

**AGENDA  
PLANNING COMMISSION  
CITY OF ROELAND PARK, KANSAS  
ROELAND PARK  
COUNCIL CHAMBERS  
AUGUST 22, 2017 6:00 PM**

- I. Roll Call**
- II. Approval of Minutes**
  - 1. Approval of Minutes - April 18, 2017
- III. Public Hearing**
- IV. Action Items**
- V. Discussion Items**
  - 1. Sustainable Code Audit Discussion
  - 2. Update on Developments City-Wide
- VI. Other Matters Before the Planning Commission**
- VII. Adjournment**

Scheduled Meeting Dates

Item Number:      **Approval of Minutes- II.-1.**  
Committee           **8/22/2017**  
Meeting Date:



**City of Roeland Park**  
Action Item Summary

Date:  
Submitted By:  
Committee/Department:  
Title:                               **Approval of Minutes - April 18, 2017**  
Item Type:

**Recommendation:**

**Details:**

Financial Impact

|                             |                  |
|-----------------------------|------------------|
| Amount of Request:          |                  |
| Budgeted Item?              | Budgeted Amount: |
| Line Item Code/Description: |                  |

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

**ATTACHMENTS:**

Description

 April 18th Minutes

Type

Cover Memo

**PLANNING COMMISSION MINUTES**  
CITY OF ROELAND PARK, KANSAS  
ROELAND PARK CITY HALL  
4600 WEST 51<sup>ST</sup> STREET, ROELAND PARK, KS 66205  
FEBRUARY 21, 2017 6:00 P.M.

The Roeland Park Planning Commission met on February 21, 2017, in City Hall, 4600 West 51<sup>st</sup> Street.

Ms. Jones-Lacy started the meeting due to a lack of chair.

Present: Kyle Rogler, Bill Ahrens, Darren Nielsen, Mark Kohles and Paula Gleason

Absent: Maddie Kamphaus and Mike Hickey

Staff: Jennifer Jones-Lacy, Assistant City Administrator, John Jacobson, Building Official and Steve Mauer, City Attorney

1. **Minutes:**

A. November 22<sup>nd</sup> Meeting

**MOTION:** COMMISSIONER AHRENS MOVED AND COMMISSIONER NIELSEN SECONDED TO APPROVE THE NOVEMBER 22, 2016 PLANNING COMMISSION MINUTES. (MOTION PASSED 5-0)

2. **Business Items**

A. Elect a new Chair and Vice Chair

The Commissioners had some discussion on who should be the Planning Commission Chair and vice Chair.

**MOTION:** COMMISSIONER GLEASON MOVED AND COMMISSIONER KOHLES SECONDED TO APPOINT COMMISSIONER NIELSEN AS THE PLANNING COMMISSION CHAIR. (MOTION PASSED 5-0)

**MOTION:** COMMISSIONER KOHLES MOVED AND COMMISSIONER NIELSEN SECONDED TO APPOINT COMMISSIONER GLEASON AS THE PLANNING COMMISSION VICE CHAIR. (MOTION PASSED 5-0)

3. **Action Item**

A. Request for a rule exception per section 16-1423 regarding conveyance of land at 5145, 5149 and 5151 Buena Vista

Mr. Jacobson explained the purpose of the conveyance and explained that one homeowner purchased two lots and another purchased a third lot with the plan to demolish the three existing homes. The lot lines will be redrawn so that the property owners with two lots can

sell a portion of that property to the other home owner creating two lots instead of three. Mr. Jacobson explained that this can be done through the rule exception clause in the City code (16-1423) that states a property line adjustment can occur to facilitate conveyance of land between two adjacent platted lots if there is no need to relocate utilities and it doesn't create nonconforming lots.

Mr. Tom Clemons, the surveyor for the project spoke on behalf of the applicant. He stated that Toby and Joanna Rush plan to sell a portion of one lot to John and Kimberlee Christensen. He said it's a pretty straightforward project.

**MOTION:** COMMISSIONER KOHLES MOVED AND COMMISSIONER AHRENS SECONDED TO APPROVE THE REQUEST FOR A RULE EXCEPTION AND ALLOW FOR THE CONVEYANCE.  
(MOTION PASSED 5-0)

Commissioner Ahrens said that in most other cities he has worked with, they do a lot split instead of a rule exception. He asked Mr. Mauer if the rule exception was the best method in this case. Mr. Mauer said that the City's way is certainly cleaner and more straight forward so he typically advocates for the most direct and easy method possible.

#### 4. **Additional Business**

##### A. Update on 47<sup>th</sup> Street Development

Ms. Jones-Lacy explained that she had been in contact with one of the owners of the property Jeff Stehney who also owns Joe's KC, who stated that his partner Tyler Oliver has been meeting with potential partners on putting a restaurant at the corner of 47<sup>th</sup> and Mission in Roeland Park. Mr. Stehney indicated he had a couple meetings with a burger chain. Ms. Jones-Lacy said they do not have any Letters of Intent or any firm prospects as of yet. She said Mr. Stehney also indicated that he is working on his own plans for the corner but that he is having trouble making it work financially. He said they have bids for contractors to excavate the property and return it to grass. He also indicated that the owner of Taco Republic may approach the City regarding his use of the lot for parking. Ms. Jones-Lacy stated that anyone can ask for anything they want from the City but it is up the Planning Commission to recommend to Council and for Council to decide what they are willing to do.

Commissioner Nielsen asked what would happen once parking is no longer allowed on the site. Ms. Jones-Lacy stated that it would be a code enforcement issue at that point.

Commissioner Gleason asked if we would ticket the property owner or the owners of the vehicles. City Attorney Mauer said it would be an issue for the property owner and it would be his responsibility to ensure that it was clear that parking would no longer be permitted on the site.

Mr. Ahrens provided an overview the 47<sup>th</sup> and Mission Overlay Committee application for a parking lot in Kansas City, Kansas that was intended for Joe's KC staff parking. He said that Mr. Stehney was at the last meeting and indicated that the lot two lots north of Taco Republic was going to purchase by Joe's KC and used for parking but after understanding the

setback and landscaping requirements of the Unified Government, decided the lot wasn't large enough.

Commissioner Rogler asked if there were any plans or discussions at the Overlay Committee about having a spot of shared parking in the area. Ms. Jones-Lacy said that is an element of the Overlay District plan but that nobody has taken initiative to specifically create a lot for shared parking.

B. Ethics Ordinance Signatures

Ms. Jones-Lacy explained that the ethics ordinance is something we routinely have all appointed and elected board members sign on an annual basis and that the full ordinance was provided in the Planning Commission packet.

Mr. Nielsen asked if the Commission could get minutes sooner. Ms. Jones-Lacy stated she would send them as soon as they were available.

1. **Adjournment**

**MOTION:** COMMISSIONER ROGLER MOVED AND COMMISSIONER GLEASON SECONDED TO ADJOURN. (MOTION PASSED 5-0)

Item Number: Discussion Items- V.-1.  
Committee 8/22/2017  
Meeting Date:



**City of Roeland Park**  
Action Item Summary

Date: 8/22/2017  
Submitted By: Jennifer Jones-Lacy  
Committee/Department:  
Title: **Sustainable Code Audit Discussion**  
Item Type: Discussion

**Recommendation:**

**For discussion purposes only.**

**Details:**

Attached you will find the Sustainable Code Audit and the audit log with suggested priorities for which the City should focus it's attention. This item was originally brought to the Planning Commission in 2014 and was discussed intermittently in 2015 and 2016. This is an effort to bring it back to determine the Planning Commission's commitment and interest in pursuing this further.

**Financial Impact**

|                             |                  |
|-----------------------------|------------------|
| Amount of Request:          |                  |
| Budgeted Item?              | Budgeted Amount: |
| Line Item Code/Description: |                  |

**Additional Information**

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

**ATTACHMENTS:**

| Description                                                                       |                                      | Type    |
|-----------------------------------------------------------------------------------|--------------------------------------|---------|
|  | Sustainable Code Audit Log           | Exhibit |
|  | Sustainable Code Framework and Audit | Exhibit |

## Appendix A: Detailed Comment Log

The following are the section-by-section comments on the evaluation of the Roeland Park, KS Zoning and Subdivision Regulations, weighed against selected sustainability criteria. These are objective, un-edited comments and notes, used to arrive at the rating, commentary and observations in the main report. They can be used to gain further insight into the report or further evaluate any recommendations or action strategy from the City's perspective. These comments **are not** necessarily reflective of any official policy of the City, and actions based on these comments may benefit from more detailed and specific planning and greater discussion in the context of the City's overall development policies.

Sections that remain blank were determined to not have a significant relationship to or impact on the sustainability principle, which is distinct from a “3”, which may impact or relate to it, but the standard neither directly supports nor directly conflicts with the principle.

[illegible]



[illegible]

| SECTION #    | Rating Key:<br><b>5</b> Directly supports the best practices and prohibits other practices that could undermine sustainable development concepts and principles.<br><b>4</b> Somewhat supports best practices and/or limits other practices that could indirectly undermine sustainable development concepts and principles.<br><b>3</b> Neither directly supports nor directly conflicts with sustainable development concepts and principles, but may miss an opportunity where these topics typically would be regulated.<br><b>2</b> Creates indirect conflicts, somewhat undermines sustainable development concepts and principles.<br><b>1</b> Creates direct conflicts that likely prohibit best practices that meet sustainable development concepts and principles. | REINVESTMENT           |                          |                        | TRANSPORTATION CHOICE     |                        |                             |                   | HOUSING CHOICE        |              |                             | CORRIDORS & ACTIVITY CENTERS |                         |                                | DESIGN FOR HEALTHY LIFESTYLES  |                        |                         | UNIQUE COMMUNITY CHARACTERISTICS |                             |                   | RESOURCE CONSERVATION & ENERGY EFFICIENCY |                                    |                  |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------|------------------------|---------------------------|------------------------|-----------------------------|-------------------|-----------------------|--------------|-----------------------------|------------------------------|-------------------------|--------------------------------|--------------------------------|------------------------|-------------------------|----------------------------------|-----------------------------|-------------------|-------------------------------------------|------------------------------------|------------------|
|              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Infill / Rehab Housing | Strong Suburban Downtown | Repair Strip Corridors | Connected Street Networks | Complete Street Design | Context Appropriate Streets | Optimized Parking | Diverse Housing Types | Age In Place | Mixed-Density Neighborhoods | Compact Walkable Centers     | Transit-Ready Corridors | Retail / Rooftop Relationships | Active Transportation / Living | Access to Healthy Food | Integrated Trail System | Pedestrian Oriented Public Realm | Natural Resource Protection | Tree Preservation | Green Infrastructure                      | Energy Efficient Buildings & Sites | Renewable Energy |
| 16-439       | <i>Planned Office Building District; Development and Performance Standards.</i> None of the development and performance standards deal with urban design strategies that can integrate development better with the surroundings and with the street/public realm.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                        |                          | 3                      |                           |                        |                             |                   |                       |              |                             |                              |                         |                                |                                |                        | 3                       | 2                                | 3                           | 3                 | 3                                         | 3                                  |                  |
| 16-440       | <i>Planned Restricted Business District; Statement of Intent.</i> When read in conjunction with the Planned General Business district (CP-2), it can be reasonably interpreted that this district is intended for more small-scale, less intense retail – better integrated with neighborhoods. However the intent statement does not make that clear, and many of the standards could be open to interpretation on if that will be the result of development plans under this district. Limits on smaller scale buildings and uses, standards to establish a relationship between buildings and sites and the public realm, and effective transitions with neighborhoods could improve on this intent.                                                                       |                        |                          |                        |                           |                        |                             |                   |                       |              |                             | 3                            | 3                       | 3                              |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-441       | <i>Planned Restricted Business District; Permitted Uses.</i> Similar to the above comment, and approach to uses based on scale or building types may be more appropriate for a planned district. The list of specific types of uses can at once be too specific making distinctions without differences (i.e. a block store vs. a bakery) and too generic, ignoring large important distinctions (i.e. a 2K square foot hardware store and a 200K square foot hardware/home improvement store.)                                                                                                                                                                                                                                                                               |                        |                          |                        |                           |                        |                             |                   |                       |              |                             | 2                            | 2                       | 2                              |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-442       | <i>Planned Restricted Business District; Height and Area Regulations.</i> Planned districts are often most attractive when they offer flexibility and innovation for more integrated planning and urban design that is unique to the context and can implement places and more efficient development practices. The height and area regulations are repeats of assumed car-oriented (setbacks) and low intensity ( area requirements, low FAR and heights) patterns.                                                                                                                                                                                                                                                                                                          |                        |                          | 1                      |                           |                        |                             |                   |                       |              |                             | 1                            | 1                       | 1                              |                                |                        |                         | 1                                | 1                           |                   |                                           | 1                                  |                  |
| 16-443       | <i>Planned Restricted Business District; Parking Regulations.</i> These are parking minimums for conventional and car-oriented places, and do not offer any opportunities for reductions based on context and planning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                        |                          |                        |                           |                        |                             | 1                 |                       |              |                             |                              |                         |                                |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-444       | <i>Planned Restricted Business District; Development and Performance Standards.</i> None of the development and performance standards deal with urban design strategies that can integrate development better with the surroundings and with the street/public realm. Although sub-section (g) does anticipate some outside space to enhance the public realm (i.e. outdoor eating) – it still relegates it to a sectioned off area eliminating more informal gathering places associated with businesses and it also adds extra parking requirements for any of this additional / complimentary seating.                                                                                                                                                                     |                        |                          | 3                      |                           |                        |                             | 1                 |                       |              |                             |                              |                         |                                |                                |                        | 3                       | 4                                | 3                           | 3                 | 3                                         | 3                                  |                  |
| 16-445 & 446 | <i>Planned General Business District; Statement of Intent and Permitted Uses.</i> Similar to the above comment above on 16-440 for CP-1, these sections could be used to make a more clear distinction on the different types of places that are intended for these two planned commercial districts. This could end up giving better guidance and decision making criteria on how the flexibility through development plans is intended to be used, and what outcomes are desired.                                                                                                                                                                                                                                                                                           |                        |                          |                        |                           |                        |                             |                   |                       |              |                             | 3                            | 3                       | 3                              |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-447       | <i>Planned General Business District; Height and Area Regulations.</i> Planned districts are often most attractive when the offer flexibility and innovation for more integrated planning and urban design that is unique to the context and can implement places and more efficient development practices. The height and area regulations are repeats of assumed car-oriented (setbacks) and low intensity ( area requirements, low FAR and heights) patterns.                                                                                                                                                                                                                                                                                                              |                        |                          | 1                      |                           |                        |                             |                   |                       |              |                             | 1                            | 1                       | 1                              |                                |                        |                         | 1                                | 1                           |                   |                                           | 1                                  |                  |
| 16-448       | <i>Planned General Business District; Parking Regulations.</i> These are parking minimums for conventional and car-oriented places, and do not offer any opportunities for reductions based on context and planning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                        |                          |                        |                           |                        |                             | 1                 |                       |              |                             |                              |                         |                                |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-449       | <i>Planned General Business District; Development and Performance Standards.</i> None of the development and performance standards deal with urban design strategies that can integrate development better with the surroundings and with the street/public realm.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                        |                          | 3                      |                           |                        |                             |                   |                       |              |                             |                              |                         |                                |                                |                        | 3                       | 2                                | 3                           | 3                 | 3                                         | 3                                  |                  |

[illegible]

[illegible]

| SECTION #      | COMMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | REINVESTMENT           |                          |                        | TRANSPORTATION CHOICE     |                        |                             |                   | HOUSING CHOICE        |              |                             | CORRIDORS & ACTIVITY CENTERS |                         |                                | DESIGN FOR HEALTHY LIFESTYLES  |                        |                         | UNIQUE COMMUNITY CHARACTERISTICS |                             |                   | RESOURCE CONSERVATION & ENERGY EFFICIENCY |                                    |                  |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------|------------------------|---------------------------|------------------------|-----------------------------|-------------------|-----------------------|--------------|-----------------------------|------------------------------|-------------------------|--------------------------------|--------------------------------|------------------------|-------------------------|----------------------------------|-----------------------------|-------------------|-------------------------------------------|------------------------------------|------------------|
|                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Infill / Rehab Housing | Strong Suburban Downtown | Repair Strip Corridors | Connected Street Networks | Complete Street Design | Context Appropriate Streets | Optimized Parking | Diverse Housing Types | Age In Place | Mixed-Density Neighborhoods | Compact Walkable Centers     | Transit-Ready Corridors | Retail / Rooftop Relationships | Active Transportation / Living | Access to Healthy Food | Integrated Trail System | Pedestrian Oriented Public Realm | Natural Resource Protection | Tree Preservation | Green Infrastructure                      | Energy Efficient Buildings & Sites | Renewable Energy |
| 16-1410        | <i>Regulation of Streets to Adjoining Streets and Land.</i> A good generic policy statement for connecting streets. However it provides no standards for which networks should connect and generally subdivision regulations are one of the primary means through which cities can require better transportation networks as property develops incrementally.                                                                                                                                                                                                                                                                                                                                                                                                                           |                        |                          |                        | 3                         |                        |                             |                   |                       |              |                             |                              |                         |                                |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-1413        | <i>Street Design Standards.</i> The street design standards do not include any urban design or transportation planning standards that can integrate public realm with the development context. The referred to standards in 13-107 are primarily technical engineering and construction standards and will provide little guidance or criteria for planning multi-modal transportation options, integrating transportation or land use, or using ROW as the essential element of public realm design.                                                                                                                                                                                                                                                                                   |                        |                          |                        | 2                         | 2                      | 2                           |                   |                       |              |                             |                              |                         |                                | 2                              |                        | 2                       | 2                                |                             |                   |                                           |                                    |                  |
| 16-1415        | <i>Block Lengths.</i> These block lengths are quite large, even for car-oriented contexts. For more compact and walkable patterns they are 3x to 4x what would be typical (600' to 700' in neighborhoods; 250 to 400' in commercial or mixed use areas). While they don't preclude these shorter lengths, the allow many things that would be counter to transportation choices, and more connected centers and corridors in certain contexts.                                                                                                                                                                                                                                                                                                                                          |                        |                          |                        | 2                         |                        |                             |                   |                       |              |                             | 2                            | 2                       |                                |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
| 16-1416        | <i>Pedestrian Walkways.</i> This is a good general requirement to improve upon networks in disconnected areas. However there are no standards to ensure that the context in which these connections are made (i.e. the streets that the walkways connect) are good walking areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                        |                          |                        | 4                         |                        |                             |                   |                       |              |                             |                              |                         |                                |                                |                        |                         | 3                                |                             |                   |                                           |                                    |                  |
| 16-1417 & 1420 | <i>Lots on Collector Streets; Residential Lots on Arterials.</i> Generally requiring residential lots to back to streets is an inefficient development practice (building roads with no developable lots). Further it assumes that the road will be a car oriented street rather than an important neighborhood streetscape in an overall system, and that homes should not front on it. Often, with appropriate network planning and good urban design strategies for the streetscapes, these can become some of the more important and valuable/desirable street locations in a neighborhood                                                                                                                                                                                          |                        |                          |                        | 2                         | 2                      | 2                           |                   | 2                     |              | 2                           |                              |                         |                                |                                |                        |                         | 2                                |                             |                   |                                           | 2                                  |                  |
| 16-1440        | <i>Required Improvements; Sidewalks.</i> In general, 4' minimum is not sufficient for walkable streetscapes. 5' is usually considered the bare minimum (two people can walk side by side only at 5'+), and in many more walkable contexts 12'+ should be a minimum. Consider developing street cross sections and street types for all of the variety of contexts that may warrant different minimum standards                                                                                                                                                                                                                                                                                                                                                                          |                        |                          |                        |                           |                        | 2                           | 2                 |                       |              |                             |                              |                         |                                | 2                              |                        |                         | 2                                |                             |                   |                                           |                                    |                  |
|                | OVERALL RATING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3.1                    | 3.2                      | 2.6                    | 2.8                       | 2.6                    | 2.5                         | 2.4               | 2.7                   | 2.7          | 2.3                         | 2.3                          | 2                       | 2.4                            | 3                              | --                     | 3                       | 2.6                              | 2.7                         | 3.2               | 3.3                                       | 2.7                                | 2.5              |
|                | Relative Priority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                        |                          |                        |                           |                        |                             |                   |                       |              |                             |                              |                         |                                |                                |                        |                         |                                  |                             |                   |                                           |                                    |                  |
|                | <div><div></div><div>● <b>High Priority.</b> This is currently in our existing policies.</div><div>● <b>Moderate Priority.</b> This is not currently in our policies, but is a direction our community is interested in; or It is currently in our policies, but other items are more important currently.</div><div>● <b>Low Priority.</b> This is currently not in our policies, and our community has not discussed this; or Our community is interested in this direction but it is a long-term aspiration due to physical, political or practical hurdles that must be addressed.</div><div>● <b>Not a Priority.</b> This is not in our current policies – it has either been discussed and decided against, or it is not applicable to our context within the region.</div></div> | ●/●                    | ●                        | ●                      | ●/●                       | ●                      | ●                           | ●                 | ●/●                   | ●            | ●                           | ●/●                          | ●                       | ●                              | ●                              | ●                      | ●                       | ●                                | ●                           | ●                 | ●/●                                       | ●/●                                | ●/●              |

The "relative priority" is based on a rough ranking of strategies that are of immediate or interim importance to the City. Those with low priority are not necessarily unimportant, but rather may take longer and more involved policy discussions before they become a key part of the city's planning program and regulatory strategies.



# **SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT**

FINAL REPORT - November 2014



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## ACKNOWLEDGEMENTS

### Department of Housing and Urban Development (HUD)

This project was made possible by a Sustainable Communities Planning Grant for the United States Department of Housing and Urban Development, Office of Sustainable Housing and Communities. (2013 – 2014)



### Mid-America Regional Council (MARC)

**Partner Jurisdictions:** Participation from staff and stakeholders from the following partner jurisdictions contributed to the Model Sustainable Development Code Website and individual jurisdiction development code audits:

- Fairway, KS
- Gladstone, MO
- Grandview, MO
- Independence, MO
- Mission, KS
- Prairie Village, KS
- Raytown, MO
- Roeland Park, KS



### Consultant Team:

gouldevans



vireo

dPlanit

# SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT



## REINVESTMENT

Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.



## TRANSPORTATION CHOICE

Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.



## HOUSING CHOICE

Housing choices for all ages, lifestyles, and income levels help support diverse communities and a healthy housing industry.



## CORRIDORS & ACTIVITY CENTERS

Vibrant corridors connecting activity centers encourage new developments and public transportation while making efficient use of public and private assets.



## DESIGN FOR HEALTHIER LIFESTYLES

Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.



## UNIQUE COMMUNITY CHARACTERISTICS

Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.



## RESOURCE CONSERVATION & ENERGY EFFICIENCY

Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

## INTRODUCTION

This report provides a final summary of the Mid America Regional Council Model Sustainable Development Code and Community Code Audits project. It was made possible by a Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development, Office of Sustainable Housing and Communities. The Model Sustainable Development Code project is part of MARC's Creating Sustainable Places initiative. For more information on the entire initiative, see <http://www.marc.org/Regional-Planning/Creating-Sustainable-Places>.

## Approach

The Creating Sustainable Places initiative promotes a vision for VIBRANT, CONNECTED, and GREEN communities throughout the Kansas City Region. This 3-year program began in 2010 and involved more than 60 regional partners of local governments, state agencies, and civic, business and development organizations. A 40-member coordinating committee developed the 7 key principles for sustainable development in our metropolitan area.

The Model Sustainable Development Code project builds off of this vision and these principles. There are many broad and complex policy, program and design issues associated with these principles, and they may mean different things in the vastly different contexts within our region. However this effort aimed to narrow in on only those issues that are most impacted by development codes. Through facilitated discussions with our stakeholder jurisdictions, 22 "Sustainable Development Concepts" were identified under these principles. With emphasis on these 22 concepts, the model sustainable development code website and development code audits are focused on the most pressing regulatory issues that are important to our region.

This project involves 2 main components – a model sustainable development code website and code audits of eight local jurisdictions.

### Model Sustainable Development Code Website

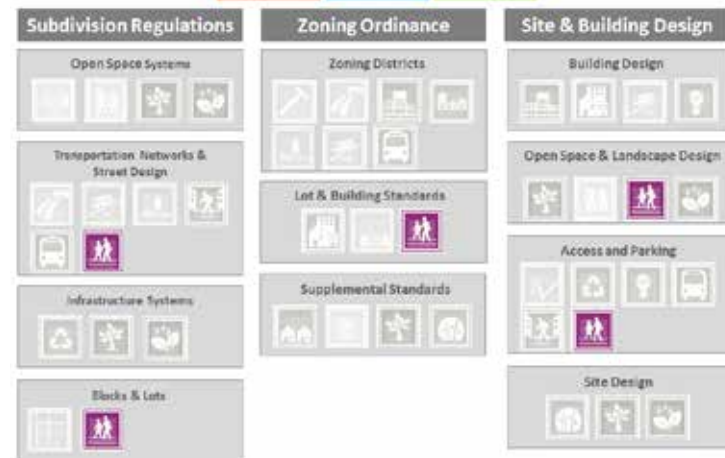
The model code website is established as a resource for code examples from other jurisdictions – most outside of our region – that address the sustainable development concepts identified by our stakeholder jurisdictions. Rather than jump directly to regulatory language, the website first establishes the policy supporting each concept, lists benefits and outcomes from the policy, and identifies a range of regulatory strategies that implement each concept. Example codes are then provided as a resource for jurisdictions that support those policies. <http://codes.sustainable-kc.org/>

The model code website is organized under 3 main frameworks:

- LEARN – organizing the development code strategies and code examples around the 7 main principles and 22 sustainable development concepts.
- CODE – organizing the development code strategies around the table of contents of a model development code.
- EXPLORE – demonstrating the types of projects and project metrics that support the principles and concepts from the model sustainable development code. This portion of the website will grow and become better coordinated with the 7 CSP principles and 22 sustainable development concepts as the data base of projects grow, and our experience implementing these projects in our region increases.



The 22 Sustainable Development Concepts, and the policies, strategies and codes that impact those concepts are arranged on the website under the 7 main CSP principles for those that want to learn and research particular topics.

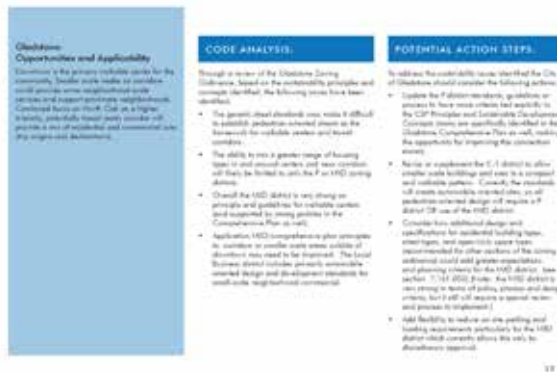


The “Code Framework” arranges the same 22 Sustainable Development Concepts like a typical table of contents for a development code. This enables identifying interrelated – and possibly competing – sustainability principles within sections of development codes. For example, this image demonstrates how someone concerned about the “Pedestrian Oriented Public Realm” concept, may need to check several code sections that may impact that concept.

# SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT



Community Code Audit Example



Community Code Audit Example

The model code website is also part of a larger suite of on-line resources, including the Regional Indicators that help track our progress towards a more sustainable region with real time access to important data; a Natural Resources Inventory which includes highly refined data at various scales documenting existing resources and restoration opportunities that can allow natural systems to support development in our communities; and Envision Tomorrow and Visualization Tools that can help program and implement concepts within specific contexts. This suite of resources is intended to promote LOCAL ACTIONS, with IMPACTS ON PLACES, that produce REGIONAL OUTCOMES.

## Code Audits

Eight of our stakeholder jurisdictions also participated in a code audit – evaluating their development code against the 22 sustainable development concepts. To initiate this process, each prepared a “policy profile”, ranking the sustainable development concepts from a 1 – high priority, to a 4 – lowest priority. This profile gives an order of magnitude gauge on which issues are most relevant to each community’s context and current planning priorities, and it helps tailor an action plan for code updates to each jurisdiction’s needs.

Evaluating how development regulations impact sustainability goals requires a two-part analysis. First, consider whether the regulations present barriers – provisions that prohibit or limit the application of “best practices” towards any specific sustainability objective. Second, and perhaps most importantly, consider how effectively the regulations limit, close loopholes or prohibit other competing practices that undermine broader sustainability issues. This two-

part analysis can result in a more integrated code by identifying where the development code is strong, silent, or weak on certain principles, and identifying where some sections may undermine other related principles and concepts.

Each community code audit is organized under the 7 key principles for sustainable development: Reinvestment; Transportation Choice; Housing Choices; Corridors and Activity Centers; Design for Healthy Lifestyles; Unique Community Characteristics; and Resource Conservation and Energy Efficiency. Under each topic, the reports contain:

- **Principles & Concepts**- a summary of each Principle and how the Sustainable Development Concepts impact common sustainability metrics for comprehensive planning and development;
- **Opportunities and Applicability** – a quick observation of how the each Principle and the supporting Concepts could apply to the jurisdictions’ physical and planning context.
- **Code Analysis** - Analysis of how well the development code relates to each concept and typical regulatory objectives, including identification of barriers or loopholes.
- **Potential Action Steps** – Options to consider for future updates to the regulations (note: more information and examples of these action steps can be found on the Model Sustainable Development Code website.)

An action plan is provided to each jurisdiction that prioritizes some of the potential action steps based on those that are most easily achievable under the cities current plans and policies (as opposed to those that need broader programs and community input to support them) and those that are most aligned with the cities “policy profile” filled out at the beginning of the audit process. A section by section list of raw comments used to evaluate the code, guide the analysis and determine the rating is included as an appendix to this report. These sections can be used by staff to help prioritize potential action steps, address emerging issues, and improve the Codes performance on certain sustainability concepts.

This Final Report is a summary of trends reflected across the 8 jurisdictions, including common impediments, typical “quick fixes” and the major significant code and policy issues that our region needs to address more effectively.



**Grey** = Concepts development codes were typically silent on.

**Green** = Concepts development codes were typically stronger on (indirectly supported or directly supported).

**Yellow** = Concepts development codes were typically neutral on (both indirectly supported and indirectly conflicted).

**Red** = Concepts development codes were typically weak on (indirectly or directly conflicted).

#### Summary of Community Code Audits - By Topic

### TYPICAL QUICK FIXES

The action plans of the code audits organized each jurisdiction's priority issues into short-term and long-term actions. The short-term actions or "quick fixes" were things the jurisdiction could accomplish with very little additional policy reform or community discussion and which did not need significant code restructuring. These involved policies and strategies that were already broadly supported by the community, things that added new options already reflected in the market place, or things that simply coordinated conflicting provisions in the current regulations to remove impediments.

### Flexible Parking(Optimized Parking)

Flexibility in parking was often needed and can typically be very easily incorporated into regulations through a broad range of strategies, which included:

- Count on-street parking, and design streets for it.
- Give credits or reductions for development patterns that support walking, biking or transit.
- Improve the context, criteria and procedures where shared parking is permitted or required.
- Reduce the parking minimum (or eliminate it), implement a parking maximum, or have a cap that requires design mitigation.
- Give more administrative discretion for "optimal parking" through waivers.

### Street Trees / Landscape Standards (Pedestrian Oriented Public Realm & Tree Preservation)

Although Pedestrian Oriented Public Realm scored particularly low among jurisdictions, most codes at least demonstrated intent to value and preserve trees, and a willingness to promote "street trees." However, the intent was frequently undermined by conflicting provisions in landscape, streetscape or street design sections. Often this involved improper identification of species or improper location – particularly regarding street trees, and lack of specifications for survival of landscape investments. Trees – and particularly street trees in strategic locations, can be a low-investment / high return strategy that can improve even the most car-oriented or pedestrian-hostile areas in the short term. (See "Street Design" under the Common Impediments section for more details.)

### Accessory Dwelling Units (Diverse Housing Types)

Enabling accessory dwelling units (detached or attached) – whether in specific or limited locations, or through conditional or administrative permits is a simple way to increase the density with very little impact on the scale and character of existing neighborhoods. While any housing policy and code strategy must be very specifically tailored to the jurisdiction and neighborhoods where they would be implemented, codes that enable this housing option are quite simple. Most jurisdictions had areas where this approach is a viable strategy to provide housing options to meet market and demographic shifts.



*Pedestrian Oriented Public Realm*



Mixed-use



Integrated Uses

### Planned Districts (Compact, Walkable Centers)

Over-reliance on planned districts to create sustainable development practices is part of our larger and more significant code issue discussed later. However some easy updates where often recommended to improve the current use of planned districts. Too often these districts reflected “standard-less districts”, where the absence of standards and the reliance on an applicant-supplied development plan is perceived as permitting flexibility and at least enabling the sustainable development concepts to be executed. However, these districts are as likely or more likely to lead to development that conflicts with sustainable development concepts, than further them. Unguided use of planned districts often results in narrowly-focused projects, internal orientation with little broader public benefit, or simply get used as an “end run” around the otherwise applicable regulations. An easy fix to this is to better tie the use of planned districts more specifically to the cities specific planning policies, then introduce sustainable development concepts as a prerequisite to using the district, and/or set some basic default standards that the flexibility in the plan must equally or better meet. Not only will this improve the results from a “sustainable development” perspective, but it increases the expectations for applicants and decision-makers in this sometimes too-vague process. A further level of improvement is to tie the use of planned districts to a more refined neighborhood, area, or specific plan scale that can provide better context-specific guidance and serve as a better bridge between the broader public benefits and the privately driven development plan.

### Food Production (Access to Healthy Foods)

Most codes addressed “agriculture” uses in some manner, even if it was simply a holding zone for larger lot or rural but urbanizing areas that are a remnant of past growth scenarios. Yet somewhere between the scale of agriculture on a farm, and the accessory use of growing tomatoes in the back yard (which needs no regulatory approach), lies a wide range of small- to intermediate-scale food production activities. At least acknowledging in use tables that food production can occur at a variety of scales and in a variety of contexts (some even indoors), can allow these emerging uses to be more explicitly enabled in a variety of appropriate contexts.

### Site-scale Energy Systems (Renewable Energy)

Site-scaled renewable energy systems are beginning to hit the market at increasingly affordable and productive methods. Some jurisdictions already have provisions that address these topics, and others were silent to it (perhaps in a way that implies these uses could simply be “accessory” uses when implemented at the smallest scale). Further, for those that have included ordinances that address these strategies, emerging techniques may require that we continue to revisit codes and there are many models and examples available (see Model Code website and MARCs broader initiative on renewable energy).

### Sidewalks (Pedestrian Oriented Public Realm & Complete Streets)

Many development codes included city-wide sidewalk standards, often with a minimum of 4' in neighborhoods or 5' generally. While this is an improvement over having no standard or building streets without sidewalks, the appropriate sidewalk design can often not be expressed as a city wide standard. Typically, 5' is the bare minimum to allow people to walk side-by-side. Further, it may be completely insufficient in areas where more walking is encouraged (8' or 12' minimum will be necessary here), or areas where more social activity is desired (20' or more is necessary here). In addition, many of the city-wide standards would say nothing to the actual design and location of the sidewalks, whether it was buffered from moving lanes of traffic by on-street parking or landscape strips, or whether street trees are part of creating a pleasant place to walk. Adjusting these requirements for (a) the planning context; and (b) the street-type, can be an important improvement on city-wide sidewalk design standards.



*Active Public Realm*

## COMMON IMPEDIMENTS

The jurisdictions as a whole score particularly low with respect to code provisions addressing street design, creating compact, walkable centers and housing choices. These scores reflect a more complex regulatory issue that may require further scales of planning, deeper policy discussions, or more comprehensive restructuring of our codes. However, these are perhaps the most significant sustainable development issues for our region and deserve more focused attention.

### COMMON IMPEDIMENTS – STREET DESIGN

Although many jurisdictions plans, policies and even intent statements in the regulations speak to “complete streets” or “multi-modal” transportation goals, the design standards in the regulations typically do not reflect best practices. There is certainly a question of how great an impact the development regulations have on street design (i.e. a built-out community may not build or replace streets through the development code and development review process, but use other design standards outside the code); however, street design standards in development regulations are a common impediments to the Transportation Choice principle of the Creating Sustainable Places program. The typical impediments include:

- Lane Widths – 12’ wide standard
- Focus on Functional Classification
- Prioritizing vehicle flow (corner turn radius, turn lanes, site access lanes)
- Prohibition on street trees

### Lane Widths – 12’ wide standard

Most development codes start with the assumption that 12’ wide lanes are “standard,” and they apply this to all kinds of streets in a variety of contexts as a minimum. The reality is that 12’ wide lanes are appropriate only on higher-speed, free-flowing, principal arterials streets where speeds over 45 mph are expected; they are not appropriate for a most city contexts – especially neighborhoods or walkable activity centers where slower speeds of vehicles are essential to allow cars to mix safely with pedestrians and bicycles. 12’ wide lanes undermine this fundamental principle of multi-modal street design. In our limited right-of-way space, a foot or two matters when we are trying to find space for wider sidewalks, on-street parking and street trees. Lanes as narrow as 9’ and 10’ work perfectly well in these contexts (as is even acknowledged by the American Association of State Highway and Transportation Official (AASHTO) design manual, a guide for state highways often used by cities for designing city streets). When 9’ or 10’ lanes are applied to multiple lanes, this can help us capture coveted space for things that make people comfortable, while also taming the speed of cars. Any environment where we want vehicle speeds operating below 45 mph (i.e. especially all neighborhoods and walkable centers where speeds below 25 mph are desired and posted), should have 9’ – 11’ lanes instead of 12’ lanes, even according the AASHTO design guidance.

### Focus on Functional Classifications

Simple approaches to traffic engineering (moving more cars quickly) organize our streets based on “functional classifications” – Arterial, Collector and Local streets. While this works as a logical concept for organizing the function of our street network,



*Lack of Street Design*



*Complete Street Design*

it is a poor tool to guide the actual design of our streets on specific segments. Most development regulations simply base standards on functional classifications. This misses a significant opportunity to coordinate transportation investments with the abutting land use and development patterns, and to promote the essential urban design role that streets play in building valuable places and neighborhoods. Rights-of-way – the spaces between buildings and sites – are the largest component of our public realm and the design of this space has a significant role in creating the character of places. The model code examples collected for this project demonstrate a better way to use the “functional classification” system to plan networks, but then apply a wider variety of “street design types” to actually invest in streets appropriate to the context.

### **Prioritizing Vehicle Flow**

Related to the above two significant impediments, all of the development codes that were reviewed reflect a priority for vehicle flow in street design and site design standards, often above all other interests. This priority needs to be questioned – particularly within neighborhoods and walkable centers where our planning policies and development investments are based on a different priority. Things like required turn lanes, larger curb-return radius, driveway access standards, and internal driveway, circulation, and parking lanes standards reflect prioritizing vehicle flow. All of these standards will compromise the interests of people on foot and on bikes, result in more space dedicated to cars and leave less space dedicated to civic spaces for people.

### **Prohibiting Street Trees**

Many development codes are either silent to or prohibit street trees in the interests of efficient street design (perceived lower maintenance) or reducing conflicts with utilities. This is misguided. Not only are these interests not clearly served by such a policy, it misses the significant role that street trees play in sustainable development – everything from filtering and infiltrating stormwater, increasing comfort for pedestrians, and increasing property values. (see “Typical Quick Fixes” discussion on street trees). Further, some codes that promote street trees require them to be out of the right-of-way, or prioritize utility placement over street tree locations. This undermines the performance and impact of street trees. Trees and utilities need to be carefully planned to peacefully co-exist and our most resilient, sustainable places demonstrate how to do this. Street trees are one of the lowest cost – highest return urban design investments a city can make. (See Focus on Functional Classification discussion; a variety of street design types also enables a more specific standard for different street tree types and locations for different streets.)

### **COMMON IMPEDIMENTS – “PLACE-MAKING”**

Over many years, and the last decade in particular, the planning profession has awakened to the fact that our historic “use-based” focus to regulating development is not always appropriate for our increasingly complex development environment (emphasizing the use of land and assuming districts of the same or similar uses). When “place-making” is the focus of our planning policies, the integration of neighborhoods and walkable centers to create more valuable places should be the goal. Most of the development codes reviewed reflected at least



*Impact of No Street Trees*



*Impact of Street Trees*



Hardware Store - Large Scale



Hardware Store - Small Scale

some acknowledgment of this fact, but they were weak on the nuances of making places or prohibiting practices that undermine “place making”. The typical impediments to the Corridors and Activity Centers principles of the Creating Sustainable Places program include:

- Focus on use / Silence on scale
- “Mixed-use” vs. well-integrated uses
- Over-reliance on planned districts.
- Lack of public realm and streetscape standards (placed for people, prohibit or administrative burdens on sidewalk activities.)

#### Focus on Use / Silence on Scale

Even when regulations encouraged a more integrated approach to permitted uses, they often did not acknowledge where the true impacts of different land use scales result from – the scale of the use. Use-based standards are famous for at once being too specific (drawing distinctions between similar uses where there is no difference) and too vague (ignoring distinctions between the same use where there are significantly different impacts.) To make up for this, development codes often layer on design standards aimed to mitigate assumed impacts in a variety of contexts, which run the risk of working well in few contexts. An alternative strategy is to become more general with the types of uses (i.e. “retail” instead of “hardware store”), but more specific with the scale of use (i.e. “neighborhood retail” vs. “warehouse retail”) With this approach, eligible land uses can be more appropriately keyed to different zoning districts and contexts.

#### “Mixed-use” vs. Well-integrated Uses

Most codes did reflect at least a basic understanding the benefits that a less use-focused approach can bring, and enabled a “mixed-use” district. However, most of these seemed to assume that simply mixing uses was the end goal. Codes may have enabled multiple uses, but frequently did not express even policy guidance for an appropriate range of uses – a list of ingredients rather than a recipe which can lead to lower expectations during implementation. Further, related to the “scale” issue, it is not simply mixing uses that is the planning goal to begin with, but rather a compatible integration of complimentary uses where each one contributes more to the vitality of a place, than were the use in isolation. Many of the historic models that we are trying to emulate with mixed-use regulations, are actually a compilation of many single-use districts – just applied at a much more refined block scale and with a focus on how well the multiple zoning districts relate and support each other. The model code examples collected for this project demonstrate how mixed-use districts can better prescribe outcomes and/or how multiple compatible zoning districts can better relate and support each other through policy guidance and intent statements.

#### Over-reliance on “Planned Districts”

Related to the two previous issues, most codes rely on “planned” or flexible zoning districts to make up for these deficiencies. Most often these planned district applications come through discretionary review processes. While this technically makes up for any deficiencies in specifying better “place-making” standards in our development regulations and at least enables projects, it does not necessarily raise expectations. These processes can be time-

## SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT



*Designed Street & Public Realm*

consuming and costly, reflecting another separate impediment to sustainable development – particularly when the outcome is not assured. Beyond this uncertainty, many of the planned districts lack default standards or clear planning criteria on how this flexibility is to be used for greater public benefit. The outcomes are just as likely not to support the planning policies of the jurisdiction or specific context as they are to support it. Ultimately, rather than doing broader community or area planning to support innovative development for a particular context, the planned districts are at risk of being an “end run” around the development standards through site designs posing as “plans.”

### **Lack of Public Realm and Street Design Standards**

As mentioned in the Street Design discussion, most regulations lacked the variety of street design types necessary to build valuable places. This is particularly crucial where “place-making” is a goal, as these streets serve as the social and civic heart of these places first, and a means to get to that place secondarily. Having standards for this special type of street and social place – even if it only applies to a block or two in the community, is a critical place-making and economic development tool. Further, many codes also reflected impediments to capitalizing on this space – either prohibiting, or limiting through cumbersome administrative procedures, the use of this space for leisurely or business activities such as sidewalk sales or sidewalk cafes.

### **COMMON IMPEDIMENTS – HOUSING CHOICES**

There has been much discussion in the planning profession regarding our changing demographics. The twin tides of aging populations and Generation Y coming of age impacts planning and development – particularly in terms of their housing needs and where they prefer to invest in housing. Although it is impossible to predict exactly where the market will go on this topic, and most agree that more options is at least the first strategy to deal with this uncertainty. However for years our housing industry and our development codes have reflected the market bias that housing most often meant “single family homes” – whether in a neighborhood or a subdivision, and anything else was an alternative. This history lingers strongly in our development regulations, and presents many impediments to the Housing Choices principle of the Creating Sustainable Places program. The typical impediments include:

- Over-reliance on Density
- Silence on small-scale, multi-unit housing
- Lack of neighborhood design / streetscape standards.

#### **Over-reliance on Density**

Most zoning districts use “density” as the most significant regulation for housing. The assumption is that common densities will deliver compatibility. While this may have been true during recent home-building era, it belies the physical patterns of most of our older neighborhoods. This strategy may not be well suited to meet the housing needs of the coming demographic shifts. Further, over-reliance on density gives false comfort that it will yield the sought-after “compatibility.” Density is an abstraction – it is



*Designed Public Realm*

calculated in “dwelling units per acre, and gives no indication to the size of the dwelling unit, the type of dwelling unit, the character or design of the dwelling unit, or the number of people (impact) of the dwelling unit. While other standards in development codes may answer some of those questions, for areas where housing choices are desired, these are answers to all of the wrong questions. Rather “housing choice” is the compatible flip-side to walkable places. Sustainable development practices need to put more people in close proximity to walkable places or transit stops, and do so with a neighborhood design approach that mixes a wider range of housing types into a compatible and valuable neighborhood pattern. Development regulations relying too heavily on density eliminates many potential projects even before some of these more important questions can be answered.

### **Silence on Small-scale, Multi-unit Housing**

Related to the above issue of over-reliance on density, most development codes were silent on the smaller-scale multi-unit housing options. By relying solely on density there is a built-in but hidden bias against these smaller scale housing options that fit well in neighborhoods and are reflected in our traditional neighborhood building patterns. By eliminating this option by code, we have erased these types of projects from our portfolio of housing. This stems from two built-in biases: (1) anything that is not “single-family” is “multi-family” (except for “duplex”) and (2) multi-family is regulated by density and buffers. As a result, in order to get a critical mass to make a project work, any housing alternative needs a larger land area, yet is constrained by artificially low densities (again in the name of compatibility). The end result is that project aiming to give a

housing alternative become very large in scale (“apartment complexes”), reinforcing the justification that they need to be buffered from adjacent areas. Meanwhile, one of the greatest benefits of density – placing people closer to amenities and transit, in walkable patterns, is eliminated, and an entire group of smaller-scale, multi-unit building types that are quite compatible with neighborhoods are eliminated. The model code examples collected for this project demonstrate how returning to a “housing type” approach can balance the interests of compatible density and compatible neighborhood design.

### **Lack of Neighborhood Design / Streetscape Standards**

One way to increase housing choices is to create “mixed-density” neighborhoods – an area where a variety of housing types can be found in the same neighborhood, sometimes even on the same block. The “building type” approach to regulations above is part of the strategy to implement such a policy. However, the most effective way to allow a range of compatible (or even incompatible) building types to mix is to improve the public realm. That is the reason people are attracted to a neighborhood, and the benefit of a quality public realm often allows people to ignore or not even notice other smaller or perceived issues brought on with more choices. The neighborhood design and streetscape design standards are an essential part of presenting broader housing options – whether along a block, within a neighborhood, or simply expanding options throughout a community. Standards for neighborhood streetscapes, open spaces (whether public or common) and how buildings relate to these spaces will help introduce a broader range of choices into the community.



*Small Scale / Multi-unit Housing - 8 DUs per Acre*



*Small Scale / Multi-unit Housing - 35 DUs per Acre*



*Small Scale / Multi-unit Housing - 60 DUs per Acre*

## SUSTAINABLE CODE FRAMEWORK AND COMMUNITY AUDIT

### SUMMARY

The Creating Sustainable Places initiative is based on 7 well-established, and widely endorsed principle on how to build “Vibrant, Connected, and Green” communities. The regional sustainable development plan also presents options that can lead us to better economic development, increased return on public investments, and better environmental performance if we invest collectively under these principles. However, our region is wide and diverse, and each jurisdiction serves a different role in this vision.

The Model Sustainable Development Code and Community Code Audits are part of our evolving discussion on these critical issues. The model code website provides examples to help jurisdictions consider what is right for them. This resource should continue to evolve and grow as our discussion and experience with these issues grow.

Further, the code audits and this summary report provide an objective critique of our development regulations. There are many common impediments that reflect our tendency to borrow regulatory approaches over time – even when they don’t work or don’t achieve our planning goals. These impediments need to be removed for us to progress as a region.

However each jurisdictions’ response needs to be based on their own policies and their unique context – and strategies will likely differ based on their many different contexts and many different types of places they are planning for, even within their jurisdiction. The observations and recommendations in this report and project are not silver-bullet solutions, but are part of our growing awareness of the impact of development regulations on the types of projects we build, and their impact on our sustainability goals.

### TYPICAL QUICK FIXES:

- Flexible parking standards
- Accessory dwelling units
- Street trees
- Improve planned districts
- Small-scale food production
- Site-scale renewable energy systems
- Improved sidewalk standards

### COMMON IMPEDIMENTS:

- Transportation Choice: Street design
- Compact, Walkable Centers: mixed-use development
- Housing Choices: density standards and housing types

Completed as part of the  
Creating Sustainable Places initiative for MARC:



Item Number: Discussion Items- V.-2.  
Committee 8/22/2017  
Meeting Date:



## City of Roeland Park

### Action Item Summary

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Date: 8/22/2017  
Submitted By: Jennifer Jones-Lacy  
Committee/Department:  
Title: **Update on Developments City-Wide**  
Item Type: Discussion

#### Recommendation:

**For Informational Purposes.**

#### Details:

Below is a summary of all of the ongoing development within the City of Roeland Park.

##### **Northwest Johnson and Roe**

Commerce Bank and the hospital, which will be managed by St. Luke's, are moving along. Both sites have foundations poured and should begin vertical construction soon. The City Council is set to approve easements for sanitary and storm sewer expansion at the meeting on August 21st. They are also approving a resolution to extend Johnson County's sewer district which will serve both the west and east cloverleaf properties.



### **Northeast Johnson and Roe**

The City has received interest from Colliers to develop a three story mixed use office building on this site with retail on the bottom and office on the top. Below is an example of the building they propose. We are still working with them on an agreement, however, they have shown strong interest and have done similar projects in Prairie Village, 39th and Rainbow, and several projects throughout the metro that include a live/work element (Woodside Village, Plaza, Mission Farms).



### **The Rocks**

Pyramid has completed their work filling the caves and will work to complete grading soon. The Council is set to discuss and determine the next steps for preparing the site for development. The TIF funding and district ends in February 2018 and all funds must be spent by that time. About \$392,870 remains through the completion of the TIF and the additional work that could be done includes:

- Relocating the sanitary sewer (must be done) - \$94,000 - \$106,000 + \$24,000 for engineering
- Additional grading and installation of a retaining wall (optional) - \$241,095
- Installation of an underground regional storm water detention basin (required but could be an expense of the future buyer) - \$262,545
- Additional grading without installation of the retaining wall - \$32,000

The Council will need to determine what they would like to have complete and how to pay for it if they decide to go outside of TIF funds.



#### **47th and Mission**

Parking was eliminated and the site returned to grass in April of this year. We have not heard any updates.



### Financial Impact

|                             |                  |
|-----------------------------|------------------|
| Amount of Request:          |                  |
| Budgeted Item?              | Budgeted Amount: |
| Line Item Code/Description: |                  |

### Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?