area Plan updates to identify opportunities for compact and walkable mixed-use development near transit, commercial areas, and employment centers.					
Preserve open space and protect the natural environment using the Open Space Plan to mitigate the impacts of the built environment on natural systems.	LU-8	Integrate a connected mix of land uses, green spaces, and building designs that harmonize with the natural environment and preserve stream corridors.	Ongoing	City Planning and Development		Staff Time Cost	
	LU-9	Require lighting designs that minimize light pollution, protect night sky visibility, and preserve the rural character of designated flyway and open space areas.	Ongoing	City Planning and Development Department		Staff Time Cost	
	LU-10	Require and encourage cluster (open space and conservation) development standards for new construction within and adjacent to the Open Space Place Types, 500 year floodplains, regulated streams, and steep slopes (>15%) to decrease runoff, assist with water quality, preserve the natural environment, and preserve recreational opportunities and quality of life for residents.	Ongoing	City Planning and Development Department	Public Works Department Kansas City Missouri Police Department	Staff Time Cost	
	LU-11	Require developers to integrate Open Space Planning into projects by providing trail connections and creating new linkages to the existing and future open space network where appropriate.	Ongoing	City Planning and Development Department		Staff Time Cost	
	LU-12	Evaluate the open space and conservation development standards in the Development Code for potential amendments to increase application in new development and to ensure they are practical, effective, and supportive of new development.	Ongoing	City Planning and Development Department		Staff Time Cost	
Supporting Playbook Statements		PO-15: Proactively plan for a connected open space system through the creation of citywide Open Space Master Plan. PO-16: Use the Open Space Master Plan and area plans to acquire or cooperatively protect sensitive natural areas within the city to preserve them in perpetuity.					
Ensure quality site design standards for all developments.	LU-13	Require new development to have entrances fronting public right of way and community spaces in order to encourage a safe and pedestrian friendly environment.	Ongoing	City Planning and Development Department		Staff Time Cost	
	LU-14	Require new development to plan for and accommodate safe internal pedestrian and bicycle routes that also connect to existing or planned external routes.	Ongoing	City Planning and Development Department	Public Works Department	Staff Time Cost	
	LU-15	Work with the development community to encourage site designs that include community spaces within new developments.	Ongoing	City Planning and Development Department		Staff Time Cost	
Supporting Playbook Statements		PH-2: Require Crime Prevention Through Environmental Design strategies in new or redevelopment projects. Encourage closer relationships between public safety personnel and neighborhoods to increase a sense of safety. QD-2: Update Development Form Guidelines and improve their usage in development review. QD-3: Adopt new development standards for all areas and establish a minimum level of design quality. QD-4: Create additional standards for areas with distinctive character and adopt overlay and special character zoning districts. QD-11: Explore incentives for quality design.					

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
2. MOBILITY CHAPTER							
Develop and maintain a roadway system that effectively serves projected uses and development intensity, while creating safe and welcoming environment	MO-1	Conduct a traffic demand study, in collaboration with the Public Works Department, to determine adequate size and capacity for future arterials based on projected uses and intensity, with the goal of minimizing over-built streets.	Ongoing	City Planning and Development Department	Public Works Department	Staff Time Cost	Consultant Costs
	MO-2	Explore the adoption of a required and recommended minimum connectivity index for new residential developments.	Ongoing	Public Works Department	City Planning and Development Department	Staff Time Cost	
	MO-3	Create a proposed collector system based on existing and proposed Major Streets.	Ongoing	City Planning and Development Department	Public Works Department	Staff Time Cost	
	MO-4	Complete priority roadway improvements/extensions based on priority roadway map.	Ongoing	Public Works Department Parks & Recreation Department	City Planning and Development Department MARC		
Supporting Playbook Statements		CN-1: Eliminate gaps in the street grid or restore the street grid. Improve and restore street connectivity through planning and capital projects. CN-4: Update the MSP and area plans to establish a system of arterial and collector streets with frequent multi-modal connections. CN-5: Identify barriers and priority locations to mitigate connectivity gaps. CN-6: Improve connections across barriers like railroads, highways, rivers. Prioritize equity-focused areas. CN-7: Improve pedestrian crossings on major streets to meet walkability standards. CN-8: Create strategies for connecting and improving corridors during area plan processes. PS-7: Develop minimum standards for public space design and management, including pedestrian amenities and environmental comfort. DP-1: Create strategic development plans for underdeveloped areas, focusing on infrastructure and sustainable growth. DP-2: Complete arterial and boulevard systems where gaps exist.					
Expand safe and accessible transportation options by improving difficult intersections and enhancing transit, bicycle, and trail connections.	MO-5	Identify and implement new transit routes to connect workers and community members to employment centers within the KCI planning area.	Medium	KCATA	MARC Public Works Department MCI	Staff Time Cost	Consultant Cost
	MO-6	Implement a rapid transit route to and from the airport to connect travelers to key destinations in Kansas City, Missouri, as identified in the Mid-America Regional Council KCI Airport Public Transit Services Action Plan and Smart Moves 3.0.	Long	KCATA MARC	Public Works Department MCI	Staff Time Cost	Consultant Cost
	MO-7	Prioritize completing and improving the sidewalk network within the Sidewalk Priority Zones (see Sidewalk Priority Map), especially those segments along transit routes.	Ongoing	Public Works Department	City Planning and Development Department	Construction Cost	
	MO-8	Extend the Highway 152 Trail towards Mark McHenry Park and Line Creek Trail towards Cookingham.	Ongoing	Public Works Department Parks & Recreation Department	City Planning and Development Department	Staff Time Cost	Design and Construction Costs

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
Expand safe and accessible transportation options by improving difficult intersections and enhancing transit, bicycle, and trail connections.	MO-9	Identify short- and long-term strategies and solutions for improving identified difficult intersections in the walkability map.	Ongoing	Public Works Department	City Planning and Development Department	Staff Time Cost	
	MO-10	Proactively study, design, and construct bicycle infrastructure on priority roadway segments, identified on the bicycle priorities map.	Medium	Public Works Department	City Planning and Development Department	Staff Time Cost	Consultant Cost
	MO-11	As roadway improvements occur, construct bicycle infrastructure on bicycle network map.	Ongoing	Public Works Department	City Planning and Development Department	Construction Cost	Staff Time Cost
Supporting Playbook Statements		CN-6: Improve connections across barriers like railroads, highways, rivers, or other features. Ensure accessibility for all modes and prioritize equity-focused areas. CN-7: Improve pedestrian crossings on major streets to meet street standards in Kansas City Walkability Plan. Focus on transit stops and schools. CN-8: Create strategies for connecting and improving corridors during area plan process. Include streetscape design guidelines.					
Utilize the Streets Design Guide and the Major Street Plan to enrich the character of developments while promoting walkability and supporting mixed-use environments.	MO-12	Incrementally implement design features, based on street design classification, during private development and public roadway improvements.	Ongoing	Public Works Department Parks & Recreation Department	City Planning and Development Department	Staff Time Cost	Construction Cost
	MO-13	Study and identify potential uses for the Special Purpose Mass Transit right-of-way that has been or will be acquired.	Long	Public Works Department	City Planning and Development Department	Staff Time Cost	Consultant Cost
Supporting Playbook Statements		CN-9: Implement streetscape plans and improvements focused on corridor streets that connect activity centers.					

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
3. ENVIRONMENT CHAPTER							
All development within the KCI planning area—particularly near designated open spaces and buffer zones—should aim to preserve key environmental features and safeguard KCI’s network of regulated streams, floodplains, steep slopes, woodlands, natural prairies, and other natural habitats in order to safeguard water quality, development and infrastructure integrity, and community quality and safety.	EN-1	Identify short- and long-term strategies to increase tree preservation.	Ongoing	Parks and Recreation Department	City Planning and Development Department Public Works Department	Staff Time Cost	Preservation Program Costs
	EN-2	Ensure that development proposals align with the adopted Open Space Plan during the review process to protect key natural features such as stream corridors, floodplains, steep slopes, and designated natural areas. This also includes preserving planned trail connections to support long-term connectivity and access to open space.	Ongoing	City Planning and Development Department		Staff Time Cost	
	EN-3	Identify high-value, sensitive environmental features such as prairies and tree canopies and intact native habitat for potential conservation easements or acquisition for inclusion in the open space plan and to prepare a natural resource plan for the KCI Area that also includes recommendations from the Twin Creeks Study and international design competition.	Medium	Office of Environmental Quality KC Water Parks & Recreation Department Missouri Department of Natural Resources Platte County Parks and Recreation Department Mid-America Regional Council	Community Organizations such as Heartland Conservation Alliance, Bridging the Gap, Deep Roots KC	Staff Time Cost	Easement/ Acquisition Costs Consultant Costs
Supporting Playbook Statements		PO-16: Using the Open Space Master Plan and area plans, acquire or cooperatively protect sensitive natural areas within the city to preserve natural areas in perpetuity.					

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
Promote sustainable, reliable, and resilient water management practices to protect natural water systems.	EN-4	Update stream health assessments in the plan area and propose developing watershed plans in order to prioritize watersheds where development is occurring and watershed areas within the Contiguous Development Zones in order to protect water quality, reduce runoff, potentially reduce development costs and protect the integrity of development.	Long	KC Water	City Planning and Development Department MARC	Staff Time Cost	Consultant Costs
	EN-5	Create criteria for identifying priority streams for protecting and improving water quality and habitats (e.g., ecological value, proximity to development pressure, recreational potential etc.).	Short	KC Water	City Planning and Development Department MARC	Staff Time Cost	Program Delivery Cost
	EN-6	Develop an educational program for the community, developers, and elected officials about sustainable water management practices for new and existing developments.	Medium	Community Partners	KC Water	Staff Time Cost	Program Delivery Cost
Promote sustainable, reliable, and resilient water management practices to protect natural water systems.	EN-7	Explore establishing or coordinating with community-led programs to maintain and improve regulated streams, as well as identify grant or funding sources to support long-term stream protection projects.	Medium	Community Partners	KC Water	Staff Time Cost	Program Delivery Cost
Supporting Playbook Statements		EH-5: Implement green stormwater management solutions in public improvements and private development. EH-6: Increase the use of green infrastructure and pervious surfaces throughout the city. PS-9: Require green infrastructure in all public space and streetscape improvements.					
Update and maintain accurate environmental data to support planning initiatives and objectives within the KCI Planning Area.	EN-8	Update data on stream and riparian health, land cover, and identify high value or sensitive environmental features.	Medium	City Planning and Development Department KC Water MARC	Missouri Department of Conservation	Staff Time Cost	Consultant Cost
	EN-9	Explore collecting wildlife and habitat data, prioritizing stream, migratory corridors, and other types of wildlife corridors to identify areas that may need conservation and management plans, in order to sustain pollinators, fish and migratory bird populations, and other beneficial species.	Ongoing	Office of Environmental Quality	Non-City Government Agency	Staff Time Cost	
	EN-10	Create a public web application that displays relevant environmental data for residents, developers, and conservationists.	Ongoing	MARC	City Planning and Development Department	Staff Time Cost	
Supporting Playbook Statements		EH-3: Identify and protect sensitive natural habitats. Identify areas for protection and restoration through the Open Space Master Plan and area plans (as proposed in the Parks and Open Space objective). Work with regional partners to regularly update the natural resources inventory and other data sets that help to identify and prioritize areas for conversation, restoration, and protection. Use these data sets to inform open space and habitat planning. Identify and engage partners who have the capacity and funding to restore and maintain natural habitats. Create internal processes and policies necessary to manage and facilitate these partnerships and standardize/simplify processes (easements, agreements, etc.) needed to implement habitat projects on public lands.					

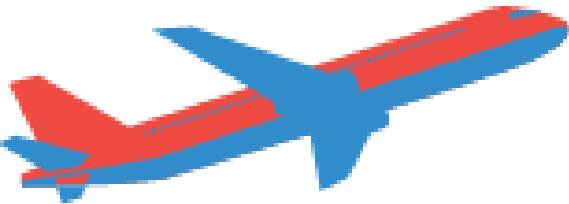
KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
Promote and incentivize the use of green and ecological infrastructure in public and private development.	EN-11	Utilize green infrastructure best practices and ensure that roadway designs help create a comprehensive and sufficient drainage and filtering system to help sustainably manage stormwater and improve water quality.	Ongoing	Public Works Department	Parks & Recreation Department	Staff Time Cost	Construction Cost
	EN-12	Explore conducting heat exposure and community vulnerability assessment in the planning area to identify priority areas for heat island mitigation design in new private and public development.	Long	Office of Environmental Quality		Staff Time Cost	Consultant Cost
	EN-13	Identify code updates and other mechanisms for incentivizing and promoting the use of light pollution mitigation in new industrial and commercial development, specifically for the planning area.	Ongoing	City Planning and Development Department	Public Works Department Non-Government Agencies	Staff Time Cost	Consultant Cost
Supporting Playbook Statements		EH-5: Implement green stormwater management solutions in public improvements and private developments. EH-6: Increase the use of green infrastructure and pervious surfaces throughout the city. EH-7: Increase the tree canopy and preserve existing trees. PO-12: Modify development regulations to support parkland dedication and quality development near boulevards and parkways.					

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
4. HOUSING AND NEIGHBORHOODS CHAPTER							
Promote a diverse range of accessible housing options that serve all income ranges, age groups, and ownership preferences.	HN-1	Develop a strategy and incentive plans to provide additional workforce housing to serve the existing and future commercial and industrial businesses.	Long	City Government Agency	Northland Non-Government Agencies (i.e. PCEDC, Northland Chamber, etc.)	Staff Time Cost	Program Delivery Cost
	HN-2	Explore hosting events to educate residents on the Home Repair Program to assist with increasing and maintaining housing stock quality and aging in place.	Short	Northland Neighborhoods Inc.	Housing Departments	Staff Time Cost	Program Delivery Cost (Event Cost)
	HN-3	Explore conducting a housing needs assessment, with the Housing & Community Development Department and community stakeholders, to determine gaps in housing stock for the planning area.	Long	Housing and Community Development Department	City Planning and Development Department	Staff Time Cost	Consultant Cost
Ensure sustainable, healthy, and attractive neighborhoods for current and future residents.	HN-4	Incorporate the KC Spirit Playbook development guidelines, area plan design guidelines, and sub-area recommendations, into plans for new development (subdivision plats, rezonings, development plans, etc.).	Ongoing	City Planning and Development Department			
	HN-5	When new subdivisions are not adjacent to an existing or planned trail or Sidewalk Priority Zones as indicated on the Sidewalk Priority Map, require internal pedestrian circulation that promotes walkability and interconnectivity between phases. Subdivisions located adjacent to an existing or proposed trail should provide a direct connection or stub to the trail.	Ongoing	City Planning and Development Department		Staff Time Cost	
Encourage and assist in establishing registered neighborhood and homes associations.	HN-6	Identify and engage neighborhoods without active organizations, supporting their establishment or reactivation through outreach, training, and collaboration with City Departments and Community Partners.	Short	Neighborhood Services Department Housing and Community Development Department	City Planning and Development Department	Staff Time Cost	
Supporting Playbook Statements		CD-17: Provide ongoing monitoring of neighborhood health to ensure problems do not worsen and to measure improvement. AJ-6: Create a citywide civic engagement strategy to guide outreach and engagement efforts. DP-4: Use Area Plan updates to identify and prioritize infrastructure improvements that support planned development patterns. HA-11: Develop a citywide housing strategy to guide housing investments and policy decisions. HA-16: Support the development of housing in areas with existing infrastructure and access to services.					

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
5. PUBLIC REALM CHAPTER							
Design connected public spaces that establish a distinct and memorable identity for the KCI area.	PR-1	Utilize Community Improvement Districts (CIDs) or similar mechanisms in commercial, industrial or residential centers to help create and maintain attractive, and well-programmed public spaces.	Medium-Long	Community Partners	City Planning and Development Department	Staff Time Cost	
	PR-2	Assist Community Partners and private developers to identify and design maps, signs, and banners that reflect the identity of the neighborhoods and districts within the KCI area.	Long	Community Partners	City Planning and Development Department	Signage and Materials Cost	Staff Time Cost
Supporting Playbook Statements		CN-8: Create strategies for connecting and improving corridors during area plan process. CN-9: Implement streetscape plans and street improvements focused on corridor streets that connect activity centers. CN-11: Engage communities to identify priority areas for wayfinding. CN-13: Include enhancements that reflect local culture and history in wayfinding improvements. PS-8: Develop a streetscape design handbook and "kit of parts."					
Prioritize the design of image streets and gateways to define the character and arrival experience of the area.	PR-3	Require developers to adhere to Image Street design standards throughout the development process. (Require developers to follow Image Street design standards and incorporate design recommendations that define KCI's character from the interstate and highway system.	Ongoing	City Planning and Development Department	Public Works Department	Staff Time Cost	
	PR-4	Identify segments of image streets and gateways to include landscaping and placemaking elements during funding cycles and development proposals.	Short	City Planning and Development Department	Public Works Department	Staff Time Cost	Landscaping/ Construction Costs
Supporting Playbook Statements		PO-12: Modify development regulations and requirements related to parkland dedication and quality of development adjacent to boulevards and parkways.					
Develop parks, plazas, and greenways that accommodate a range of users and community activities, from informal gatherings to large-scale events.	PR-5	Identify locations within commercial, industrial, and residential areas for potential public corner or "pocket" parks.	Medium	Parks and Recreation Department	Private Developers and Community Partners	Staff Time Cost	Construction/ Design Costs, Land Acquisition Costs
	PR-6	Explore adding space and adequate facilities for community events, such as festivals, farmers' markets, and pop-up events, in existing community parks to foster an identity for the KCI area.	Long	Parks and Recreation Department	City Planning and Development Department	Staff Time Cost	
Supporting Playbook Statements		PO-11: Regularly update the Parks Master Plan. CA-1: Create or identify gathering places throughout the city for major and smaller events.					

KEY CONCEPT	CSA ID	Community Supported Action	Timeframe	Responsible Entity (primary)	Responsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
6. SUB-AREAS CHAPTER							
Cookingham and Skyview Corridors	SBA-1	Work with the Public Works Department to identify designated truck routes and determine the best form of enforcement.	Medium	Public Works Department	City Planning and Development Department	Staff Time Cost	Truck Route Wayfinding Signage
	SBA-2	As development continues along the Cookingham Corridor, evaluate the feasibility of a parallel roadway that would provide direct routes to highway interchanges without requiring traffic to travel along Cookingham itself to avoid truck traffic on Skyview and Cookingham as much as possible. If feasible, incorporate these roadway connections into the overall development plan.	Long	City Planning and Development Department	Public Works Department	Staff Time Cost	Construction/ Design Costs, Land Acquisition Costs
I-29 Corridor	SBA-3	Pursue opportunities for an enhanced transit route along I-29, consistent with the Smart Move 3.0 plan, and the Kansas City International Airport Public Transit Services Action Plan.	Ongoing	KCATA MARC	City Planning and Development Department	Staff Time Cost	
	SBA-4	When the connection between 108th Street and 112th Street is completed, truck traffic should be prohibited from traveling east into residential neighborhoods.	Medium	Public Works Department	City Planning and Development Department	Staff Time Cost	Truck Route Wayfinding Signage
	SBA-5	Prioritize filling sidewalk gaps along Ambassador, especially in locations that improve access to transit stops and employment destinations.	Medium	Public Works Department	City Planning and Development Department	Staff Time Cost	Construction/ Design Costs, Land Acquisition Costs
	SBA-6	Clarify the future of the Special Purpose Rapid Transit Corridor right-of-way by determining whether it will remain designated for transit or repurposed for another use.	Medium	City Planning and Development Department	Public Works Department	Staff Time Cost	
	SBA-7	Extend the I-29 trail north to I-435.	Medium	Parks and Recreation Department	City Planning and Development Department	Staff Time Cost	Construction/ Design Costs, Land Acquisition Costs
	SBA-8	Establish a trailhead near the interchange of I-29 and NW 112th St. for the I-29 trail for improved access and connectivity for residents.	Medium	Parks and Recreation Department	City Planning and Development Department	Staff Time Cost	Construction/ Design Costs, Land Acquisition Costs
	SBA-9	Complete a walkability study for the corridor, given its role as a major employment center and the location of the area's sole transit line.	Long	City Planning and Development Department	Public Works Department	Staff Time Cost	Consultant and Plan Creation Cost
Northern Industrial	SBA-10	As the industrial complex develops, ensure that exterior lighting is designed to minimize light pollution and limit the impacts on the surrounding areas. Explore appropriate regulations such as: - Aiming lights away from roadways, walking paths, and residential areas. - Install fixtures that direct light downward rather than outward or upward. - Using trees and berms to act as natural barriers to reduce light spread.	Medium	City Planning and Development Department		Staff Time Cost	
	SBA-11	Coordinate with the Development Management Division to ensure rooftop signage on new developments is appropriately reviewed and regulated, while providing placemaking value to the industrial park.	Medium	City Planning and Development Department		Staff Time Cost	

KEY CONCEPT	CSA ID	Community Suppotred Action	Timeframe	Responsible Entity (primary)	Respomsible Entity (secondary)	Cost Type (primary)	Cost Type (secondary)
Airport	SBA-12	Implement a rapid transit connection to the airport to improve regional mobility and access.	Long	KCATA MARC	City Planning and Development Department	Staff Time Cost	Consultant Cost
	SBA-13	Identify opportunities to further enhance the airport gateway through high quality design, landscaping, and signage.	Medium	Aviation Department	City Planning and Development Department	Staff Time Cost	
	SBA-14	Re-evaluate noise contours and update land use recommendations if a third parallel runway is constructed in the future and if technology advances potentially change noise contours.	Long	City Planning and Development Department	Aviation Department	Staff Time Cost	
	SBA-15	Ensure that truck routing from airport cargo activity avoids Cookingham east of I-435, reducing the impacts on surrounding neighborhoods.	Ongoing	Public Works Department	City Planning and Development Department	Staff Time Cost	Truck Route Wayfinding Signage
	SBA-16	Keep communications open with Airport managers on integrating open space networks on the western side of the property, keeping in mind potential for a 3rd runway.	Long	City Planning and Development Department	Aviation Department	Staff Time Cost	
	SBA-17	Until acquired by the airport, the airport recommends rezoning any land exposed to DNL 65 or over to commercial or industrial use and prohibiting any new residential development or development of noise-sensitive nonresidential uses.	Long	City Planning and Development Department	Aviation Department	Staff Time Cost	



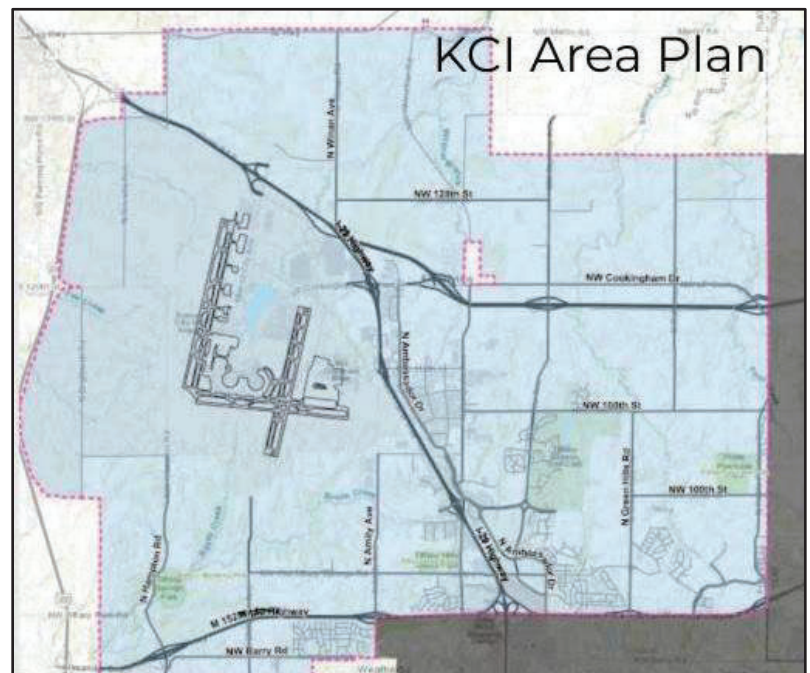
KCI Area Plan Community Engagement Summary

Purpose

The purpose of this report is to provide a summary of community engagement and outreach conducted by Parson + Associates (P+A) on behalf of Kansas City's City Planning & Development Department, in support of the 2025 KCI Area Plan Update.

Background

The City of Kansas City has created area plans for 18 geographic areas including the KCI Area, which is located in the northwest corner of the city, bordered by the city limits to the north and west, 152 Highway to the south and the Clay and Platte County border on the east. The KCI Area Plan was adopted in 2009. In 2025, Kansas City initiated a process to update the KCI Area Plan to ensure alignment with the community's evolving needs. The first phase of engagement focused on visioning and land use in order to meet a deadline imposed by an industrial application moratorium which required analysis of industrial land uses in proximity to residential land uses. The second phase included discussions of the development and management of housing, transportation, the public realm, and environment.



Target Audiences

Key stakeholders for the project include, but are not limited to:

- KCI Area Neighborhoods
 - Brittany Woodcastle
 - Wildberry
 - Thistle
 - Bristol Park
 - Tiffany Woods
 - Tiffany Greens

- Coves North
- Platte County
- Platte County School District
- Park Hill School District
- Northland Neighborhoods, Inc.
- Surrounding municipalities
- Churches
- Businesses & community groups
- Elected officials
- Public institutions
- Platte and Clay County Economic Development Corporations
- Utilities

Outreach Efforts

The project team hosted five advisory committee meetings, three public workshops and an open house. Emails and social media toolkits were distributed to Advisory Committee members, elected officials, civic organizations, and neighborhood leaders to promote the public workshops and open house, the online interactive map, Big 5 Questionnaire, and a public-facing survey.

The stakeholder list was created at the start of the project and updated throughout, with resident representatives added as key contacts. The team regularly asked for any additional resident representatives to include. Additionally, ETC Institute conducted a statistically valid survey of KCI area residents. The goal was to collect 300 responses, and the final total reached 355.

Public Workshops & Open House

A total of three public workshops and a final open house were held between April and November 2025. Below is a summary of each, including engagement opportunities and outreach methods.

Public Workshop #1

The project team hosted an in-person public workshop to obtain feedback about the KCI Area Plan at Green Hills Library Center, 8581 N. Green Hills Rd. Kansas City, MO 64154, on **April 9, 2025**, from **5:30-7:00 p.m.** A total of **26 people** signed in and participated in the meeting, six of whom were Advisory Committee members. Councilman Nathan Willett welcomed the group. An open-ended comment form was provided to participants to add additional comments if they wished. One person filled out a comment form.



To get the word out about public workshop #1, the following outreach methods were conducted or identified by the engagement team:

Type	Date	Outreach
Email and Social Media Toolkit	3/24/2025	A social media toolkit with images and suggested text was sent to 58 individuals, to share on their organization's social media accounts. Reminder emails were sent to Advisory Committee members on 3/26/2025.
Email and Social Media Toolkit	3/26/2025	Reminder email sent to Advisory Committee members with social media toolkit.
Social Media Toolkit	3/31/2025	The social media toolkit was shared with 1st District councilmembers to share on their social media accounts and via email with their constituents.
North Creek Homes Neighborhood Association e-neighbors page	3/31/2025	Workshop #1 invitation was posted to the North Creek Homes Association e-neighbors page.
1st District Council e-newsletter	4/1/2025	Newsletter
Flyers	4/1/2025	Workshop #1 invitation flyers were distributed at the MCI Master Plan Public Meeting.
Platte County Facebook Page	4/1/2025	Facebook
Flyer Distribution to KCI Area Businesses/ Organizations	4/1/2025	Fact sheets and Workshop #1 invitations were distributed to the following businesses/ organizations to share with their customers/ patrons: • Water's Edge Church • Platte County Economic Development • Woodcrest Apartments • Park Hill School District • Hope Church • Northland Mission Church • Vineyard Church • Faith Community Church • The Edison at Tiffany Springs • Riverstone Apartments • Amity Woods Animal Hospital • The Retreat at Tiffany Woods
Platte County NextDoor - Big 5	4/3/2025	NextDoor

Questions		
Flyer Distribution to Area Businesses/ Organizations	4/3/2025	Fact sheets and Workshop invitation #1 flyers were distributed to the following businesses / organizations to share with their customers / patrons: • Meadowbrook Animal Hospital • Deogi Pointe • Twin Creeks Family Dentistry • AAA Kansas City Insurance • Tiffany Springs Dental Group • Big O Tires • Central Bank Sporting Complex • The Lakes Apartments • Vintage at Villa Rosa • The Dixon • The Manor Homes at Fox Crest
P+A - X	4/3/2025	X
P+A - LinkedIn	4/3/2025	LinkedIn
NextDoor	4/4/2025	NextDoor
Councilman Willett - Facebook	4/4/2025	Facebook
Councilman Nathan Willett - X	4/6/2025	X
Northland Strong	4/6/2025	Reposted Councilman Willett's Facebook post.
Platte County Missouri Republican Central Committee	4/6/2025	Reposted Councilman Willett's Facebook post.
1st District Council Newsletter	4/7/2025	Newsletter
Email	4/7/2025	Sent email reminders about Workshop #1 to 78 stakeholders.
2nd District Council Newsletter	4/7/2025	Newsletter
P+A - LinkedIn	4/9/2025	LinkedIn
P+A - Facebook	4/9/2025	Facebook
P+A - X	4/9/2025	X
P+A - LinkedIn	4/14/2025	Recap of public workshop and link to website - LinkedIn

News article posted by KSHB Channel 41	4/16/2025	News article
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Public Workshop #2

The project team hosted the second public workshop on **May 15, 2025** from **5:30-7:00** p.m. at the Green Hills Library Center. A total of **28 people** signed in and participated in the meeting, three of whom were Advisory Committee members. An open-ended comment form was provided to participants to add additional comments if they wished. One person filled out a comment form. **In this meeting, a detailed**



conversation took place regarding how the team is sharing information about the project and upcoming meetings associated with it. Additional residents were added to the stakeholder list in order to assist with sharing information within their neighborhoods.

To get the word out about public workshop #2, the following outreach methods were used:

Type	Date	Outreach
1st District Council e-Newsletter	4/30/2025	Newsletter
Social Media Toolkit	4/30/2025	A social media toolkit with images and suggested text was sent to 96 individuals, to share on their organization's social media accounts.
1st District City Council - Instagram	5/1/2025	Instagram
1st District Council e-Newsletter	5/6/2025	Newsletter
Email	5/6/2025	Reminder email sent to 106 stakeholders.
2nd District City Council e-Newsletter	5/8/2025	Newsletter
Flyer Distribution to Area Businesses/ Organizations	5/9/2025	Workshop #2 flyers were distributed to the following businesses / organizations to share with their customers / patrons: Faith Community Church

		• Northland Mission Church • Manor Homes of Fox Crest • Amity Woods Animal Hospital • The Vintage at Zona Rosa • Riverstone Apartments • The Edison at Tiffany Springs • The Lakes Apartments • The Retreat at Tiffany Woods • Park Hill School District • Woodcrest Apartments • Water's Edge Church • Platte County Economic Development
NextDoor	5/9/2025	NextDoor
Email	5/12/2025	Reminder email sent to 106 stakeholders.
2nd District City Council e-Newsletter	5/14/2025	Newsletter
NextDoor	5/14/2025	NextDoor

Public Workshop #3

The project team hosted the third public workshop on **August 12, 2025** from **5:30-7:00** p.m. at the Green Hills Library Center. A total of **10 people** signed in and participated in the meeting, two of whom were Advisory Committee members. Two council members, Councilwoman French and Councilman Rogers, attended the meeting. An open-ended comment form was provided to participants to add additional comments if they wished. Three people filled out a comment form.



To get the word out about public workshop #3, the following outreach methods were used:

Type	Date	Outreach
Social Media Toolkit	7/28/2025	A social media toolkit with images and suggested text was sent to 147 individuals, to share on their organization's social media accounts.
NextDoor	7/29/2025	NextDoor

Flyer Distribution to Area Businesses/ Organizations	8/1/2025	Workshop #3 flyers were distributed to the following businesses / organizations to share with their customers / patrons: Faith Community Church Northland Mission Church Manor Homes of Fox Crest Amity Woods Animal Hospital The Vintage at Zona Rosa Riverstone Apartments The Edison at Tiffany Springs The Lakes Apartments The Retreat at Tiffany Woods Park Hill School District Woodcrest Apartments Water's Edge Church
Invite Email	8/4/2025	An invite email was sent to 167 stakeholders & businesses.
NextDoor	8/4/2025	NextDoor
2nd District City Council e-Newsletter	8/4/2025	Newsletter
Mid-America Regional Council - Facebook	8/5/2025	Facebook
Parson + Associates - Facebook	8/7/2025	Facebook
Email to Advisory Committee	8/8/2025	Reminder to Advisory Committee on upcoming public workshop and advisory committee meeting dates.
Parson + Associates - Facebook	8/12/2025	Facebook
Parson + Associates - Instagram	8/12/2025	Instagram
Follow-Up Email	8/11/2025	A follow up email after the public workshop was sent to 167 stakeholders.

Open House

The project team hosted an open house on **November 5, 2025** from **5:30-7:00** p.m. at the Green Hills Library Center. A total of 21 attendees signed into the meeting, including Councilman Rogers. Attendees viewed 12 informational boards, which presented the vision, goals, land use, and community supported actions. A slideshow played, showing engagement that took place throughout the full planning process, along with high-level survey results. An open-ended comment form was provided to participants to add additional comments if they wished. Two people filled out comment cards.



To get the word out about the open house, the following outreach methods were used:

Type	Date	Outreach
Social Media Toolkit	10/20/2025	A social media toolkit with images and suggested text was sent to 167 individuals, to share on their organization's social media accounts.
Flyer Distribution to Area Businesses/ Organizations	10/22/2025	Open house flyers were distributed to the following businesses / organizations to share with their customers / patrons: Water's Edge Church Platte County Economic Development Woodcrest Apartments Park Hill School District Northland Mission Church Faith Community Church The Edison at Tiffany Springs Riverstone Apartments The Retreat at Tiffany Woods The Lakes Apartments The Manor Homes at Fox Crest The Legacy at Green Hills Tiffany Greens Community Center Communities at Greenhills
NextDoor	10/22/2025	NextDoor

2nd District City Council e-newsletter	10/22/2025	Newsletter
1st District City Council e-newsletter	10/22/2025	Newsletter
NextDoor	10/22/2025	NextDoor
Invite email	10/23/2025	An official invite email was sent to all stakeholders.
NextDoor	10/28/2025	NextDoor - by community member
Reminder email	10/29/2025	Reminder email sent to all stakeholders.
NextDoor	11/4/2025	NextDoor
1st District City Council e-newsletter	11/4/2025	Newsletter
Reminder email 2	11/4/2025	Reminder email sent to all stakeholders.
Northland Chamber e-newsletter	11/5/2025	

Advisory Committee Meetings

A committee representing the different stakeholders in the KCI Area met on five occasions at the Green Hills Library Center, 8581 N. Green Hills Rd. Kansas City, MO 64154. Advisory committee members include:



Name	Title/Organization
Tina Chase	Business Advocate, Platte County Economic Development Corporation
Coby Crowl	Platte County Planning Commissioner
John Fairfield	Community Member, Tiffany Greens Neighborhood Association
Dan Fowler	PIAC Representative, 1st Council District

Dr. Jay Harris	Platte County School District Representative
Nelsie Henning	Community Member, Tiffany Springs Neighborhood Association
Doris Holderness	Community Member, The Villa at Tiffany Woods
Jenny Johnston	Business Advocate, Northland Chamber of Commerce
Mike Kimbrel	Park Hill School District Representative
Jade Liska	Aviation/ Transportation Representative
Mark McHenry	Former KC Parks Director, Resident
Aaron Schmidt	Land Owner/Developer, Hunt Midwest
Laurie Virkstis	PIAC Representative, 1st Council District
Mike Waller	Aviation/Transportation Representative

Below are Advisory Committee meeting dates, attendance, and outreach methods:

Advisory Committee Meeting #1 - March 18, 2025 - 6:30-8:00 p.m.	
Initial email invitation	3/4/2025
Reminder email	3/11/2025
Reminder email	3/18/2025

A total of eight Advisory Committee members attended this meeting.

Advisory Committee Meeting #2 - April 29, 2025 - 5:30-7:00 p.m.	
Initial email invitation	4/15/2025
Reminder email	4/19/2025
Reminder email	4/28/2025

A total of 11 Advisory Committee members attended this meeting.

Advisory Committee Meeting #3 - May 20, 2025 - 5:30-7:00 p.m.	
Initial email invitation	4/23/2025
Reminder email	5/6/2025
Reminder email	5/19/2025

A total of seven Advisory Committee members, plus Councilman Nathan Willet's aide, Annie Williamson, attended this meeting.

Advisory Committee Meeting #4 - September 16, 2025 - 5:30-7:00 p.m.	
Initial email invitation	9/4/2025
Reminder email	9/9/2025
Reminder email	9/12/2025
Reminder email	9/15/2025
Reminder email	9/16/2025

A total of five Advisory Committee members attended this meeting.

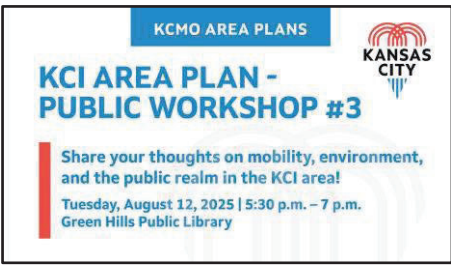
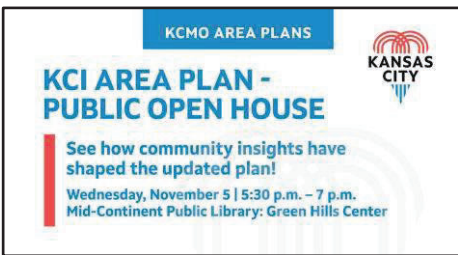
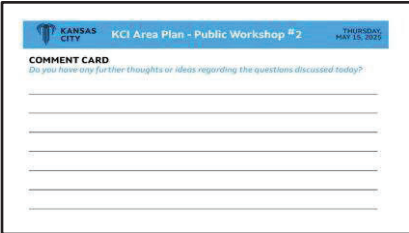
Advisory Committee Meeting #5 - October 7, 2025 - 5:30-7:00 p.m.	
Initial email invitation	9/23/2025
Reminder email	9/30/2025
Reminder email	10/6/2025

A total of six Advisory Committee members attended this meeting.

Statistically-Valid Survey

The project team contracted with Porchlight Insights, a Kansas City-based data management company, to conduct a statistically-valid survey with residents in the KCI Area. The goal of the survey was to gauge resident priorities regarding updates to the KCI Area Plan's various sections (i.e. land use, transportation, parks and green spaces, etc.). The survey received a total of 355 responses, which were synthesized into a report by Porchlight and provided to the project team.

Creative Assets

Public Workshop #1 - Social Graphics	 KCMO AREA PLANS KCI AREA PLAN - PUBLIC WORKSHOP #1 Learn about the KCI Area Plan and how you can get involved! Wednesday, April 9, 2025 5:30 p.m. – 7 p.m. Green Hills Public Library
Public Workshop #2 - Social Graphics	 KCMO AREA PLANS KCI AREA PLAN - PUBLIC WORKSHOP #2 Learn about the KCI Area Plan and how you can get involved! Thursday, May 15, 2025 5:30 p.m. – 7 p.m. Green Hills Public Library
Public Workshop #3 - Social Graphics	 KCMO AREA PLANS KCI AREA PLAN - PUBLIC WORKSHOP #3 Share your thoughts on mobility, environment, and the public realm in the KCI area! Tuesday, August 12, 2025 5:30 p.m. – 7 p.m. Green Hills Public Library
Open House - Social Graphics	 KCMO AREA PLANS KCI AREA PLAN - PUBLIC OPEN HOUSE See how community insights have shaped the updated plan! Wednesday, November 5 5:30 p.m. – 7 p.m. Mid-Continent Public Library: Green Hills Center
Public Workshop Comment Card	 KANSAS CITY KCI Area Plan - Public Workshop #2 THURSDAY, MAY 15, 2025 COMMENT CARD Do you have any further thoughts or ideas regarding the questions discussed today? _____ _____ _____ _____ _____

[illegible]

APPENDIX A: Public Workshop Summaries

Public Workshop #1

April 9, 2025

5:30 p.m.-7 p.m.

Green Hills Library Center, 8581 N. Green Hills Road, Kansas City, Missouri

Overview

The first Public Workshop for the 2025 KCI Area Plan was held on Wednesday, April 9, 2025, at 5:30 p.m. at the Green Hills Library Center. The workshop's purpose was to identify community goals for the KCI area, with a particular focus on land use. A total of **26** community members signed in and participated in the event, six of whom were Advisory Committee members. First District Councilman Nathan Willet stopped by to welcome attendees and share a few remarks. Project Manager Susan Cronander and City Planner Alexis Berra led a presentation for the full group before participants broke into three small groups for in-depth listening sessions and discussions on prepared topics. The meeting agenda included the following:

- What is an Area Plan?
- Update Process
- KCI Ongoing Updates
- Existing Conditions Summary
- Area Plan Website
- Listening Sessions

General Comments Before Breakout Sessions

- What's the rush?
- The Advisory Committee should tour the area.
- Desire peace and quiet and not warehouses.

Group A had a discussion before the exercise began:

- Residents were told the focus would be on rolling estates, small businesses, and neighborhoods, but never industrial.
- There are empty warehouses all over the city. There is no need to build new ones.
- The 2009 plan was not followed.
- The pollution buffer for the airport was annihilated. The community was not involved in decisions.
- The meeting is good to bring people together, but the attendance is not representative of the northern part of the KCI Area.
- Pollution includes mine, airport, asphalt company, wastewater treatment plan, and heavy industrial trucks.

Listening Session Takeaways

Group A	Group B	Group C
What do you want the rest of the City to know about the KCI area?		
- Surrounding communities - Maintaining natural areas (buffers)	- Not just the airport - Own property; safe, good schools - Residential - Lack of public transit - Good trash service - Good jobs - Open space, nature	- More than airport – maybe rename it - Good neighborhoods/schools 1st & 2nd Creek - Good mix of uses - Good trails - Good connection from rural points to assets/ amenities - Growth
Additional discussion (consolidated): - Wish they'd call it something else instead – 2nd Creek or 1st Creek Area Plan. - Good mix between residential and commercial. - Easy place – rural to commercial quickly and good schools – connections work well but need to improve as the area grows. - Infrastructure needs to be updated - roads and sewer systems. - Good place to live. - We don't want the rest of the city to know!! - Open spaces, nature, not all developed, nice balance.		
2. What is enjoyable about the KCI Area?		
- Open spaces, trails - Accessibility without a lot of traffic - Libraries	- Good road infrastructure - Easy to get around - Calm driving – uncrowded - Trails - Rural feel	- People - Neighborhoods - Good Schools - Parks/trails - Amenities (retail/restaurants) - Employment opportunities, for young adults especially - Easy to get to and from - Good connections (auto) - Close to airport

Additional discussions (consolidated):

- No response from Platte County representatives when inquiring about Rails to Trails.
- Platte County will be involved in the KCI Area Plan.
- Four hardware stores near houses – amenities.
- College grads have opportunities to come back to get jobs.
- Nice shopping and restaurants – used to be the only good thing was Applebee's.
- Close to the airport but still cost \$25 to Uber from I-29 to the airport. Being close isn't always good because you have to take people to it.
- Calm driving, relaxed, not a lot of traffic - county roads.

3. What can be **created or **improved** in the KCI Area?**

• New community center! • Slow down signs near apartments • Repurposing areas • Maintain as much natural areas – Trees • Policing • Nature areas! • Local restaurants • Truck routes • Groceries	• Public transit – airport and lots of jobs needed • Public transit network • A modernized zoning ordinance and plan • Conflicting zoning uses on boulevards, for example • If industrial areas need to have improved roads • One-lane bridge on 108th • Something unique – a destination • Mixed use/workforce and housing distributed	• Infrastructure • Roads are not improved, very rural • Sidewalks • Transit/buses to and from airport/south • Employment/growth • Nodes of commercial group away-ish from residential • Buffering • Transition between land uses • Limit/ monitor light pollution • Wildlife park/ urban park • Maintain open space • Balance
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Additional discussion (consolidated):Recreation/Amenities

- There are no community centers in Council District 1.
- Swimming opportunities needed.
- No local restaurants.
- Limited grocery options. Residents shop in Platte City and Smithville.
- Entertainment or cultural activities – there are none in the Northland.
- Conflicting zoning – example - warehouses on boulevards (Tiffany Springs) which makes semi traffic on roads not intended for that type of traffic.
- Create a destination that is unique, economic development, upscale dining, accessibility.

Development/Industrial

- Slow the development of apartments.
- Do not build apartments in low density areas.
- Repurpose areas.
- Industrial moving too fast.
- TIFs leave after 10 years; create a clause that those benefiting from TIFs have to stay in the community.
- Nodes where commercials are grouped together away from a residential area. Logical nodes so commercial is not building next to residential.
- Transition between land use so you don't have competing land use.
- Light pollution – need to keep track of it so homes are not lit up by Walmart, the electric service center on Platte Purchase Road.
- There is a big grove of trees and a developer was allowed to build against it, and they have erosion problems. Can we get developers to look at it first before they build houses?
- Sometimes developers are required to put underground detention and setoff between and a (certain) distance where they put it. (In this case) the calculations were not accurate. They didn't have a stream setback.
- Modernized planning and zoning focused on agriculture turning into other zoning. How can we get info on those proposals as they come up? SUSAN: That's what this plan is for. You can keep up with city council meetings and agendas and make comments for your councilperson. Parcel map is a good tool to see rezoning info.
- Mixed use housing - starter homes, workforce, spread throughout area, not just concentrated in areas.

Environment

- Tree canopies (tree ordinance was anti-results)
- Nature centers/arboretum
- Amount of pollution in one central area
- Impressed with the trails – Line Creek Trail – is fabulous. A lot of wildlife in the Northland; great to have some kind of access to wildlife for urban forest. Need to maintain as much as we can rather than paved walkways (trails). Something that's more wildlife friendly.

- Address buffering system between commercial and residential. There is a stream setback ordinance that offers a little buffer. Have stream in my backyard – good thing.

Transportation/Infrastructure

- Heavy trucks on 92 Highway. It is not four-lane; need to make 92 into a four-lane highway before trucks are allowed. KC is considering a truck route plan.
- Hotels and employees come from south of the river.
- The way Northland has grown there are little clusters of rural areas in the middle of residential and the lanes are country lanes. A couple of streets are scary – only a ditch and narrow roads – dangerous.
- Sidewalks needed with roads – don't forget them.
- As traffic increases along Highway 152 and I-435, the noise will be an issue. Notice it when planes are not taking off. Highway noise – eventually will need to widen Highway 152.
- Traffic control – Travel Barry Rd frequently and it's a great road because there are no traffic lights from Barry Road to Green Hills Road and people get up to speed. Traffic control didn't used to be needed as much, but it's different now.
- Traffic calming is needed.
- Worry about hikers crossing Barry Road at Primrose (Line Creek Trail); there's no light there. Hikers go into a tunnel and then cross the road.
- Pedestrian crossing at the location – there are flashing lights and warning signs, but people don't pay attention.
- Public transit (some jobs in the area – airport - require driving as there's not an easy way to get there otherwise).
- One bus, 45 minute wait.
- N/S and E/W transit.
- Various types of transit.
- City lateral roads need improvements to keep up with developments in industrial zones. They have no shoulders, no sidewalks. Green Hills, Platte Purchase, Cookingham roads not built to carry semis. Farm roads and one-way bridges.

Other

- New jobs and opportunities for families to move in.
- More police orders (enforcement) are needed. Guys are out squealing tires in intersections near neighborhoods. KCPD came to our neighborhood meeting and said there's not a lot they can do. As growth occurs, more police coverage is needed.
- Animal control – neighbor got a skunk in his garage and no one would come get it. We had to lure it out ourselves.
- The deer graze like cattle in my neighborhood.
- Squirrels got into my home and chewed through the roof. Called Critter Control to set traps.
- Our neighborhood saw its first mountain lion.

4. What in the KCI Area should be preserved ?		
• Line Creek Trail • Interurban – maintain and enhance • Maintain tree cover • One year clause	• Streams/ corridors • Schools and vocational as well • Low crime • Protect green space • Water quality • Property values – all type of uses, not just residential	• Nature/wildlife • Tree canopy • Natural buffers between uses • Rural nature • Housing opportunities • Tax base to pay for improvements • Maintain wealth in community
Additional discussion (consolidated): • Line Creek Trail - It will be expanded. • Interurban Bridge - Could add bike trails. • Open space - Farmers are selling to developers after purchasing land and farming for only one year. • Nature, wildlife, and tree canopy (urban forest). • Add to the development plan to preserve trees. • New trees are going in and people run over them. • Do you allow estate-type subdivisions? • Preserve buffers between rural and residential uses. • Good taxes to pay for things – we were a sales tax leakage place. • Terminal – Which school district gets taxes from the new terminal? Not sure anyone gets them. • School quality and support from the community. • Stream corridors – step backs, repair, and prevent erosion. • Low crime/public safety • Water quality		
5. Goods and Services, Neighborhoods and Employment – What is the ideal mix of opportunities?		
• Small-business friendly • Starter properties – encourage homeownership • More career recognition • City incentives	• Live-Play-Shop-Work • Create nodes of mixed-use development to walk/ bike • Urban/suburban/ rural – preserve those lifestyles	• Workforce housing (west of Ferrelview is only one) • Grow in balance • Want working class to be able to live in affordable housing • TIFs? • Need enough housing to support retail/restaurants

		• Codes to make affordable housing • Strong/sustainable neighborhoods have a good mix of land use
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Additional discussion (consolidated):Affordable Housing

- Workforce housing – There's a small neighborhood west of Ferrelview and it costs \$2100 per month. I'm not sure you call it affordable.
- We want teachers and police to be able to afford to live in the area.
- It's hard to build affordable housing. The new building code added \$30K per house.
- There is not enough housing to support a lot of new restaurants.
- Affordable housing is needed for people who provide the services.
- The problem is that we can't build affordable housing.
- A whole neighborhood is there west of Ferrelview. My cousin lives there and has limited income and they're very nice, 2 bdrm/2bath modest homes.
- Update development code to make affordable housing easier to make/build.
- Family housing would be good too.
- More starter homes are needed to encourage homeownership.
- Mixed-use areas perform well – keeping a good mix of land uses is important – strong/sustainable neighborhoods and areas.

Business

- Create an environment for small businesses without bothers (licensing, restrictions, etc.).
- City funding is needed to encourage businesses. Some businesses relocate to Kansas for better incentives.
- A mix of businesses is better than one corporation.

TIFs

- There are 3-4 TIFs in this area. In this area plan, there's only one left.
- Expanded the KCI TIF once; voluntarily joined TIF to keep revenue in the area.
- TIFs have been successful up here; doesn't negatively impact schools.

Other

- What is the normal mix of rent/own? KCI Area is on par with the rest of Kansas City.
- There is a wide variety of career choices in the Northland.
- Those in the sales profession reside in the area so they can utilize the airport.
- City services are not good (mowing, roads).
- Visibility coming off Highway 92 is not good.

6. Land Use Trend: FLU of Residential into Industrial and FLU of Industrial into Residential. Your thoughts?

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • Way too fast • Environmental impact from data centers • Avoiding light pollution | <ul style="list-style-type: none"> • Industrial along highway corridors for transit access | <ul style="list-style-type: none"> • Between airport and I-435 west of runways • Develop industrial around airport |
|--|---|--|

• What is too much? • Keep environment • 1st & 2nd Creek (good)	• Keeping the noise/light level appropriate to residential (nuisances) • Industrial not near residential • Industrial near airport	• Tiffany Springs corridor for commercial development • I-29 & 112th industrial • Transit to airport – drive development of commercial to area • Workforce areas • Van (shuttle) program • Neighborhoods along less intense corridors • Industrial along transportation corridors • I-435 north of I-35 industrial • I-29, I-435, US 69
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Additional discussion (consolidated):

Development/Industrial

- Industrial is moving way too fast.
- Data centers overtax energy and resources and residents' bills increase.
- Data centers north of 435.
- Where do we see industrial happening? Where do we want it? In a loud noise zone.
- One resident lives in Skyview and since trees have been removed, he sees facilities and lights (light pollution). Also, there is no sewer, water, septic, or internet services there, so only deep pockets can develop there.
- 11K acres near the airport isn't developed. Push industrial near the airport.
- When we built the Tiffany Springs Parkway exit, part of it was to be a corridor to the west for commercial development (I-29 and Tiffany Spring Parkway). The airport put in 25% payment to help connect the west side. There are still places along I-29 that aren't next to residential areas around 112th.
- Consider where industrial wants to go – along transportation corridors
- Residential wants to be set back from transportation corridors – important to preserve areas for both.
- On I-435, there are some areas north away from Thousand Oaks. Stay in I-435 corridor and it will work. The west side of the airport between airport and I-435 (125th Street) has virgin land. They talked about installing a solar farm (terrible idea). The area west of the runway would work. It'll take a long time to fill up the area.
- On the west side is all aviation land. It can be leased.

Transportation/Infrastructure

- Having good public transportation to the area would make a big difference to drive commercial development to the airport and area. Platte County EDC tried to do it, but people got cars and wouldn't ride the bus. Wonder why they never did a van program? They do it in Houston and it would go to work spots. MARC knows about it.

Other

- It's hard to know what is happening. There is a plan somewhere, but residents don't know about it.
- What was good about the 2009 plan?
 - Environmental approaches
 - It was a good plan if it had been followed.
- City staff don't know the area and are making decisions on its behalf.
- 1st and 2nd Creek Sewer (impacted negatively).
- Need stores within the area to walk/bike to. Everything requires cars. Nodes of concentrated affordable living—not just housing. Small town idea of living/shopping in the same area. Zona Rosa. Brookside example – shops, living, trails.
- Preserve the character, rural lifestyle, suburban lifestyle, Ferrelview area is RURAL.
- Don't ruin green spaces just so people can make money.

Comment Form

An open-ended comment form was provided to participants to add additional comments if they wished. One person filled out a comment form:

Do you have any further thoughts or ideas regarding the questions discussed today?

City Services in North Annex

Public Workshop #2

May 15, 2025

5:30 p.m.-7 p.m.

Green Hills Library Center, 8581 N. Green Hills Road, Kansas City, Missouri

Overview

The second Public Workshop for the 2025 KCI Area Plan was held on Wednesday, May 15, 2025, at 5:30 p.m. at the Green Hills Library Center. The purpose of the workshop was to recap Workshop #1 feedback and collect feedback on the KCI Vision Statement and the Future Land Use Map. A total of **28** community members signed in and participated in the event, three of whom were Advisory Committee members. Project Manager Susan Cronander and City Planner Alexis Berra led a presentation for the full group before participants broke into three smaller subgroups for in-depth listening sessions and discussions on prepared topics. The meeting agenda included the following:

- Schedule
- KCI Industrial Moratorium
- Land Use Statistics
- Public Engagement #1 Recap
- Vision Statement
- Land Use Key Concepts
- Future Land Use Map Discussion
- Up Next

Listening Session Takeaways

Group A	Group B	Group C
Vision & Planning		
• Emphasized aligning with existing plans: School District, MARC 2050, Platte County Master Plan, MCI Area Plan. • Prioritized schools and conservation areas. • Concerned with traffic flow: suggested speed bumps over stop signals.	• Focus on improving transit options, including streetcar to KCI; skepticism about existing bus service. • Cautious about prioritizing trails before development. • Emphasized responsible industrial expansion away from residences.	• Advocated for less industrial development, especially in Cookingham area. • Supported more low-density, residential-style development. • Highlighted lack of amenities, commercial services, and community hubs.

• Advocated sustainable design (e.g., LEED) and trails. • Suggested adding retail and pushing back on developers.	• Interested in directing development to KCI property. • Questioned development zones and proposed nodes. • Sought clarity and flexibility in site standards and open space density.	
Land Use and Housing		
• Supported retail development. • Advocated sustainable and LEED-certified buildings. • Emphasized need for trails and conservation.	• Stressed need for more housing diversity and affordability. • Concerned that regulations and costs make workforce housing unfeasible. • Desired true single-family homes (not townhomes). • Emphasized need for cost reduction from city regulations. • Recommended refining or revisiting some planning policies (#7 and #8).	• Concerned about too much industrial zoning. • Pushed for more medium-density residential and homeownership zones. • Called for more local amenities and small-scale commercial development. • Promoted forest conservation alongside development.

Site-Specific Feedback (All Groups)		
Site 1	Site 2	Site 3
• Mixed-use support	• Support for residential or apartment use	• No changes to existing homes;

• Currently undeveloped; potential for single-family homes in western area • Development nodes at intersections make sense	• Buffer needed between industrial and residential via street • Agricultural land: questions about maintaining current usage and terminology	preservation of character and beauty. • Questions about noise impact and existing amenities.
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General Takeaways

- Ground C flagged Congress Avenue area but provided no detailed comments.
- **Consensus against excessive industrial development.**
- Strong interest in **mixed-use, sustainable, and community-focused planning.**
- Need for **affordable, diverse housing** options.
- **Desire for more amenities and neighborhood-scale retail.**

Comment Form

An open-ended comment form was provided to participants to add additional comments if they wished. One person filled out a comment form:

I own a property along the north side of Cookingham at the Skyview intersection. I would like to see a use change to light commercial in this area, which makes sense based on the intersection location. Changing this wouldn't impact any housing developments.

Thank you! Jon Nielsen, 5910 NW LP Cookingham Dr.

417-255-5182, nielsen1@live.com

Public Workshop #3

August 12, 2025

5:30 p.m.-7 p.m.

Green Hills Library Center, 8581 N. Green Hills Road, Kansas City, Missouri

Overview

The third Public Workshop for the 2025 KCI Area Plan was held on Tuesday, August 12, 2025, at 5:30 p.m. at the Green Hills Library Center. The purpose of the workshop was to discuss goals and priorities for mobility, the environment, and the public realm. A total of **10** community members signed in and participated in the event, two of whom were Advisory Committee members. Project Manager Susan Cronander and City Planners Alexis Berra and John Myers led a presentation and facilitated discussion for the full group. The meeting agenda included the following:

- Introductions
- Agenda
- Area Plan Overview
- Update Process & Key Dates
- Draft Transportation Analysis
 - Survey Results
 - Key Concepts
 - Major Streets Overview
 - Transit
 - Walkability
 - Bikeways & Trails
 - Image Streets & Gateways
- Environment
 - Key Concepts
 - Open Space & Parks Maps
- Next Steps

Group Discussion Takeaways

Topic	Key Takeaways
Mobility	● Attendee question: How are roads chosen as desirable to build? Why would that road be built in the far south west of the area? ● Mobility Issues/Critical Connections ○ 152 (MoDOT-Owned), exchange at I-29 onto 152 and Barry Rd, dangerous exits at 108th and 112th ○ Build more simple two-lanes ○ Bridge over Brush Creek - no guardrails

	○ Bridge at Tiffany Park Rd. - falling into swell, limited access to Mark McHenry Park
Public Transit	● Getting from housing in the KCI area to logistics centers for jobs takes 1-1.5 hours one way. ● No east-west corridor - need connection to Liberty ● No accessibility concerns for the elderly and disabled population - need options in Parkville for aging population ● Need transit from apartment complexes ● Preference for express/max transit options and common sense grid ○ Need more accessible information on bus routes ● Support for regional transportation tax - bus and rail
Walkability	● A lot of walkers at Tiffany Green - would be more walking if there was a safer connection there. ● Using complete streets ● Not enough neighborhood connections to trails
Bikeways and Trails	● The Southwest proposed trail seems like it is on private property. ○ Trails Masterplan is outdated. ● Many disconnected trail segments. ● Other potential trailheads: Line Creek & Barry Rd., Northern end of I-29 trail, Northern Terminus of 112th trail
Image Streets	● Cookingham should remain an image street - can improve a lot ● Plan to connect Tiffany Spring Parkway to I-435, not a priority
Environment	● Highlight heart forest at 104th & Brightwell ● Need self-sustaining parks ● More small parks for kids, near apartments

Comment Form

An open-ended comment form was provided to participants to add additional comments if they wished. Three people filled out a comment form:

Comment #1:

Embrace and support Heart Forest Park and access/mobility from airport. "Economic Development/Tourism" attraction unique to KC. Flooding access issues to Mark McHenry Park.

Comment #2: Ensure transportation access for senior citizens and disabled people.

Comment #3:

1. Development/proposed new road in south west corner (off of Hampton Road) would go through private property. In addition current plan does not show where it would go or connect to another existing road.
2. Hampton Road - does not meet minimum road requirements. Has a one lane bridge over Brush Creek - which is currently with out guard rails due to flooding - lacks curbs, etc.
3. Maintenance of Hampton Road occurs once a year - minimal mowing of ditches and snow removal does not occur on a timely basis. Trees/vegetation management is poor with multiple noxious weeds/plants in area

Open House

November 5, 2025

5:30 p.m.-7 p.m.

Green Hills Library Center, 8581 N. Green Hills Road, Kansas City, Missouri

Overview

The fourth public gathering was an Open House for the 2025 KCI Area Plan was held on Wednesday, November 5, 2025, at 5:30 p.m. at the Green Hills Library Center. The purpose of the open house was to share the drafted KCI Area Plan with the community and collect final feedback.

A total of 21 attendees signed in at the meeting, including Councilman Rogers. Attendees viewed 12 informational boards, walking through the vision, goals, land use, and community supported actions. A slideshow played, showing engagement that took place throughout the full planning process, along with high-level survey results.

Two individuals left feedback via comment cards. Those comments are below.

Attendee Comment #1

From: Wayne Lewis

14201 NW Tiffany Park Road

Kansas City, Mo 64153

waynelewis101@gmail.com

816-728-2603

1. Subject: Hwy M-152 - Exit to current Hampton Rd. (map shows renamed to Tiffany Springs Pkwy)
 - a. Comment/Feedback: Proposed 2030 and renamed N Hampton Road. Current N Hampton Rd - map shows road 2030 extending into renamed N. Hampton Rd. Proposed N. Hampton ends in a pasture - it does not connect to any road in the

county. Multiple times we have been assured that Rd 2030 and the northbound extension is to be taken off of the proposed map.

Issue - Rd 2030 and new N Hampton Rd would dissect a 40 A privately held property (property lies just south of existing NW Tiffany Park Road - property address 14201 NW Tiffany Park Road, Kansas City, Mo) Property to north of NW Tiffany Park Road is also privately held and would dissect it also.

2. Subject: Walking Trail

- a. Comment/Feedback: Southwest corner-adjoining Parkville. Would the walking trail be on the north or south side of Brush Creek? - Both sides of Brush Creek are privately held.

Attendee Comment #2

1. Subject: Data Centers

- a. Comment/Feedback: They (data centers) are approved by someone in authority, without approval of the voting population. They use too much water and electric. Taxing a stressed energy and water system in KCMO. Voters in the northland are angry.

2. Subject: Safety

- a. Comment/Feedback: At the intersection of Ambassador and St. Clair there needs to be a system for walkers to cross the street. This area has many apartments with renters that don't have cars. They cross at great risk to go to Walmart for groceries.

KCI Area Plan Survey Results

Q1. Infrastructure: Using a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied," please rate your satisfaction with the following types of infrastructure.

(N=355)

	Very satisfied	Satisfied	Neutral	Dissatisfi- ed	Very dissatisfi- ed	Don't know
Q1-1. Condition of streets in your neighborhood	5.9%	29.6%	14.6%	29.9%	18.9%	1.1%
Q1-2. Maintenance of residential buildings in your neighborhood	22.3%	50.7%	15.8%	6.5%	0.6%	4.2%
Q1-3. Maintenance of commercial buildings in your neighborhood	13.0%	43.4%	22.5%	5.9%	1.4%	13.8%
Q1-4. Maintenance of parks in your neighborhood	13.5%	41.7%	22.3%	6.8%	2.5%	13.2%
Q1-5. Quality of new development in your neighborhood	11.8%	38.3%	24.5%	14.4%	3.4%	7.6%
Q1-6. Overall appearance of your neighborhood	18.0%	59.4%	15.2%	6.2%	0.6%	0.6%

WITHOUT DON'T KNOW

Q1. Infrastructure: Using a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied," please rate your satisfaction with the following types of infrastructure. (without "don't know")

(N=355)

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
Q1-1. Condition of streets in your neighborhood	6.0%	29.9%	14.8%	30.2%	19.1%
Q1-2. Maintenance of residential buildings in your neighborhood	23.2%	52.9%	16.5%	6.8%	0.6%
Q1-3. Maintenance of commercial buildings in your neighborhood	15.0%	50.3%	26.1%	6.9%	1.6%
Q1-4. Maintenance of parks in your neighborhood	15.6%	48.1%	25.6%	7.8%	2.9%
Q1-5. Quality of new development in your neighborhood	12.8%	41.5%	26.5%	15.5%	3.7%
Q1-6. Overall appearance of your neighborhood	18.1%	59.8%	15.3%	6.2%	0.6%

Q2. Availability of Services and Infrastructure: Using a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied," please rate your satisfaction with the availability of the following services and infrastructure near your neighborhood.

(N=355)

	Very satisfied	Satisfied	Neutral	Dissatisfi- ed	Very dissatisfi- ed	Don't know
Q2-1. Grocery stores	37.5%	38.9%	10.4%	9.9%	3.1%	0.3%
Q2-2. Shopping & retail stores	32.1%	44.2%	9.6%	10.1%	3.1%	0.8%
Q2-3. Restaurants	21.7%	33.8%	17.7%	18.6%	7.3%	0.8%
Q2-4. Healthcare services	28.2%	42.3%	20.0%	5.9%	1.4%	2.3%
Q2-5. Childcare	4.2%	10.7%	19.7%	6.5%	2.5%	56.3%
Q2-6. Parks	13.2%	32.4%	25.1%	18.0%	3.9%	7.3%
Q2-7. Entertainment options	10.7%	31.5%	28.7%	20.0%	4.8%	4.2%
Q2-8. Public transit	5.6%	8.5%	27.6%	12.4%	13.8%	32.1%
Q2-9. Employment opportunities	7.9%	17.2%	31.3%	8.2%	2.3%	33.2%

WITHOUT DON'T KNOW

Q2. Availability of Services and Infrastructure: Using a scale of 1 to 5, where 5 means "Very Satisfied" and 1 means "Very Dissatisfied," please rate your satisfaction with the availability of the following services and infrastructure near your neighborhood. (without "don't know")

(N=355)

	Very satisfied	Satisfied	Neutral	Dissatisfied	Very dissatisfied
Q2-1. Grocery stores	37.6%	39.0%	10.5%	9.9%	3.1%
Q2-2. Shopping & retail stores	32.4%	44.6%	9.7%	10.2%	3.1%
Q2-3. Restaurants	21.9%	34.1%	17.9%	18.8%	7.4%
Q2-4. Healthcare services	28.8%	43.2%	20.5%	6.1%	1.4%
Q2-5. Childcare	9.7%	24.5%	45.2%	14.8%	5.8%
Q2-6. Parks	14.3%	35.0%	27.1%	19.5%	4.3%
Q2-7. Entertainment options	11.2%	32.9%	30.0%	20.9%	5.0%
Q2-8. Public transit	8.3%	12.4%	40.7%	18.3%	20.3%
Q2-9. Employment opportunities	11.8%	25.7%	46.8%	12.2%	3.4%

Q3. Which THREE of the items listed in Question 2 would you MOST like to see added to the KCI Area?

<u>Q3. Top choice</u>	<u>Number</u>	<u>Percent</u>
Grocery stores	43	12.1 %
Shopping & retail stores	27	7.6 %
Restaurants	85	23.9 %
Healthcare services	11	3.1 %
Childcare	14	3.9 %
Parks	72	20.3 %
Entertainment options	32	9.0 %
Public transit	33	9.3 %
Employment opportunities	22	6.2 %
None chosen	16	4.5 %
Total	355	100.0 %

Q3. Which THREE of the items listed in Question 2 would you MOST like to see added to the KCI Area?

<u>Q3. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Grocery stores	24	6.8 %
Shopping & retail stores	39	11.0 %
Restaurants	64	18.0 %
Healthcare services	16	4.5 %
Childcare	15	4.2 %
Parks	62	17.5 %
Entertainment options	53	14.9 %
Public transit	31	8.7 %
Employment opportunities	14	3.9 %
None chosen	37	10.4 %
Total	355	100.0 %

Q3. Which THREE of the items listed in Question 2 would you MOST like to see added to the KCI Area?

<u>Q3. 3rd choice</u>	<u>Number</u>	<u>Percent</u>
Grocery stores	37	10.4 %
Shopping & retail stores	36	10.1 %
Restaurants	46	13.0 %
Healthcare services	18	5.1 %
Childcare	11	3.1 %
Parks	45	12.7 %
Entertainment options	65	18.3 %
Public transit	25	7.0 %
Employment opportunities	25	7.0 %
None chosen	47	13.2 %
Total	355	100.0 %

SUM OF TOP 3 CHOICES**Q3. Which THREE of the items listed in Question 2 would you MOST like to see added to the KCI Area? (top 3)**

<u>Q3. Sum of Top 3 Choices</u>	<u>Number</u>	<u>Percent</u>
Grocery stores	104	29.3 %
Shopping & retail stores	102	28.7 %
Restaurants	195	54.9 %
Healthcare services	45	12.7 %
Childcare	40	11.3 %
Parks	179	50.4 %
Entertainment options	150	42.3 %
Public transit	89	25.1 %
Employment opportunities	61	17.2 %
None chosen	16	4.5 %
Total	981	

Q5. How often do you walk several blocks or more?

<u>Q5. How often do you walk several blocks or more</u>	<u>Number</u>	<u>Percent</u>
Nearly every day	159	44.8 %
At least once a week	87	24.5 %
At least once a month	38	10.7 %
Less than once a month	34	9.6 %
Never	37	10.4 %
Total	355	100.0 %

Q6. Can you safely and easily walk in your neighborhood?

<u>Q6. Can you safely & easily walk in your neighborhood</u>	<u>Number</u>	<u>Percent</u>
Yes	306	86.2 %
No	40	11.3 %
Don't know	9	2.5 %
Total	355	100.0 %

WITHOUT DON'T KNOW**Q6. Can you safely and easily walk in your neighborhood? (without "don't know")**

<u>Q6. Can you safely & easily walk in your neighborhood</u>	<u>Number</u>	<u>Percent</u>
Yes	306	88.4 %
No	40	11.6 %
Total	346	100.0 %

Q7. What improvements would make it easier to walk in your neighborhood?

Q7. What improvements would make it easier to walk in your neighborhood	Number	Percent
New sidewalks	73	20.6 %
Improve or replace sidewalks	166	46.8 %
Add grass, trees, shade or other landscaping around sidewalks	81	22.8 %
Street crossings/crosswalks	66	18.6 %
Slower speed of vehicle traffic	96	27.0 %
Stoplights/pedestrian signals	56	15.8 %
Total	538	

Q8. If the improvements listed in Question 7 were made, would you walk more frequently?

Q8. Would you walk more frequently	Number	Percent
Yes	199	56.1 %
No	50	14.1 %
Don't know	106	29.9 %
Total	355	100.0 %

WITHOUT DON'T KNOW**Q8. If the improvements listed in Question 7 were made, would you walk more frequently? (without "don't know")**

Q8. Would you walk more frequently	Number	Percent
Yes	199	79.9 %
No	50	20.1 %
Total	249	100.0 %

Q9. How often do you ride a bicycle several blocks or more?

Q9. How often do you ride a bicycle several blocks or more	Number	Percent
Nearly every day	9	2.5 %
At least once a week	28	7.9 %
At least once a month	33	9.3 %
Less than once a month	42	11.8 %
Never	239	67.3 %
Not provided	4	1.1 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q9. How often do you ride a bicycle several blocks or more? (without "not provided")**

Q9. How often do you ride a bicycle several blocks or more	Number	Percent
Nearly every day	9	2.6 %
At least once a week	28	8.0 %
At least once a month	33	9.4 %
Less than once a month	42	12.0 %
Never	239	68.1 %
Total	351	100.0 %

Q10. Can you safely and easily bike in your neighborhood?

<u>Q10. Can you safely & easily bike in your neighborhood</u>	<u>Number</u>	<u>Percent</u>
Yes	145	40.8 %
No	58	16.3 %
Don't know	152	42.8 %
Total	355	100.0 %

WITHOUT DON'T KNOW**Q10. Can you safely and easily bike in your neighborhood? (without "don't know")**

<u>Q10. Can you safely & easily bike in your neighborhood</u>	<u>Number</u>	<u>Percent</u>
Yes	145	71.4 %
No	58	28.6 %
Total	203	100.0 %

Q11. What improvements would make it easier to bike in your neighborhood?

<u>Q11. What improvements would make it easier to bike in your neighborhood</u>	<u>Number</u>	<u>Percent</u>
Slower speed of vehicle traffic	82	23.1 %
Marked bike lanes	104	29.3 %
Protected bike lanes (vertical barrier)	58	16.3 %
Trails	123	34.6 %
Connections to trails	128	36.1 %
Bike racks	18	5.1 %
Automobile/bicyclist driver education	43	12.1 %
Total	556	

Q12. If these improvements were made, would you bike more frequently?

<u>Q12. Would you bike more frequently</u>	<u>Number</u>	<u>Percent</u>
Yes	121	34.1 %
No	89	25.1 %
Don't know	145	40.8 %
Total	355	100.0 %

WITHOUT DON'T KNOW**Q12. If these improvements were made, would you bike more frequently? (without "don't know")**

<u>Q12. Would you bike more frequently</u>	<u>Number</u>	<u>Percent</u>
Yes	121	57.6 %
No	89	42.4 %
Total	210	100.0 %

Q13. How often do you travel via public transit (i.e., bus or IRIS) in Kansas City?

<u>Q13. How often do you travel via public transit in Kansas City</u>	<u>Number</u>	<u>Percent</u>
At least once a week	1	0.3 %
At least once a month	6	1.7 %
Less than once a month	29	8.2 %
Never	314	88.5 %
Not provided	5	1.4 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q13. How often do you travel via public transit (i.e., bus or IRIS) in Kansas City? (without "not provided")**

<u>Q13. How often do you travel via public transit in Kansas City</u>	<u>Number</u>	<u>Percent</u>
At least once a week	1	0.3 %
At least once a month	6	1.7 %
Less than once a month	29	8.3 %
Never	314	89.7 %
Total	350	100.0 %

Q14. What improvements would make public transit more usable?

Q14. What improvements would make public transit more usable	Number	Percent
Increase frequency of service	61	17.2 %
Public transit stop closer to my home	91	25.6 %
Better regional connections	55	15.5 %
Improved sidewalks/crosswalks	29	8.2 %
Improved shelters	51	14.4 %
Additional "park-and-ride" locations	64	18.0 %
Improved traveler information	59	16.6 %
Improved lighting/safety	56	15.8 %
Total	466	

Q15. If these improvements were made, would you use public transit more frequently?

Q15. Would you use public transit more frequently	Number	Percent
Yes	64	18.0 %
No	114	32.1 %
Don't know	177	49.9 %
Total	355	100.0 %

WITHOUT DON'T KNOW**Q15. If these improvements were made, would you use public transit more frequently? (without "don't know")**

Q15. Would you use public transit more frequently	Number	Percent
Yes	64	36.0 %
No	114	64.0 %
Total	178	100.0 %

Q16. When it rains, have you experienced these water-related issues in your neighborhood?

Q16. Have you experienced water-related issues in your neighborhood

	Number	Percent
Streets in neighborhood flood	39	11.0 %
Storm sewer inlets (catch basins) back up	57	16.1 %
Creeks or streams overflow their banks	36	10.1 %
Total	132	

Q17. Environmental Priorities: Using a scale of 1 to 4, where 4 means "Very Important" and 1 means "Not Important," how would you rate the following priorities for the KCI area?

(N=355)

	Very important	Somewhat important	Not sure	Not important
Q17-1. Require "green" elements in new development & infrastructure (i.e., energy efficiency, alternative energy)	41.4%	22.5%	13.8%	22.3%
Q17-2. Preserve open space	62.8%	25.6%	7.0%	4.5%
Q17-3. Preserve tree canopy	62.8%	24.2%	8.7%	4.2%
Q17-4. Ensure that resources exist to support maintenance of new development and/or infrastructure	66.2%	20.6%	8.5%	4.8%

Q18. Housing: Using a scale of 1 to 4, where 4 means "Very Important" and 1 means "Not Important," how important is it to support the following housing priorities in the KCI area?

(N=355)

	Very important	Somewhat important	Not sure	Not important
Q18-1. Availability of different types of housing (i.e., to support upsizing or downsizing)	36.9%	33.0%	17.2%	13.0%
Q18-2. Housing for all income levels	35.5%	23.7%	20.3%	20.6%
Q18-3. Rental housing with a variety of types (i.e., multi-family, duplexes, triplexes)	17.2%	27.0%	22.5%	33.2%
Q18-4. Homes for sale of a variety of types (i.e., single family, duplexes, condos)	25.9%	33.0%	19.7%	21.4%
Q18-5. Mixed use properties in proximity to housing	16.1%	25.9%	30.4%	27.6%

Q19. Area Priorities: Using a scale of 1 to 4, where 4 means "Very Important" and 1 means "Not Important," how important are the following priorities for the KCI area?

(N=355)

	Very important	Somewhat important	Not sure	Not important
Q19-1. Preserve heritage of the KCI area	38.9%	32.1%	17.7%	11.3%
Q19-2. Establish a unique identity for the KCI area	36.3%	31.3%	18.0%	14.4%
Q19-3. Invest in public gathering spaces	36.3%	36.3%	16.6%	10.7%
Q19-4. Pursue new development	29.0%	35.5%	20.8%	14.6%

Q20. Area Improvements: Using a scale of 1 to 4, where 4 means "Very Important" and 1 means "Not Important," how important is it to make improvements to the following elements in the KCI area?

(N=355)

	Very important	Somewhat important	Not sure	Not important
Q20-1. Street maintenance	84.5%	13.2%	1.4%	0.8%
Q20-2. Connectivity of street network	43.7%	33.8%	16.9%	5.6%
Q20-3. Sidewalk maintenance	65.6%	26.8%	4.8%	2.8%
Q20-4. Stormwater management	53.2%	28.5%	14.1%	4.2%
Q20-5. Park maintenance	57.2%	31.0%	9.6%	2.3%
Q20-6. Park or open space availability	57.5%	31.3%	7.9%	3.4%
Q20-7. Streetscapes (i.e., lighting, seating, landscaping, street trees)	51.5%	34.6%	9.3%	4.5%
Q20-8. Trails, pedestrian or bicycling facilities	50.4%	33.8%	11.0%	4.8%
Q20-9. Traffic safety	73.5%	20.0%	4.8%	1.7%
Q20-10. Variety of commercial development	23.1%	45.1%	19.2%	12.7%
Q20-11. Variety of housing types	21.4%	36.6%	20.8%	21.1%
Q20-12. Affordability of housing	37.2%	30.7%	13.5%	18.6%

Q21. Which THREE of the items listed in Question 20 do you think should receive the most emphasis from City leaders over the next two years?

<u>Q21. Top choice</u>	<u>Number</u>	<u>Percent</u>
Street maintenance	192	54.1 %
Connectivity of street network	5	1.4 %
Sidewalk maintenance	9	2.5 %
Stormwater management	14	3.9 %
Park maintenance	5	1.4 %
Park or open space availability	23	6.5 %
Streetscapes (i.e., lighting, seating, landscaping, street trees)	7	2.0 %
Trails, pedestrian or bicycling facilities	7	2.0 %
Traffic safety	27	7.6 %
Variety of commercial development	12	3.4 %
Variety of housing types	9	2.5 %
Affordability of housing	33	9.3 %
None chosen	12	3.4 %
Total	355	100.0 %

Q21. Which THREE of the items listed in Question 20 do you think should receive the most emphasis from City leaders over the next two years?

<u>Q21. 2nd choice</u>	<u>Number</u>	<u>Percent</u>
Street maintenance	41	11.5 %
Connectivity of street network	19	5.4 %
Sidewalk maintenance	66	18.6 %
Stormwater management	28	7.9 %
Park maintenance	21	5.9 %
Park or open space availability	20	5.6 %
Streetscapes (i.e., lighting, seating, landscaping, street trees)	21	5.9 %
Trails, pedestrian or bicycling facilities	24	6.8 %
Traffic safety	48	13.5 %
Variety of commercial development	10	2.8 %
Variety of housing types	13	3.7 %
Affordability of housing	22	6.2 %
None chosen	22	6.2 %
Total	355	100.0 %

Q21. Which THREE of the items listed in Question 20 do you think should receive the most emphasis from City leaders over the next two years?

<u>Q21. 3rd choice</u>	<u>Number</u>	<u>Percent</u>
Street maintenance	31	8.7 %
Connectivity of street network	20	5.6 %
Sidewalk maintenance	26	7.3 %
Stormwater management	27	7.6 %
Park maintenance	30	8.5 %
Park or open space availability	33	9.3 %
Streetscapes (i.e., lighting, seating, landscaping, street trees)	36	10.1 %
Trails, pedestrian or bicycling facilities	41	11.5 %
Traffic safety	41	11.5 %
Variety of commercial development	16	4.5 %
Variety of housing types	6	1.7 %
Affordability of housing	17	4.8 %
None chosen	31	8.7 %
Total	355	100.0 %

SUM OF TOP 3 CHOICES

Q21. Which THREE of the items listed in Question 20 do you think should receive the most emphasis from City leaders over the next two years? (top 3)

<u>Q21. Sum of Top 3 Choices</u>	<u>Number</u>	<u>Percent</u>
Street maintenance	264	74.4 %
Connectivity of street network	44	12.4 %
Sidewalk maintenance	101	28.5 %
Stormwater management	69	19.4 %
Park maintenance	56	15.8 %
Park or open space availability	76	21.4 %
Streetscapes (i.e., lighting, seating, landscaping, street trees)	64	18.0 %
Trails, pedestrian or bicycling facilities	72	20.3 %
Traffic safety	116	32.7 %
Variety of commercial development	38	10.7 %
Variety of housing types	28	7.9 %
Affordability of housing	72	20.3 %
None chosen	12	3.4 %
Total	1012	

Q23. What is your age group?

Q23. Your age group	Number	Percent
18-24	15	4.2 %
25-34	62	17.5 %
35-44	67	18.9 %
45-54	65	18.3 %
55-64	72	20.3 %
65+	71	20.0 %
Not provided	3	0.8 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q23. What is your age group? (without "not provided")**

Q23. Your age group	Number	Percent
18-24	15	4.3 %
25-34	62	17.6 %
35-44	67	19.0 %
45-54	65	18.5 %
55-64	72	20.5 %
65+	71	20.2 %
Total	352	100.0 %

Q24. How many people are in your household?

<u>Q24. How many people are in your household</u>	<u>Number</u>	<u>Percent</u>
1	43	12.1 %
2	121	34.1 %
3	78	22.0 %
4+	111	31.3 %
Not provided	2	0.6 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q24. How many people are in your household? (without "not provided")**

<u>Q24. How many people are in your household</u>	<u>Number</u>	<u>Percent</u>
1	43	12.2 %
2	121	34.3 %
3	78	22.1 %
4+	111	31.4 %
Total	353	100.0 %

Q25. Is anyone in your household aged 18 years or younger?

Q25. Is anyone in your household aged 18 years or younger	Number	Percent
Yes	143	40.3 %
No	210	59.2 %
Not provided	2	0.6 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q25. Is anyone in your household aged 18 years or younger? (without "not provided")**

Q25. Is anyone in your household aged 18 years or younger	Number	Percent
Yes	143	40.5 %
No	210	59.5 %
Total	353	100.0 %

Q26. Is anyone in your household aged 65 years or older?

Q26. Is anyone in your household aged 65 years or older	Number	Percent
Yes	104	29.3 %
No	247	69.6 %
Not provided	4	1.1 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q26. Is anyone in your household aged 65 years or older? (without "not provided")**

Q26. Is anyone in your household aged 65 years or older	Number	Percent
Yes	104	29.6 %
No	247	70.4 %
Total	351	100.0 %

Q27. What is your race and/or ethnicity?

<u>Q27. Your race/ethnicity</u>	<u>Number</u>	<u>Percent</u>
Asian or Asian Indian	14	3.9 %
Black or African American	39	11.0 %
American Indian or Alaska Native	2	0.6 %
White	250	70.4 %
Native Hawaiian or other Pacific Islander	1	0.3 %
Hispanic, Spanish, or Latino/a/x	33	9.3 %
Middle Eastern or North African	1	0.3 %
Prefer not to say	31	8.7 %
Prefer to specify	2	0.6 %
Total	373	

WITHOUT PREFER NOT TO SAY**Q27. What is your race and/or ethnicity? (without "prefer not to say")**

<u>Q27. Your race/ethnicity</u>	<u>Number</u>	<u>Percent</u>
White	250	77.2 %
Black or African American	39	12.0 %
Hispanic, Spanish, or Latino/a/x	33	10.2 %
Asian or Asian Indian	14	4.3 %
American Indian or Alaska Native	2	0.6 %
Prefer to specify	2	0.6 %
Middle Eastern or North African	1	0.3 %
Native Hawaiian or other Pacific Islander	1	0.3 %
Total	342	

Q27-9. Self-describe your race/ethnicity:

<u>Q27-9. Self-describe your race/ethnicity</u>	<u>Number</u>	<u>Percent</u>
Multiple races	1	50.0 %
German	1	50.0 %
Total	2	100.0 %

Q28. What is your gender?

<u>Q28. Your gender</u>	<u>Number</u>	<u>Percent</u>
Male	173	48.7 %
Female	176	49.6 %
Other	1	0.3 %
Not provided	5	1.4 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q28. What is your gender? (without "not provided")**

<u>Q28. Your gender</u>	<u>Number</u>	<u>Percent</u>
Male	173	49.4 %
Female	176	50.3 %
Other	1	0.3 %
Total	350	100.0 %

Q28-3. Self-describe your gender:

<u>Q28-3. Self-describe your gender</u>	<u>Number</u>	<u>Percent</u>
Non Binary	1	100.0 %
Total	1	100.0 %

Q29. Approximately how many years have you lived in the KCI area?

<u>Q29. How many years have you lived in the KCI area</u>	<u>Number</u>	<u>Percent</u>
0-5	41	11.5 %
6-10	65	18.3 %
11-15	31	8.7 %
16-20	32	9.0 %
21-30	75	21.1 %
31+	97	27.3 %
Not provided	14	3.9 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q29. Approximately how many years have you lived in the KCI area? (without "not provided")**

<u>Q29. How many years have you lived in the KCI area</u>	<u>Number</u>	<u>Percent</u>
0-5	41	12.0 %
6-10	65	19.1 %
11-15	31	9.1 %
16-20	32	9.4 %
21-30	75	22.0 %
31+	97	28.4 %
Total	341	100.0 %

Q30. Where do you work?

Q30. Where do you work	Number	Percent
In the KCI area	60	16.9 %
Downtown KCMO	44	12.4 %
Other Jackson County	16	4.5 %
Other Platte/Clay County	55	15.5 %
Wyandotte County, KS	8	2.3 %
Johnson County, KS	17	4.8 %
Work from home	40	11.3 %
Not currently employed	91	25.6 %
Other	15	4.2 %
Not provided	9	2.5 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q30. Where do you work? (without "not provided")**

Q30. Where do you work	Number	Percent
In the KCI area	60	17.3 %
Downtown KCMO	44	12.7 %
Other Jackson County	16	4.6 %
Other Platte/Clay County	55	15.9 %
Wyandotte County, KS	8	2.3 %
Johnson County, KS	17	4.9 %
Work from home	40	11.6 %
Not currently employed	91	26.3 %
Other	15	4.3 %
Total	346	100.0 %

Q30-9. Other:

Q30-9. Other	Number	Percent
Leavenworth County	7	46.7 %
Atchison	1	6.7 %
TOPEKA	1	6.7 %
South KC at KCNSC	1	6.7 %
All over the metro as a realtor	1	6.7 %
Outside sales all over Metro	1	6.7 %
Saint Joseph	1	6.7 %
Buchanan County	1	6.7 %
The Plaza	1	6.7 %
Total	15	100.0 %

Q31. Do you own or rent your current residence?

<u>Q31. Do you own or rent your current residence</u>	<u>Number</u>	<u>Percent</u>
Own	307	86.5 %
Rent	44	12.4 %
Not provided	4	1.1 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q31. Do you own or rent your current residence? (without "not provided")**

<u>Q31. Do you own or rent your current residence</u>	<u>Number</u>	<u>Percent</u>
Own	307	87.5 %
Rent	44	12.5 %
Total	351	100.0 %

Q32. Which of the following best describes your type of housing?

<u>Q32. Your type of housing</u>	<u>Number</u>	<u>Percent</u>
Single family	316	89.0 %
Multi family	31	8.7 %
Not provided	8	2.3 %
Total	355	100.0 %

WITHOUT NOT PROVIDED**Q32. Which of the following best describes your type of housing? (without "not provided")**

<u>Q32. Your type of housing</u>	<u>Number</u>	<u>Percent</u>
Single family	316	91.1 %
Multi family	31	8.9 %
Total	347	100.0 %

Q33. Would you say your annual household income is...

<u>Q33. Your annual household income</u>	<u>Number</u>	<u>Percent</u>
Less than \$30K	16	4.5 %
\$30K-\$59,999	38	10.7 %
\$60K-\$99,999	76	21.4 %
\$100K+	152	42.8 %
Prefer not to say	73	20.6 %
Total	355	100.0 %

WITHOUT PREFER NOT TO SAY**Q33. Would you say your annual household income is... (without "prefer not to say")**

<u>Q33. Your annual household income</u>	<u>Number</u>	<u>Percent</u>
Less than \$30K	16	5.7 %
\$30K-\$59,999	38	13.5 %
\$60K-\$99,999	76	27.0 %
\$100K+	152	53.9 %
Total	282	100.0 %

Decision Making Criteria

Decision Making Criteria

Amendments and Decision Making Criteria

Amendments and exceptions to the plan are anticipated. The plan is intended to be flexible and provide guidance should unforeseen conditions arise. However, as amendments and exceptions are made; care should be taken not to incrementally erode the overall vision. All proposed amendments should be weighed against the Vision Statement, the Plan Goals and the Decision-Making Criteria prior to being considered by the decision-making body (City Council, Parks Board, BZA, etc.). Examples of the decisions include proposed development or rezoning requests, proposed capital improvements, proposed policy changes or service delivery changes, and activities by community organizations.

A major role of the plan is to provide a basis for decision-making based upon the vision identified through the process. The following Decision-Making criteria should be used to guide to evaluate proposed amendments to the plan and when reviewing development applications or other projects, initiatives or proposals within the plan area:

Will the Proposed Development or Action Improve the Transportation Network? Will it:

- Improve overall transportation system connectivity and navigability for all users.
- Provide an environment that becomes increasingly multi-modal.
- Improve upon area infrastructure.
- Provide safe, convenient routes for bicyclists.
- Improve access to transit and transit usability.
- Not compromise the usability of any transportation mode.

Will the Proposed Development or Action Maintain Established Neighborhood Character While Developing Housing Options That Meet Emerging Needs and Desires? Will it:

- Respect appropriate, established land uses and not encroach into less dense/intense areas.
- Implement the height, density, or building type of the Recommended Land Use.
- Implement Development Form Guidelines.
- Maintain or enhance the area's image within the community.
- Improve neighborhood infrastructure.

- Accommodate new housing trends.

Will the Proposed Development or Action Spur Quality New Development or Redevelopment? Will it:

- Integrate natural site features.
- Improve public access to trails.
- Incorporate pedestrian and bicycle facilities and amenities.
- Connect to transit stops.
- Improve accessibility to parks and recreational facilities.
- Function as a walkable mixed-use development rather than single use development.

Will the Proposed Development or Action Support Existing Commercial Areas? Will it:

- Retain or attract target key employers or industries as identified in the implementation of the KC Spirit Playbook.
- Attract business to commercial areas that the community desires.
- Function as a walkable mixed-use development rather than single use development.

Will the Proposed Development or Action Build Upon the Areas Trails System or Increase Recreation Opportunities or Access to Green Space? Will it:

- Implement marketing and/or branding of the trails through the area.
- Improve public access to trails.
- Enhance parks and recreational facilities.