CHAPTER FIVE- FUTURE LAND USE PLAN

INTRODUCTION

The Future Land Use Plan serves as a guide for the planned and orderly growth of the City of Grandview. Zoning changes, subdivisions, infill development, redevelopment and new development should be coordinated with the Future Land Use Plan prior to making a decision. The Plan sets out the anticipated growth to the year 2020 and long-range goals that are implemented incrementally. The Plan consists of the Future Land Use Map and the supporting text and the "Opportunity Area" maps, both of which must be considered when making land use changes. The Plan must guide the direction of growth, but at the same time be a dynamic tool that accommodates changes in development patterns. The Future Land Use Plan serves as the basis for the zoning ordinance. If applications for zoning ordinance amendments are in accordance with the Plan they are presumed to be reasonable. If zoning ordinance amendment requests are not in accordance with the Future Land Use Plan, the Plan needs to be reviewed and either the zoning ordinance or the Plan amended to achieve consistency between the two.

The older portions of Grandview are essentially built out. There are small area opportunities for infill and redevelopment but few opportunities for significant new development. There is a demand for new development in all categories, i.e., residential, commercial and industrial. Industrial growth will have to occur primarily in undeveloped areas south along the industrial corridor centered along Arrington Road. Residential and commercial growth will be primarily in southeast Grandview in addition to infill and redevelopment in older primarily developed areas. In planning for growth in these areas, the City will need to balance its resources in protecting and preserving the built community while investing in infrastructure to expand into new areas to the south.

LAND PLANNING PRINCIPLES

Land use and growth patterns are dictated by the physical circumstances presented by specific geography of on area as well as various social, economic, and political forces that affect the community through time.

The development of a long-range Grandview Comprehensive Plan for physical development is an opportunity for the City to influence change in accordance with the public interest while it carries out public improvements or responds to private development proposals. For the City to achieve its growth objectives, it is helpful to understand the dynamics of urban development. The Comprehensive Plan incorporates the land planning principles presented in this section, including land use externalities and distribution of public services.

Land Use Externalities

A basic factor affecting the use or reuse of a given parcel of land is the impact from land use on adjoining parcels. Economists refer to this impact as a "land use externality" because it is often not taken into consideration in the decision-making process by the public and privates sectors.
An example of land use externalities is a residential zoning district fronting an arterial road and facing a commercial strip. This residential zoning district has less value for residential purposes than a similar district in the middle of a residential neighborhood. In summary, the land use incompatibility and loss of value creates a cost imposed by the commercial owners on the residential owners. The best way to minimize these external costs is to employ the following planning principles:

- Integrate the multiple land uses in a planned mixed-use development; or
- separate incompatible land uses with effective urban design and buffers.

Implementation of these planning principles helps create effective transitions between residential and commercial areas. Two different development possibilities exist in Grandview: infill development/redevelopment and new construction in undeveloped areas. Design criteria and buffering based upon these planning principles are key to developing appropriate and compatible infill development and new growth areas. As urban uses expand into remaining large undeveloped areas of the City, development can occur to allow the major thoroughfare roads to efficiently carry increased traffic. At the same time, residential areas can develop in an attractive manner with subdivisions designed to minimize conflicts. Goals that most people seek in a residential district—safety, serenity, and stability—can be attained and maintained by implementing the recommendations of the Comprehensive Plan.

Non-residential uses can be made compatible with residential uses through the use of sensitive screening and other mitigating design features. Positive externalities can develop, as well. A concentrated shopping district will attract customers from a wider market area than will commercial uses interspersed throughout a larger area. For example, concentrating retail and commercial uses near arterial road intersections benefits the commercial uses while protecting nearby residential districts from linear commercial strip developments.

Neighborhood Appearance and Design

As a relatively old first ring suburban city, Grandview contains a variety of neighborhoods reflecting various periods of growth. Because the City's boom occurred in the 1950's through 1970's, many neighborhoods were developed 30 to 50 years ago. While neighborhoods are generally very well kept, housing deterioration and inadequate maintenance are growing concerns.

A key concern of all residents of Grandview is the overall appearance of the older neighborhoods. This concern was cited by several strategic planning task groups which met in 2000 and 2001 to help plan Grandview's future **(Appendix D)**. By providing a face-lift and/or improvements to neighborhoods, Grandview's overall image would be improved. Highly visible improvements such as new monument signs, new or additional street lights, and other infrastructure improvements, such as curbs and gutters or sidewalks, would improve the aesthetics and image of the neighborhoods. The multiplier effect often occurs where private improvements are made in response to public investments made in neighborhoods.

New residential subdivisions should continue to provide easy access to major arterial roads and pedestrian access to neighborhood parks and schools. Extensions of existing or proposed pedestrian linkages and parks/parkways should be required as part of any proposed new developments. These park and parkway extensions will afford more complete pedestrian friendly neighborhoods. Additionally, pedestrian linkages will provide connections between existing and future parks within the community, thus providing better access to all facilities.

The Comprehensive Plan Parks and Open Space Map, a part of the Grandview "Master Park Plan," shows, in conceptual form, areas where more parks/open space are needed. The planned parks/open space improvements are needed to serve the recreational demands of the City. The "Master Park Plan" is adopted by reference and should be used as the basis for open space planning as a part of new developments or redevelopments.

Distribution of Public Services

Certain urban developments are more efficient and, therefore, less costly to serve than others. This fact has relevance as the City plans for growth. Compact growth within undeveloped areas already having sanitary sewer and water service is most cost effective. Undeveloped areas west of Arrington Road are designated for a mix of low density residential and industrial uses. Based upon the March 2000, "Industrial Land Needs" report, this area can be served with extensions of lateral sewer mains. The 1993 "Future Land Use and Transportation Plan Map" and the 1998 "Southeast Grandview Residential Development Study" also promote residential development in the southeast area of the City. If "leap frog" development is prohibited, both of these areas can be cost-effectively served with city sewer and water through the phasing of development and sanitary of sewer and water main lines extensions.

Because the extension of city services, such as sanitary sewer trunk mains and water mains, will require long term investment without any immediate benefits, the extension of these services to undeveloped areas must be coordinated with private development initiatives. Therefore, new developments adjacent to existing urban densities must connect to sanitary sewer trunk mains and water mains and provide the necessary easements to allow urban development densities to be continued beyond the pending development. If this coordination does not occur and rural

development patterns are allowed to develop, the opportunity of future urban density development will ultimately be blocked.

A second means of increasing service delivery efficiency is to cluster urban density land uses having the need for fire and police protection. The clustering urban density land uses allows for the concentration of public investment for protective services where they are most needed. The challenge for the City is anticipating development within the undeveloped areas and then extending utilities, infrastructure, and protective services consistent with the most cost-effective growth.

The Future Land Use Plan Map illustrates the adopted land use plan policy. The Map becomes a policy guide for future zoning amendments, capital improvement programming, and related plans.

Other Utility Services

Although out of the direct control of the City, the provision of private utility services such as, electricity, natural gas, cable television, and telecommunications, are critically important in siting new development. Thus, the City needs to coordinate development and redevelopment carefully with the utility providers in the area to ensure proposed growth areas will be provided service in a timely fashion. In particular, the provision of reliable, high-speed telecommunications infrastructure is a necessity in proposed business and industrial areas as well as residential areas. The use of high technology communications in all aspects of commercial and industrial operations is accelerating. No longer are such infrastructure needs strictly limited to web-based and computer specialty companies. In addition, more and more people are working from home over the web. As a result, the provision of telecommunications infrastructure has become a basic building block for retaining and attracting businesses of all types as well as residential growth.

Equally important as ensuring utilities are available in areas the City wishes to develop is ensuring that utilities are not extended into areas where development is not desired, nor extended prematurely before the City can provide an appropriate level of its own services. The availability of utility services alone often stimulates development. Thus, the City will need to coordinate development with utility providers to ensure timely planned extensions are consistent with the City's growth and development plans.

"CREATING QUALITY PLACES" DESIGN PRINCIPLES

The public input obtained during the charrettes and awareness walk stressed the need for creating and maintaining quality neighborhoods in Grandview. Additionally, the work of the citizen task groups affiliated with "Beyond 2000…A Vision for Grandview" supports a quality living

environment. The following is a list of strategies and principles designed to help create and maintain successful neighborhoods. Many of these principles have been well-documented and implemented throughout the country. Collectively implemented, they could have a significant long lasting positive impact on future Grandview development. The principles have been divided into four categories:

- Homes and Neighborhoods,
- Commercial Areas,
- Transportation, and;
- Public Places and Environmental Quality.

These principles encourage a variety of uses within an area including the mix of residential, office and commercial uses that compliment each other. This information and design principles were developed from a program entitled "Creating Quality Places" funded through a grant from the US Environmental Protection Agency and administered by the Mid America Regional Council (MARC). The program was facilitated by MARC using four committees representing a broad range of stakeholders including elected and appointed officials, professional planners, engineers, architects, developers, builders, citizen representatives and special interest groups.

Homes and Neighborhoods

Neighborhoods are the building blocks of a community. They are more than subdivisions, and are defined as much by the sense of community they create for their residents as by the structures, streets and amenities within their boundaries. Quality neighborhoods offer choices, provide residents with a sense of identity and connections, and encourage continuous renewal and reinvestment.

- Quality neighborhoods offer a choice of well designed and maintained housing types and sizes. This variety of housing choices within a community meets the needs of residents of different economic levels and age groups.
- Quality neighborhoods are linked to surrounding areas and, when possible, share commercial spaces and open space resources.
- Quality neighborhoods encourage actions to preserve, restore and reuse historic sites or structures; to conserve and restore environmental resources; to foster appropriate infill development; and to redevelop "brownfields."
- Quality neighborhoods have a distinct identity that helps define their boundaries and fosters pride and belonging among residents. The distinct features of a neighborhood include public spaces such as a square, a green or an important street intersection and public buildings such as a school, post office, library, community center, or transit stop.
- The streets of a quality neighborhood are pedestrian-friendly. They are laid out in an interconnected network and attractively landscaped to encourage walking. Streets give

residents, particularly youth and the elderly, choice and control in their mobility and easy access to important destinations from their residences.

- A variety of quality public green spaces are within easy access of residents in a neighborhood. Green spaces range from small playgrounds within easy walking distance from homes, to neighborhood parks, to community parks that can be shared by several neighborhoods.
- Quality neighborhoods offer the opportunity for residents to work and live within the neighborhood when the scale, character and functions of business settings are compatible with homes.

Commercial Areas

- A quality commercial area is achieved through attention to its design, mix of uses, scale, and the ways in which pedestrians, bicycles, public transit and motor vehicles are accommodated.
- Quality places include a variety of uses (e.g. retail stores, residences, civic buildings, and offices) that create multipurpose activity centers in neighborhoods and cities.
- The scale, character and function of a quality development are compatible and integrated with that of its surroundings while remaining flexible to accommodate the densities, mix of uses, and infrastructure that the market demands. Quality places are built to last with quality materials, are designed to allow for changing uses over time, and provide for shifting markets and consumer needs.
- Quality shopping areas, small or large, are designed to make the pedestrian feel comfortable and safe by providing wide sidewalks, storefronts that open to the street, shade and shelter and a sense of spatial enclosure. They are designed to facilitate employee and customer access on sidewalks, bicycle trails, transit services and roads.
- Quality shopping areas provide a variety of convenient parking choices consistent with the scale of the development and the location and the type of stores. Parking is divided into smaller components to the rear or side of the buildings, and landscaping and sidewalks provide for safe pedestrian movements. A quality place allows flexible parking arrangements such as on-street parking and shared parking to minimize an over-supply of parking.

Transportation and Public Places

Communities have a shared responsibility to design and maintain a quality public realm, including a balanced transportation system and public places. Improved access for residents, employees and customers; reduced congestion on major roadways; choice among modes of travel; and environmental protection are objectives of a balanced transportation system. Public places create identity for an area and foster a sense of community.

- A quality transportation system accommodates automobiles, public transit, public safety vehicles, freight, pedestrians and bicycles in a balanced way to maximize access and mobility and minimize congestion throughout the community.
- Quality local streets are an integral part of a larger network of routes designed to provide access to homes, shops and businesses, and to keep local traffic off major arterials and, conversely keep high-speed, through-traffic off local roads.
- The design of a quality local street encourages pedestrian and bicycle use through such features as continuous sidewalks and curbside tree planting as well as various traffic calming measures such as, landscaped medians that reduce apparent street width and street parking that protects pedestrians from moving traffic.
- A system of quality local streets complements the planning and development of a regional public transit network. Easy pedestrian access and a mix of uses are encouraged at existing and proposed transit stops to allow transit to become a viable alternative to the automobile. Private development and public places are designed to maximize opportunities for a regional transit network.
- Quality public spaces are provided in urban and suburban areas to encourage social interaction and to foster a distinct sense of place. These quality public places are memorable and reinforce the character of the community. They include amenities that provide comfort and relaxation in all seasons.

Environmental Quality

Because a clean and healthy environment is a critical element of a quality place, the design of quality places balances environmental, economic and social considerations.

- The design of quality places incorporates features and amenities that minimize environmental impacts on water quality caused by storm water runoff and erosion and on air quality caused by motor vehicle traffic.
- The design of buildings and properties maximizes the efficient use of environmental and economic resources by minimizing energy, water and material use.
- A quality place preserves major natural features in a neighborhood or a community (streams, slopes, wetlands, floodplains and natural habitats) as open space, and links those resources to public places by pedestrian and bike paths.

CITY OF GRANDVIEW FUTURE LAND USE PLAN MAP LEGEND

The "Future Land Use Plan" map is developed based on two separate sets of data and policy:

- Existing zoning for land areas within the corporate limits; and
- Future land use policy for undeveloped/underdeveloped areas.

FUTURE LAND USE MAP

The following legend addresses both:

Existing Zoning Districts and Future Land Use Policy for Undeveloped or Undeveloped Areas of Grandview:

Low Density Residential	Development/redevelopment at densities of 3.0 to 4.0 units per acre; served by municipal services as extensions of the Urban Service Areas. Zoning District: R-1
High Density Residential	Development/redevelopment at densities more than 4.0 units not to exceed 13.0 units per acre. Zoning Districts: R-2, R-3, R-4
Commercial	Development/redevelopment of retail business uses, including shopping centers and isolated retail establishments and offices. Zoning Districts: C-1, C-2, C-3, CS
Industrial (Light and Heavy)	Development/redevelopment of industrial assembly and warehousing, with limited manufacturing uses as defined in the zoning regulations. Intensive land uses for manufacture and assembly of goods associated with industrial activity, as defined in the zoning regulations, would be heavily buffered. Zoning District: I-1, I-2
Institutional / Office / Service	Development/redevelopment of institutional uses including government offices, libraries, churches and office uses such as general offices and medical offices Zoning District: OS
Parks and Recreation	Development/redevelopment of park land and active recreation by public and private groups for both current and future parks as needed. Zoning District: P-1

Mixed-Use	Developments/ redevelopments containing more than one type of land use or a single development of more than one building and use, where the different uses are in close proximity, and planned as a unified complementary whole. Developments are encouraged to be functionally integrated through the use of shared vehicular and pedestrian access and parking areas. Zoning District: PD

RESIDENTIAL DEVELOPMENT

The City's housing supply, condition and cost is a resource that must be maintained, improved and increased. **Table 8** shows residential development trends in Grandview 1990-2000. Two types of residential development will occur in Grandview in the future infill development/redevelopment and new construction.

Infill development/redevelopment is the building of a new residential structure(s) on a parcel(s) of land that is (are) already served by City utilities and other services and is surrounded by existing development. Conversely, new construction is defined as building new infrastructure (streets, sewer and water lines, etc.), and on vacant land on the edge of urban density development. The rate at which each of these types of developments occurs will depend greatly on market demand.

While infill development/redevelopment and new construction must each follow the development standards of the Zoning and Subdivision Ordinances, infill development/redevelopment takes advantage of existing infrastructure which, in turn, has more positive net impacts upon taxes because city utilities and services are already provided. Typically, infill and development/redevelopment cannot provide sufficient housing for a growing market by itself. Therefore, there is a certain demand for new construction, which is determined largely in the metropolitan market through numerous factors.

Although new construction does require infrastructure extensions (streets, sewer and water lines), such extensions also provide an opportunity to create livable new neighborhoods for the future. However, in order for these new developments to be successful and have a positive impact on the Grandview community, they will need to address such city-wide concerns as:

- vehicular and pedestrian connectivity insuring that residents of all ages can get from destination to destination;
- parks and open space to retain the City's high level of services with regard to parks facilities; and
- subdivision responsiveness to the market by providing the size and style of homes desired by Grandview's future residents.

The July 1998 "Southeast Grandview Residential Development Study" is referenced here as a source for guidance in developing the southeast portion of Grandview.

INSTITUTIONAL AND OFFICE DEVELOPMENT

To date, Grandview's office market has developed with predominately smaller professional offices and/or offices associated with manufacturing or industrial uses. While the Future Land Use Plan does not designate any new land areas for institutional or office uses, low rise offices are an excellent use in mixed-use developments.

Additionally, such offices can be used to buffer incompatible uses as a transitional land use in mixed-use developments. Specifically, two mixed uses areas are called out on the Future Land Use Plan Map which offer opportunities for new office developments.

COMMERCIAL DEVELOPMENT

The City of Grandview includes two distinctly different types and locations of older commercial development. **Table 20** shows nonresidential development trends in Grandview 1990-2000. Commercial development along the West Frontage Road includes a mixture of big box retail buildings (Truman Corners Shopping Center) as well as smaller "mom and pop" stores and local services dating back to the 1940s and 1950s. Conversely, Downtown offers several local retail, services and restaurants establishments. Each of these commercial areas are located within an overlay district providing development policies for these two specific commercial areas.

The above photos represent the two different types of commercial development in Grandview. Left side—older strip commercial along the west Frontage Road. Right side—big box commercial.

The Future Land Use Plan does indicate several areas where additional commercial uses would be appropriate in association with a mixed-use development. However, based upon the "Retail Market Assessment" in Chapter Two, it appears that Grandview currently could not support additional large scale retail development. Therefore, the City should focus on the redevelopment of existing vacant buildings and/or underutilized sites and structures.

INDUSTRIAL DEVELOPMENT

The presence of two sets of railroad tracks west of 71 Highway has created an excellent opportunity for industrial development. More than 150 large and small industrial businesses employing more than 5,300 persons have located in this area. As a result of this growth, truck traffic has significantly increased during the 1990s. The road network has not kept pace with the increased demand and, consequently, truck traffic has been routed through residential neighborhoods with related negative impact.

On the left is a photo of the residential area along 139th Street. This section of 139th Street is utilized by a significant amount of truck traffic as one of the few routes to 71 Highway. The photo on the right shows large areas of industrially zoned ground ready for development and awaiting improved truck routes to 71and 150 highways. As noted in the traffic recommendations section of this report, the completion of Botts Road from the Grandview City limits to 150 is imperative for the continued industrial growth in Grandview.

Based upon the Future Land Use Map and desired road improvements, the following should be high priorities for completion:

- Arrington Road…extension to Prospect.
- Blue Ridge Boulevard…railroad underpass.
- Botts Road…City portion of Botts Road and Kansas City portion to US150.
- 140th Street grade separation and westerly extension to Arrington Road.
- 5th Street…Main Street to 135th Street.

All of these improvements would improve industrial area access while lessening the negative effects trucks are having upon some West Grandview residential areas.

As indicated on the Future Land Use Map, there are areas of industrial use adjacent to low density residential areas. In order to address the issue of abutting incompatible uses, recommendations are provided regarding landscaping and buffer standards. By utilizing these buffers, industrial uses can be located adjacent to residential areas and be excellent neighbors.

The March 2000, "Industrial Land Needs, 2000-2009," is referenced here as a source for guidance in industrial development and redevelopment.

MIXED USE DEVELOPMENT

The City of Grandview currently does not have a true mixed-use development areas utilizing the integration of multiple land uses into a single cohesive development due, in part, to the relatively conservative private development projects common in Grandview since the late 1970s.

Taking into consideration existing development patterns, existing zoning, location of the parcel, and the existing road network, there are several areas within Grandview that lend themselves for mixed use developments. These areas include:

- the northeast corner of Harry Truman Drive and 71 Highway; and
- the northeast corner of 71 Highway and 150 Highway.

Both of these areas offer excellent road visibility and access for retail and/or office developments and the opportunity for a mixture of high and low density residential developments. The residential developments will provide a buffer for the existing low density residential development to the north and east. While recommendations are provided for mixed-use developments, compatibility between the proposed mixed uses and the existing residential uses can be obtained by employing landscaping and buffering as well as vehicular and pedestrian connections during the comprehensive site plan review process.

PARKS AND RECREATION

The park system is one of the most visible measures of the quality of life in a community. Parks and recreational facilities provide opportunities for exercise and relaxation as well as a visual and psychic break from the routine of daily life. Parks and parkways also create open space, which helps implement the beautification objectives of the City. Benchmarks or standards are applied to identify existing deficiencies and/or surplus of facilities available to the Grandview community.

In order to determine the deficiencies and surpluses of existing parks and facilities within the City, the minimum standards for recreational activities set forth by the National Recreation and Parks Association (NRPA) are used. These standards act as a benchmark to compare Grandview's population to the facilities provided. It is important to note that the NRPA standards are just that, a benchmark, and comparisons with this benchmark should be made in the context of each individual community and its specific nature and makeup.

The NRPA standards and the City of Grandview's "Master Park Plan" were utilized in the development of this Parks and Recreation section. The "Master Park Plan" adopted by Grandview in 1992 and revised in 1995, offers detailed information about facilities provided at each park. Additionally, the Plan provides information regarding cost estimates for desired improvements on a park by park basis. Copies of the "Master Park Plan" are available at Grandview City Hall.

The first step in analyzing the adequacy of the City park system is to review the type, size and location of existing parkland. Different types of parks serve different functions and each type has its own requirement for size, location and equipment. The following section of the Comprehensive Plan describes the NRPA park classification scheme, classifies Grandview park facilities and offers policy recommendations consistent with the community's goals and objectives.

Park Classifications

The National Recreation and Park Association (NRPA) has developed classification guidelines for parkland based on the service areas and functions of the park or parkway. The categories identified include:

- Mini Park;
- Neighborhood Park/playground;
- Community Park;
- Regional or Metropolitan Park;
- Regional Park Reserve
- Linear Park;
- Special Use Area; and
- Conservancy.

The park facilities provided by the City will be reviewed within the context of the NRPA classification guidelines detailed in Table 21.

Table 21: Parks and Open Space Guidelines

Park Category	Function	Service Area	Desirable Size	Acres / 1,000 Pop.	Desirable Site Characteristics
Mini-Park	Specialized facilities that serve a concentrated or limited population; or specific group such as tots or senior citizens.	Less than ¼-mile radius.	1 acre or less	0.25 to 0.5 acres	Within neighborhoods and in close proximity to apartment complexes, townhouse developments or housing for the elderly.
Neighborhood Park/Playground	Area for intense recreational activities, such as field games, court games, crafts playground apparatus area, skating, picnicking, wading pools, etc.	¼ to ½-mile radius to serve a population up to 5,000, such as in a neighborhood.	5-15 acres	1.0 to 2.0 acres	Suited for intense development. Easily accessible to neighborhood population, geographically centered with safe walking and bike access. May be developed as a school-park facility.
Community Park	Area of diverse environmental qualities. May include areas suited for intense recreational facilities, such as athletic complexes or large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon site suitability and community need.	Several neigh-borhoods. 1 to 2 mile radius	25+ acres	5.0 to 8.0 acres	May include natural features, such as water bodies and areas suited for intense development. Easily accessible to the community served.
Regional/Metro-politan Park	Area of natural or ornamental qualities for outdoor recreation, such as picnicking, boating, fishing, swimming, camping and trail uses; may include play areas.	Communities within 1 hour driving time.	200+ acres	12.0 to 18.0 acres	Contiguous to or encompassing natural resources.

Park Category	Function	Service Area	Desirable Size	Acres / 1,000 Pop.	Desirable Site Characteristics
Regional Park Reserve	Area of natural qualities for nature-oriented outdoor recreation, such as viewing, and studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping and trail uses. May include active play areas. Generally, 80% of the land is reserved for conservation and natural resource management, with less than 20% used for recreation development.	Communities within 1 hour driving time.	1,000+ acres; sufficient area to encompass the resource to be preserved and managed.	Variable	Diverse or unique natural resources, such as lakes, streams, marshes, flora, fauna, topography.
Linear Park	Area developed for one or more varying modes of recreational travel, such as hiking, biking, horseback riding, cross-country skiing, canoeing and pleasure driving. May include active play areas and can link one or more of the above categories of parks.	No applicable standard.	Sufficient width to protect the resource and provide maximum use.	Variable	Built or natural corridors, such as utility rights-of-way, bluff liens, vegetation patterns, and roads that link other components of the recreation system or community facilities, such as school, libraries, commercial areas, and other park areas.
Special Use	Areas for specialized or single purpose recreational activities, such as golf courses, nature centers, marinas, zoos, conservatories, arboreta, display gardens, arenas, outdoor theaters, gun ranges, or downhill ski areas, or areas that preserve, maintain, and interpret buildings, sites, and objects of archeological significance. Also plazas or squares in or near commercial centers, boulevards, parkways.	No applicable standard	Sufficient size to protect the resource and provide maximum use.	Variable depending on desired size.	Accessible to communities and/or tourists and tourist amenities.
Conservancy	Protection and management of the natural/cultural environment with recreation use as a secondary objective.	No applicable standard.	Sufficient to protect the resource.	Variable	Variable, depending on the resource being protected.

Source: National Recreation and Park Association, Colorado Springs, Colorado

Park Facilities

Mini Parks. Mini parks are small parks that serve a concentrated or limited population or specific groups with a site of 1 acre or less. Based upon location and the facilities provided, the following parks serve as mini parks for the City of Grandview:

- Bobcat Park (0.25 acres)
- Little Corner Park (0.40 acres)
- Terrace Park (1.0 acres)

Neighborhood Parks. A neighborhood park provides both active and passive recreation for all participants from an ideal site of 5-15 acres. The intent is to serve an area or neighborhood with a population up to 5,000 persons within a ¼ to ½ mile radius. Ideally, neighborhood parks should provide a wide range of recreational opportunities, including ball diamonds, hard-surfaced courts (i.e. tennis, basketball), volleyball, play areas and other such facilities. Not all of the park, however, must be fully developed. Part may be left as a natural area where patrons are free to use their imaginations in pursuit of passive recreational activities. Provisions should be made for older citizens as well as physically or mentally disabled users. Grandview's neighborhood parks include;

- Belvidere Park (5 acres)
- Freedom Park (3 acres)
- Grandview Ball Park (17 acres)
- Mapleview Park (11 acres)
- River Oaks South Park (6 acres)
- Southview Park (20 acres)
- Valley Park

Community Parks. A community park serves several neighborhoods with a 1 to 2 miles service radius and is usually an area with diverse environmental qualities that may include areas suited for intense recreational facilities, such as athletic complexes. The area may also have a natural quality suitable for outdoor recreation activities such as walking. A community park provides separated facilities for quiet and active play areas for use by all age groups. All-day usage, planned recreational programs of competitive sports, passive entertainment, large group gatherings, and individual usage are characteristics of community parks. Typical facilities include lighted and unlighted ball diamonds, lighted tennis courts, comfort stations, swimming pools, areas for lawn games, multi-purpose areas, wooded areas, shelter houses for picnicking with adjoining space for play apparatus for preschool children, and open areas of natural landscape away from city noises and traffic hazards. Other facilities often included are arboretums and flower gardens, bicycling and hiking trails, band shells and/or out-door theaters and zoos.

A minimum of twenty-five (25) acres should be provided in a community park. In order to determine the appropriate size for a community park, five to eight acres of parkland should be provided for each 1,000 population. Grandview's community parks include:

- John Anderson Park (37 acres)
- Meadowmere Park (47 acres)
- Shalimar Park (35 acres)

Regional/Metropolitan Park. A regional or metropolitan park is an area with natural or ornamental qualities for outdoor recreation, usually serving communities within one hour driving time. Such parks may include sports facilities or play areas. Regional parks near Grandview include:

- Longview Lake Park;
- Blue Springs Reservoir;
- Lake Jacomo; and
- James A. Reed Conservation Wildlife Area.

Linear Park. Linear parks are areas developed for one or more varying modes of recreational travel, such as hiking, biking, horseback riding, cross-country skiing, canoeing and pleasure driving. These areas may include active play areas and can link one ore more of the above categories of parks. Currently, Grandview has only a minimal amount of developed trail, which connects Meadowmere Park with the Longview Lake Park Trail System However, there are plans to connect future trails via the Little Blue Sewer line and the Metro Green Trail Line to the existing Little Blue River Trail at Longview Lake Park.

Park Recommendations

Based on the service areas and the number of facilities currently provided to the Grandview community, it appears that the City is fairly well served. If residential development continues in the southeastern portion of the City, there may be additional demand for parks and open space in that area.

The Future Land Use Plan Map projects additional residential development to the north and south of Highway 150 and east of Payars Road, suggesting additional park locations to include:

- Additional mini park and/or neighborhood park in this area;
- Additional linear parks to provide connections with the Longview Lake trail network; and
- Continue to renovate and improve existing facilities based upon the goals of the Grandview "Master Park Plan"

Due to the existing high level of park services, these recommendations will become more important to maintaining this excellent level of service if significant residential development does occur. While it may be difficult to connect the existing park facilities with linear parks or hike/bike trails, new parks associated with residential developments offers an excellent opportunity to provide linkages between both park facilities and their adjoining neighborhoods. These trails will create efficient and safe corridors for active and passive recreation and enjoyment of the Grandview "sense of place;" as well as links to other parks for bicycle and pedestrian traffic.

Finally, the successful public vote on a ½ cent sales tax effective April 2002 will provide for a new community center at Byars Road, north of Meadowmere Park.

OVERLAY DISTRICTS

The purpose of overlay districts is to define areas which need specific policies and implementation strategies to accomplish desired outcomes. Based upon the amount of projected urban development and limited amount of vacant or underdeveloped real estate in Grandview the overall goal should be to adopt policies for compatible and cost-effective infill development and redevelopment.

Action steps to fulfilling the policies and implementation strategies of the overlay district include:

- Adoption of the Comprehensive Plan;
- Zoning Ordinance Amendments;
- Subdivision Ordinance Amendments; and
- Implementation through financing options and community organization.

Overlay District 1: Residential Overlay District

The purpose of this overlay district is to preserve an area for of high-end, residential development meeting market demands.

Policy:

- Increase the range of housing options within the City of Grandview, by offering high-end housing and additional move up options.
- Restrict access onto U.S. 150 Highway. Utilize Byars Road and Kelly Road as north/south access points to potential subdivisions.
- Adopt a Capital Improvement Plan as a guide for infrastructure improvements to this area of Grandview.

Overlay District 2: Industrial Overlay District

The purpose of this overlay district is to strengthen existing industrial businesses and to foster new industrial business development in this area of Grandview.

.

Policy:

- Buffer residential properties from industrial uses.
- Adopt Capital Improvement Plans as a guide for road and other public improvements.
- Limit residential development in the district.

Overlay District 3: Commercial Redevelopment and Infill Overlay District

The purpose of this overlay district is to foster appropriate commercial infill development/redevelopment, restrict inappropriate development and foster reuse/redevelopment of underutilized real estate.

Policy:

- Adopt policy for acquisition and clearance of dilapidated commercial property.
- Help relocate businesses from approved redevelopment areas.
- Foster reuse of inappropriate land uses i.e. tattoo parlors, automotive repair and used car lots and develop standards and designate areas where such uses would be permitted.
- Enhance infrastructure and linkages (sidewalks and road connectivity)

Overlay District 4: Downtown Overlay District

The purpose of the overlay district is to foster appropriate infill development, restrict inappropriate development and foster reuse/redevelopment of underutilized real estate while protecting the historic aspects of Downtown Grandview.

Policy:

- Foster public-private partnership for infill development (e.g. Parking).
- Partner with the private sector to implement financing strategies.