

## CHAPTER SEVEN– IMPLEMENTATION STRATEGIES

### INTRODUCTION

In order for the Grandview Comprehensive Plan to be successful, the Plan must be implemented. **Chapter 4**, Goals, Objectives and Polices, and **Appendix D** summarize what the Board of Aldermen, Planning Commission and residents of Grandview feel are the most important issues facing Grandview in the next 20 years. **Chapter 7** presents implementation strategies based upon the goals, objectives and polices as well as policies in **Chapter 5**, Future Land Use and **Chapter 6**, Major Thoroughfare Plan. Design guidelines in **Appendix C** provide details for implementing the zoning regulations according to zoning Overlay Districts for residential, industrial, commercial and Downtown development.

The Kansas City Metropolitan Statistical Area (MSA) had moderate growth during the 1990s. It is anticipated that both Grandview and the Kansas City MSA will perform similarly during the planning period. In order for Grandview to attract a greater share of the MSA projected growth, the City and the Chamber of Commerce have concluded that they will need to be aggressive in marketing the community to businesses and potential residents.

Although the population projections are modest, history has shown that the demand for land tends to increase at a greater rate than populations. Stores have become larger necessitating larger parking lot. For example, a store that occupied two acres in the inner city may occupy five acres on the edge of the city. This trend will likely continue in the future.

### FUTURE LAND USE IMPLEMENTATION

#### Zoning

The primary means of implementing the Future Land Use Map is the zoning ordinance. Over time, the City should seek to achieve consistency between the Zoning District Map and Future Land Use Map and between the Zoning Districts and the Future Land Use Categories. In this Plan, several methods are proposed for accomplishing this:

- Proactive rezonings on the part of the City;
- Creation and adoption of “overlay” regulations for specific areas;
- Development-specific Planned Unit Development or Conditional Use proposals; and
- Landowner proposed rezonings.

#### Proactive Rezoning

In several planning districts, proactive rezonings are recommended. In most instances, these are areas where the current zoning is inconsistent with actual existing uses. Examples of this include

areas along U.S. 71 Highway where “over zoning” has created excess commercial space. Applying overlay district standards and amending zoning in certain areas will help allay problems with land use incompatibility, traffic conflicts and code violations. To bring about stability and encourage additional homeownership and homeowner investment, proactive zoning by the City should be considered on an area-wide basis for upscale, higher-density residential land uses.

### **Overlay Districts**

In several areas, overlay regulations are recommended. Most of these areas are in commercial districts where the overlay provisions would address unique use, signage, landscaping, setbacks, buffering, parking and, possibly, architectural design requirements to preserve and enhance the character of the areas. Once these are in place, the higher intensity uses shown on the Future Land Use Map should be implemented with a proactive increase in the intensity of underlying zone. Prior to adoption of the overlay districts, however, increases in intensity should take place only on a development-specific basis either through the Planned Unit Development or Conditional Use processes to best meet the objectives of the particular area.

### **Development-Specific Rezonings**

In some of the planning districts, significant land use/zoning changes are recommended that would greatly increase the density/intensity of development. Most of these are in “transitional” areas where changes in surrounding development have created isolated pockets of incompatible and/or marginal uses. However, an inappropriate conversion of these uses to a higher density/intensity would have an even greater negative impact on the surrounding area. Since most of these areas aren’t large enough to support unique overlay standards, the best means of achieving the proposed land uses is through development-specific Planned Unit Developments and Conditional Uses.

### **Landowner Proposed Rezonings**

One of the difficulties currently facing the City in managing the quality and compatibility of development is an incomplete set of zoning and development regulations. Because the current Zoning Ordinance contains very few “performance” standards (such as screening, buffering, landscaping, building mass and scale, building orientation, etc.), the City has been greatly reluctant to rezone properties, including lowering the intensity/density, without the benefit of a specific plan. A strong recommendation of this Plan is to adopt a more modern code that includes a range of performance standards that help to differentiate the zoning districts as much by character, look and feel as by use. With such a code in place, the City should have more security and assurance of the ultimate development potential of sites within each of the zoning districts. Accordingly, “straight” rezoning applications should be much easier to evaluate and, where found consistent with this Plan, approve.

## Development Review

The Future Land Use Plan has been designed for use in evaluating proposed development projects in addition to guiding the general growth and development of the City. Accordingly, the new “*Procedures Manual*” has been drafted consistent with the Plan objectives to require that they be part of the criteria for evaluating and deciding all significant development applications, such as zoning map amendments, Zoning Ordinance text changes, subdivisions, planned developments and conditional uses.

In determining consistency, the various portions of this Comprehensive Plan must be considered individually so that the Plan can be interpreted and applied in its totality, including:

- the Goals, Objectives, and Policies chapter;
- the recommendations of the Major Thoroughfare Plan chapter;
- the Future Land Use chapter;
- the Future Land Use map;
- the implementation strategies of this chapter and applicable corridor plans; and
- Appendix C, “Planning Guidelines.”

No one portion of the Plan can be considered in isolation from the rest of the document. Although the Future Land Use Map and Opportunity Areas section of this chapter provide detailed recommendations for the future development of areas and parcels, these must be implemented using the strategies contained in the following sections of this chapter:

- Business Development and Retention;
- Transportation System Maintenance and Enhancement
- Housing Development, Neighborhood Stabilization and Preservation;
- Provision of Public Services and Utilities to Meet Current and Future Needs;
- Creating Quality Place; and
- Utilization and Preservation of Natural Resources.

Further, developers and property owners are strongly encouraged to become familiar with the entire Plan and incorporate the applicable recommendations and guidelines into their projects. The recommendations and guidelines include:

- Neighborhood Strategies;
- Community Design Considerations;
- Retail Market Expansions Strategies; and
- Capital Facilitates Planning (**Appendix B**).

Where provisions of the Plan appear to conflict or are unclear, guidance should be sought from the City Community Development Department and Planning Commission. As such interpretations are made, the City should document them and make them available to future applicants and the general public in an effort to maintain consistency.

**Plan Amendments**

The Planning Commission is vested with the authority to review the Comprehensive Plan annually and, following a public hearing, report to the Board of Aldermen and include proposed changes to the Plan. The Planning Commission should also hold a hearing from time to time as initiated by the City in response to changes in development demands and recommend changes to the Board of Aldermen.

**IMPLEMENTATION STRATEGIES**

The following strategies will help implement the goals, objectives and policies of the Plan, including the *Beyond 2000 – a Vision For Grandview* report of the Citizens’ Task Force (**Ref. Appendix D**).

**Business Development and Retention**

The following strategies will help implement the goals, objectives and policies associated with business growth and retention in Grandview.

Strategy: Establish a T.I.F. District covering downtown. (underway)

Strategy: Adopt a formal Capital Improvements Program. (**Appendix B**)

Strategy: Follow and implement the new design guidelines presented in the Comprehensive Plan.

Strategy: Create a Downtown Business group to oversee the future development of downtown.

Strategy: Adopt recommended Zoning Ordinance text amendments.

**Transportation System Maintenance and Enhancement**

The following strategies will help implement the goals, objectives and policies associated with Grandview’s Transportation network.

*Strategy:* Adopt a formal Capital Improvement Program (**Appendix B**)

*Strategy:* Realign Arrington Road as indicated on the Major Thoroughfare Plan Map.

- Strategy: Connect 140<sup>th</sup> Street extension to the realigned Arrington Road.
- Strategy: Widen 5<sup>th</sup> Street, E. 135<sup>th</sup> Street and E. 139<sup>th</sup> Street.
- Strategy: Reconstruct Botts Road from E. 139<sup>th</sup> Street to the south City Limits and through. Kansas City to MO 150.
- Strategy: Realign the intersection of 2<sup>nd</sup> Street and 3<sup>rd</sup> Street at Duck Road.
- Strategy: Construct the remaining portion of Harry Truman Drive.
- Strategy: Implement the West Frontage Road Enhancements
- Strategy: Construct an overpass with the proposed 140<sup>th</sup> Street extension.
- Strategy: Complete the extension of Byars Road to County Line Road.
- Strategy: Blue Ridge Boulevard underpass reconstruction.
- Strategy: Require hike/bike trail paths connecting to existing or proposed trails when new subdivisions are proposed.

### Housing Development, Neighborhood Stabilization and Preservation

The following strategies will help implement the goals, objectives and policies associated with housing development, neighborhood stabilization and Preservation within Grandview.

- Strategy: Require sidewalks along with hike/bike trails with proposed subdivisions.
- Strategy: Implement a curbside pick up program for residential properties to augment, not replace, existing spring and fall “you haul/you pay” program.
- Strategy: Program into the CIP funding for curbs, gutters and sidewalks where they do not exist now (**Appendix B**).
- Strategy: Allocate funds for additional street sweeping.
- Strategy: Adopt recommended Zoning Ordinance text amendments.

**Provision of Public Services and Utilities to Meet Current and Future Needs.**

The following strategies will help implement the goals, objectives and policies associated with the provision of public services and utilities to meet current and future needs.

Strategy: Program into the CIP funds to provide the needed maintenance and improvements to Grandview’s park system (**Appendix B**).

Strategy: Program into the CIP funds for the construction of the needed and desired utility improvements to industrial areas and residential districts to the southeast (**Appendix B**).

**Creating Quality Places**

The following strategies will help implement the goals, objectives and policies associated with creating quality places.

Strategy: Adopt the MARC “*Quality Places Guidelines*” as standards in the Zoning Ordinance.

Strategy: Expand signage along 71 Highway to direct travelers to Grandview retail and downtown areas.

Strategy: Adopt recommended Zoning Ordinance text amendments.

**Utilization and Preservation of Natural Resources**

The following strategies will help implement the goals, objectives and policies associated with the utilization and preservation of natural resources.

Strategy: Enforce new erosion control standards with regard to all new development.

Strategy: Follow principles of sustainable development. Such development promotes the long-term conservation of natural resources. In 1987, the Brundtland Commission was created by the United Nations to address these environmental issues. Sustainable development was defined by the Commission as, “development which meets the needs of the present without compromising the ability of future generations to meet their own needs.” The City and private sector should promote the concept of

sustainable development to meet the goals of this Plan by implementing the following strategies:

- Conserve natural resources by minimizing the consumption of land (through compact development, for example) and maintaining and restoring existing environmental attributes of development sites;
- Develop sites and design buildings to reduce the consumption of energy and nonrenewable materials and the production of waste, toxic emissions, and pollution;
- Use existing and renewable urban resources such as underused buildings and sites, infrastructure systems already in place, and historic neighborhoods and structures;
- Design developments to enhance a community's sense of place, livability, and social and economic interaction;
- Choose and design development sites in ways that increase access to jobs, affordable housing, transportation choices, and recreational facilities; and
- Create developments that expand the diversity, synergism and use of renewable resources in the operation and output of local economic activities.

## OVERLAY DISTRICTS

### Overlay District 1: Residential Overlay District

The purpose of the overlay district is to preserve an area for the promotion of high-end, residential development that is responsive to market demand.

To accomplish this goal several action steps will need to be followed.

#### *Zoning:*

- Establish minimum and maximum lot sizes.
- Establish compatible lot sizes within subdivisions.

#### *Subdivision Regulations:*

- Require pedestrian hike/bike trails easements to connect subdivisions to adjacent City and park facilities, such as the Longview Lake trail system and the Grandview Community Center planned for 2003. The City should provide trail or bike paths connecting the Center to adjacent neighborhoods.

Specific recommended changes to the Subdivision Regulations include;

1. Amend the subdivision regulations repealing Section 27-3(1), which grants an exemption to the subdivision regulations for parcels of 10 acres or more. **OR**
2. Amend Section 27-3(1) increasing the minimum lot size to 20 acres for exemptions or allow 10 acre tracts or larger with the stipulation that a secondary preliminary plat be concurrently filed and approved (double plat) indicating how the lot can be resubdivided at an urban density with city sewer and water connections.
3. Restrict flag lots by establishing a minimum lot width of 660 feet.

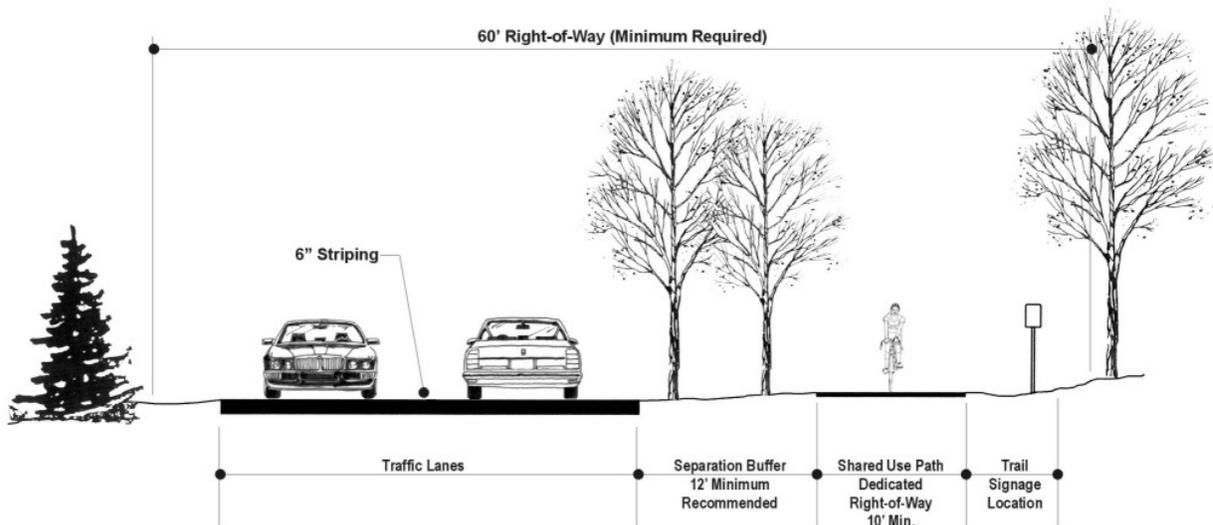
*Implementation:*

Financing:

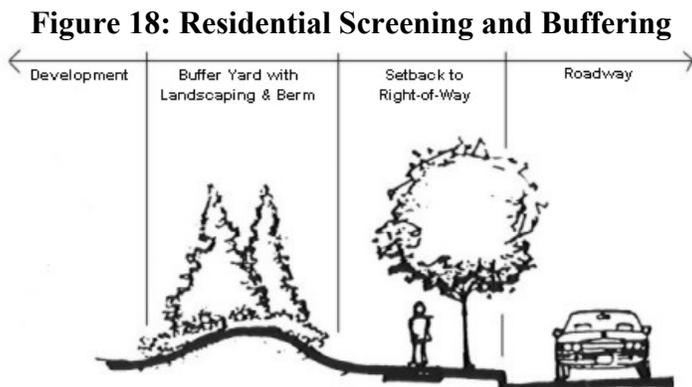
- Neighborhood Improvement District (NID)

*Residential Design Graphics:* The following graphics and renderings provide a visual description of the guidelines provided in **Appendix C**, specifically regarding bike path design, proper buffering new residential developments adjacent to roadways and appropriate commercial site layout and subdivision entrance monuments.

**Figure 17: Typical Roadway With Dedicated Shared Use Path Right-of-Way**

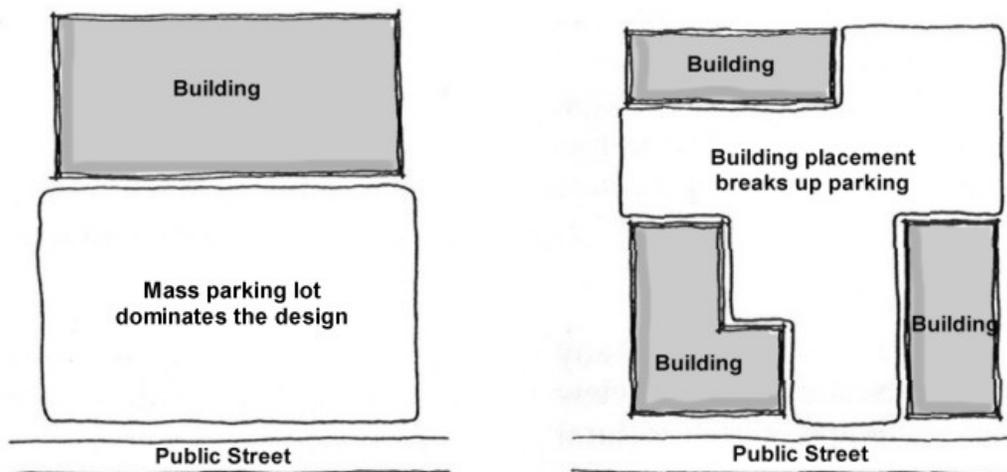


*The residential overlay district recommends the continuation of hike/bike trails connecting existing paths with future subdivisions. The above diagram represents an appropriate method to integrate hike/bike paths adjacent to thoroughfares.*



*With the residential overlay district being adjacent to M 150 Highway, appropriate buffers will be needed to screen the roadway and noise. The above sketch presents one method to accomplish the desired goal.*

**Figure 19: Building and Parking Lot Design**



*Along the M 150 Highway corridor there are several areas with potential for commercial development. These areas may abut residential developments. Screening and buffering will be key to integrating commercial uses into the community. Building layout is important to good site design. Above are two potential designs. The second presents a layout breaking up the large parking lot. It is recommended.*

Figure 20: Identification Signs



*Identification signs are another key aspect with quality development. Future residential and developments within the 150 Highway corridor are recommended to utilize a subdivision monument sign or commercial monument sign. The above photos are representative of appropriate size and design.*

### Overlay District 2: Industrial Overlay District

The purpose of this overlay district is to enhance the industrial areas businesses and foster new industrial business development in this overlay district area.

To accomplish this goal several action steps will need to be followed.

#### *Zoning:*

- Limit residential development in industrial areas.
- Improve buffering and landscaping requirements.

#### *Subdivision Regulations:*

- Limit curb cuts onto Arlington Road

#### *Implementation:*

##### Financing:

- Private Funds
- Industrial Development Bonds
- Tax Increment Financing
- State and Federal Funds
- Chapters 100 and 353 of Missouri statutes
- Sales taxes for transportation and capital improvement purposes.

*Design Guidelines:*

- Minimize curb cuts and median breaks by requiring adjacent industrial uses to design internal connections between parking lots to minimize street traffic and curb cuts.
- Lighting for industrial parking lots should be low glare and designed so as not to shine directly into adjacent residential areas.
- Industrial land uses should follow the recommended guidelines in **Appendix C**: “Site Plan and Building Design Guidelines.”
- The following photos provide a visual perspective of the guidelines in **Appendix C** (these photos are also relevant to commercial developments)

***Recommended***

The design creates visual interest through the use of varying roof planes, materials, window and the entrance design. The facade is broken up with projections and landscaping.



***Recommended***

The use of different roof planes and textures create visual interest.

Although overhead doors are used, they are designed as an integral part of the overall design.



### ***Recommended***

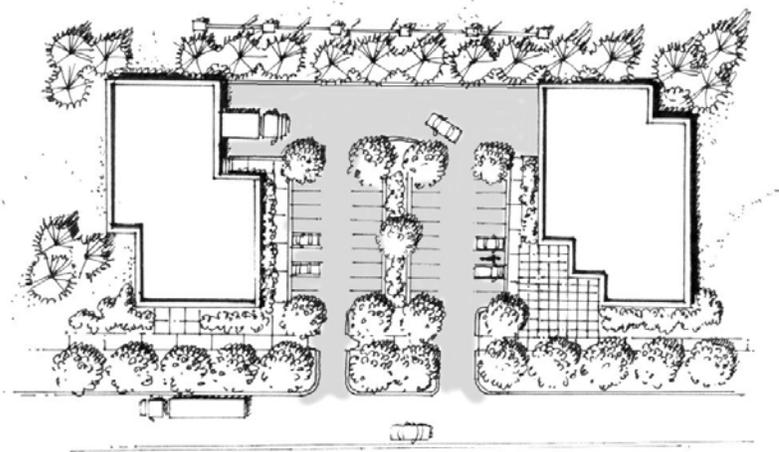
The main entrance is the focus of the building. Contrasting colors and high-quality materials create visual interest.



### ***Recommended***

Parking is designed to be shared by both sites. This layout maximizes usable space and provides additional circulation.

The building on the left incorporates a recession in the facade to screen loading. The building on the right uses a variation in materials and recession to create focus at the main entrance.



### ***Not Recommended***

The building coloring does not enhance the building design and calls excessive attention to the building. The front entrance is not designed as a focal point to the building. Loading has been poorly incorporated into the overall design.



***Not Recommended***

The building design is monotonous and has no focus. Little consideration has been given to creating visual interest.



**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 land.

To accomplish this goal, several action steps will need to be followed.

*Zoning:*

- Evaluate the need to develop design standards for commercial uses within the district.
- Amend zoning use tables to implement strategies.
- Amend zoning procedures to accomplish goals.

*Subdivision Regulations:*

- Adopt the requirements of the Missouri Department of Transportation Access Management Manual.
- Continue to promote shared access along the West Frontage Road.

*Implementation:*

*Financing:*

- Neighborhood Improvement District (NID)
- CDBG: Neighborhood Development
- Private Funds
- Tax Increment Financing
- Sales Taxes for Transportation and Capital Improvements

*Design Guidelines:* Linking developments with common and consistent design patterns promotes coordinated commercial development.

- Require all commercial development to be pedestrian-oriented with clearly identified walk-ways between parking lots and buildings.

# THE CITY OF GRANDVIEW, MISSOURI – COMPREHENSIVE PLAN

## Chapter Seven– Implementation Strategies

- All commercial development adjacent to residentially zoned property shall require substantial vegetation buffering and screening.
- All parking lots shall be planted with street landscaping as well as appropriate number of shade trees (one tree for every five parking spaces).
- Require commercial developers to maintain trees and plants they have installed with the use of an irrigation system.
- All building primary entrances shall front on the major thoroughfare in the overlay district area.
- Commercial land uses should follow the recommended guidelines in **Appendix C**: “Strip Commercial Design Guidelines.”
- The following photos provide a visual perspective of the guidelines in **Appendix C** (these photos are also relevant to industrial developments)

### *Recommended*

Aboveground utilities are screened from view and incorporated into the site design with landscaping.



### *Recommended*

The parking and loading areas are screened by the use of berms and landscaping.



***Recommended***

Parking is oriented away from the street to the interior of the lot. Landscaping is used to further minimize the visual impact of parking.



***Recommended***

Parking is screened from view of the street and surrounding development with the use landscaping.



***Not Recommended***

Trash and dumpsters are not enclosed and detract from the site design creating a negative visual impact on surrounding development.



### *Not Recommended*

Outdoor storage of raw materials is screened for security purposes only and has a negative visual impact on development. Outdoor storage must be enclosed.



### **Overlay District 4: Downtown Overlay District**

The purpose of this 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.

To accomplish this goal several action steps will need to be followed.

#### *Zoning:*

- Develop and adopt historic district zoning standards
- Evaluate existing on-street and off-street parking available and existing and possible future parking demands.
- Evaluate methods to meet the needs of the current Downtown merchants.
- Apply the Downtown development guidelines in **Appendix C**.

#### *Subdivision Regulations:*

- Evaluate the use of reduced street width to provide additional on-street parking.

#### *Implementation:*

##### Financing:

- Private Funds
- Neighborhood Improvement District (NID)
- Transportation Development District (TDD)
- CDBG: Downtown Revitalization
- Main Street Program
- Tax Increment Financing
- Sales Taxes for Transportation and Capital Improvements

*Downtown Design Guidelines:* Create good urban design in the Downtown district by linking developments with common and consistent design patterns to promote orderly commercial development.

- Exterior Masonry Walls: Masonry walls create unique architecture that is not found in modern shopping centers. If these exterior walls are maintained and preserved, they help create a sense of identity for Downtown Grandview.
  - Existing walls should be tuckpointed, all new mortar should match existing mortar color. Only one mortar color is allowed on each façade.
  - Original ornamentation should be retained.
  - Masonry walls should not be covered with any siding material.
  
- Storefronts and Windows: Storefronts and windows help identify not only the goods and services provided at a particular location, but also provide a distinction between commercial and residential buildings. The use of the following guidelines allows for identification of businesses as well as provide natural light.
  - Existing wood storefronts should be repaired to their original design.
  - If new construction occurs, the original design shall be followed if known.
  - Storefronts shall be properly maintained and painted.
  - Tinted/reflective glass, plexi-glass and reflective film should not be prohibited in the Downtown area. Glass block should only be permitted when it was utilized within the original design.
  
- Doors: Doors provide the first impression for the public. Modest restoration may increase the amount of pedestrian traffic entering any given retail facility. To minimize the clutter on a beautiful door, only a business name and address should be located on the door.
  - Original wood doors should be removed, restored and replaced. Any new doors should follow the original design.
  - Solid metal core doors should be prohibited.
  - Screen and storm doors should be prohibited on all commercial facilities, unless one was utilized with the original design of the structure.
  
- Lighting: Lighting on the front of a structure should not only light a sign and provide safety, but rather accent entries and detail features.
  - Lights should be located in unobtrusive locations and not detract from the beauty of the building.

- All conduit should be concealed.
- Wall signs should be lit with an external source.
- Awnings: Awnings provide patrons with protection from the elements, identify businesses and serve as a unifying theme or element in the Downtown District. While awnings are not required, if utilized, the following design criteria should be followed.
  - Awnings shall have a trapezoidal profile with closed ends.
  - Facades with multiple tenants or entrances shall incorporate individual awnings per tenant or entrance.
  - Multiple storefront buildings require same size and style and color of awning.

*Downtown Design Graphics:* The following graphics help provide a visual guide to good urban design in the Downtown district with regard to front and rear façade treatments, pedestrian linkages and public spaces.



*Examples of inappropriate renovation including covering original facade with aluminum siding, boarding up of windows, inappropriate signage etc.*



*Restoration of original facade with awnings and landscape restore character to the streetscape.*

***Recommended***

The rear façade portrays many of the similar elements as the front façade such as windows and ornate elements.



***Not Recommended***

The rear façade has closed in window opening and is not aesthetically pleasing to surrounding areas.



***Not Recommended***

Trash and dumpsters are not enclosed and detract from the site design creating a negative visual impact on surrounding development.



***Recommended***

Outdoor storage is screened creating not only an aesthetically pleasing view but also a secure area for materials.



**Not Recommended**

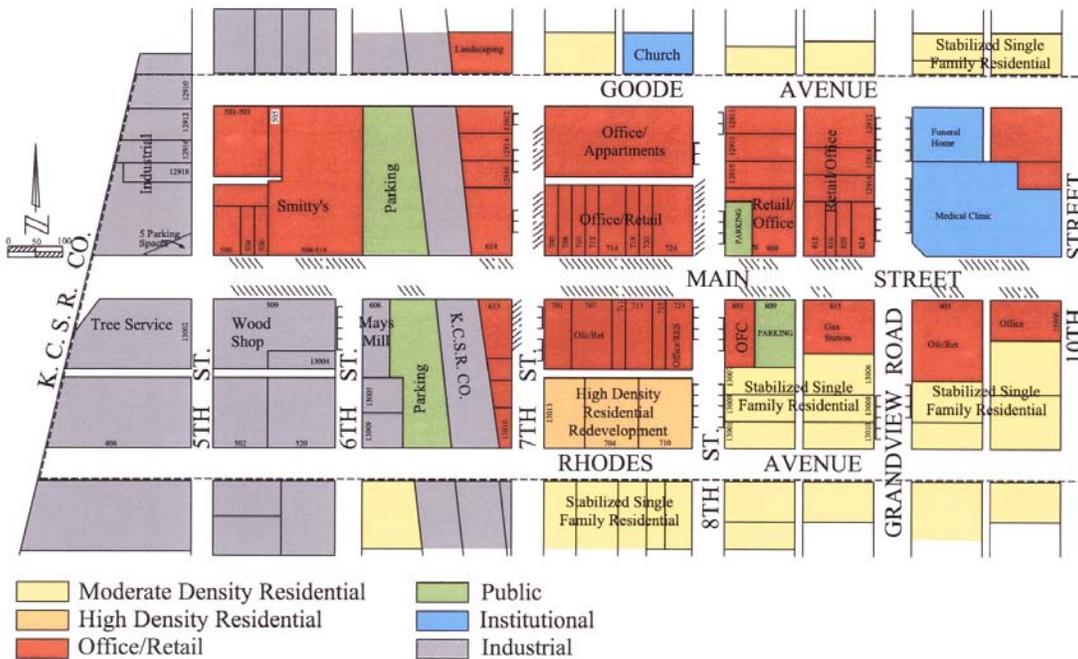
In this case the outdoor storage area is not only visible but not secure either.



**Figure 21: Existing and Future Downtown Land Use**

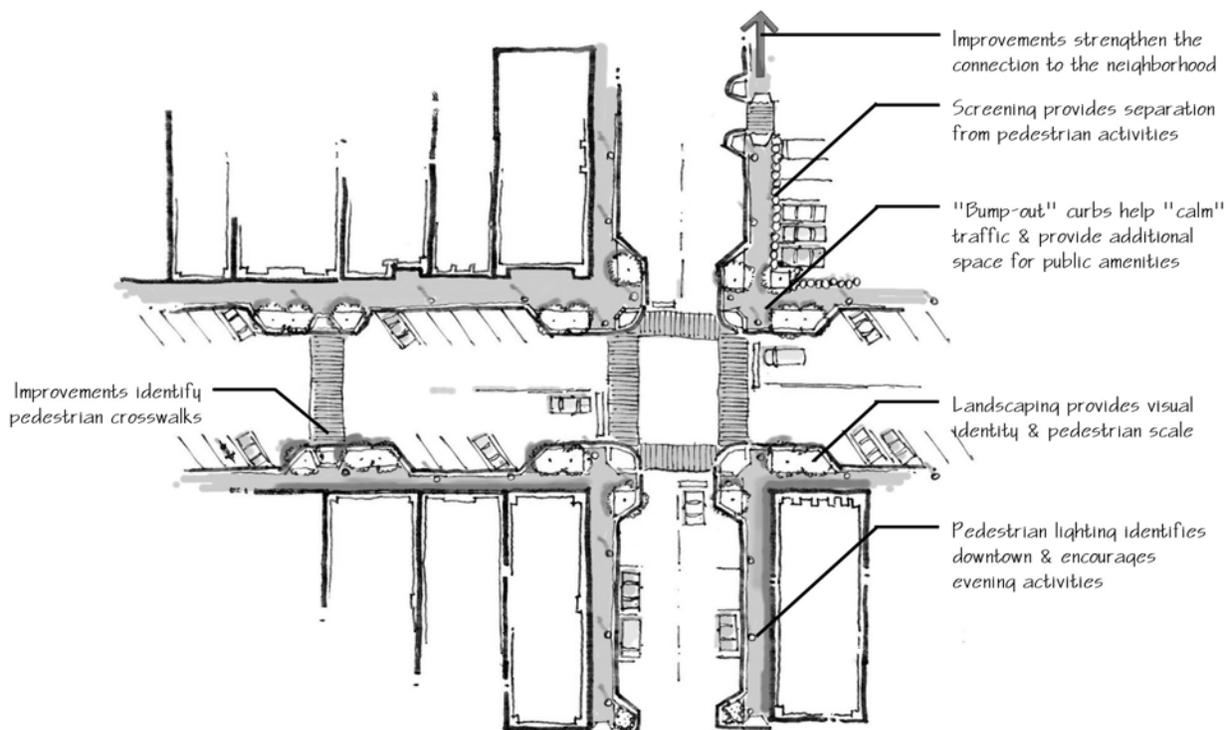


*The above diagram indicates both existing land uses and parking facilities.*



The above diagram indicates both potential future land uses and parking facilities.

**Figure 22: Crosswalk and Downtown Parking Design**



The above diagram shows an aerial view of mid-block and intersection crosswalks along with parking bump-outs curb design with landscaping.

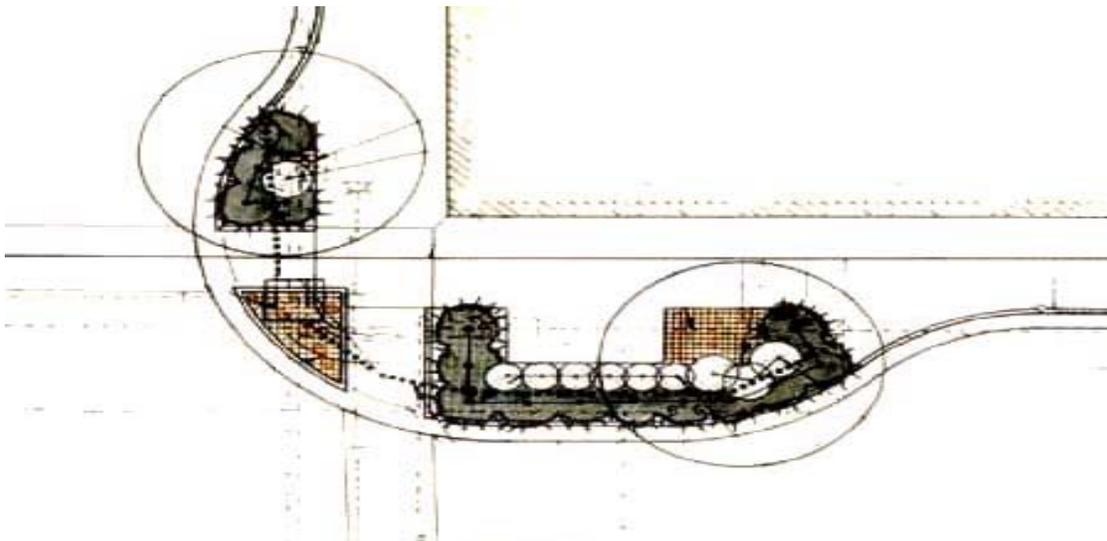
On-street parking with improvements such as "bump-out curbs" helps reduce traffic speeds (see Figure 22 and Figure 23 re. Bump-Out Curb Design).

**Figure 23: Case Study: Bump-Out Curbs - Downtown Ottawa, Kansas**



*Bump-out curbs provide additional space for landscaping or preservation of existing landscaping and separate parking movements from pedestrian crossings at the corner and mid-block. On-street parking and bump-outs require drivers to reduce speeds and be more aware.*

**Figure 24: Case Study: Bump-Out Curb Design - Downtown Ottawa, Kansas**



Source: Bucher, Willis & Ratliff Corporation

*In addition, corner and mid-block pedestrian crossings should be incorporated. Materials should be visually and texturally different than the travel lane. Bands of brick or stamped/colored asphalt clearly identify pedestrian space in these locations and put drivers "on notice", helping to reduce traffic speeds.*

### NEIGHBORHOOD STRATEGIES

Grandview consists of a variety of diverse neighborhoods with each experiencing similar issues:

- quality maintenance;
- infill development;
- redevelopment;
- compatibility of design;
- code enforcement;
- accessibility;
- schools;
- parks;
- mixed use, etc.

Grandview has not experienced significant amounts of mixed use development. However, one of the purposes of this Plan is to define the strengths of mixed use land use patterns and show how the City can provide for quality mixed use developments. In the past, the emphasis has been on separating land uses through the use of screening or distance as a buffer. However, this tends to create a series of projects with no true integration or sense of community. Employing the proper ways to mix land uses will ultimately create a better community.

*Strategy One: Existing and future neighborhoods should preserve and maintain their historic integrity and incorporate new and renovated structures in a compatible manner.*

- Replacement and renovated structures should use the same general architectural design and materials as the original structure wherever possible.
- Financing programs for repair and maintenance should be promoted throughout the neighborhoods to assist lower and moderate income families to rehabilitate their homes.
- Infill development standards need to be prepared that permit developments of different forms and densities/intensities while maintaining a high quality.

*Strategy Two All future neighborhoods should incorporate open spaces into the design to serve as recreation areas and connecting links to other neighborhoods.*

- Public open spaces should be provided in every neighborhood to create areas for active and passive recreation.
- When possible, neighborhoods and major parks should be linked together through a linear park system.
- In older neighborhoods, where open space is limited, schoolyards may be modified to include neighborhood recreation amenities.

*Strategy Three: Existing and future neighborhood streets should be designed to accommodate traffic needs while at the same time be bicycle and pedestrian friendly.*

- The City street network should be designed to accommodate multi-modal transportation including pedestrians, bicycles, automobiles, public transit, buses and delivery vehicles.
- The arterial and collector street system should be laid out with an emphasis on connecting neighborhoods and encouraging access within and between neighborhoods. Gated communities, dead end streets and cul-de-sacs should be discouraged because they destroy the pedestrian environment and connectivity.
- Streets should be designed to a pedestrian scale including the installation of pedestrian level lighting, street furniture, street trees and landscaping.
- Traffic calming devices such as roundabouts should be incorporated into the design of new and redeveloping areas.
- Overhead utility lines should be removed and installed underground.
- Sidewalks should be required on both sides of every street unless alternative pedestrian routes are available.

*Strategy Four: In all existing and future neighborhoods a commitment must be made to maintain, enhance, and improve the quality of life in the area.*

- Strong code enforcement is needed to prevent property deterioration and to protect property values.
- The community should continue its commitment to preserving and restoring historic buildings.
- Budgeting for infrastructure needs such as sidewalks, streets, water lines and sewer lines must continue in order to maintain the existing neighborhoods as well as expand into new ones.

*Strategy Five: The southeast growth area east of U.S. 71 Highway should reflect the City's commitment to the efficient use of the land and resources.*

- Development should be encouraged in areas where municipal services can most easily be extended and new development should not be permitted until such time as municipal services are available.
- Parks and open space should be designed as an integral part of new development based on an overall plan. Linear parks and trails should be incorporated into the design to link various developments together.
- More unique types of developments, such as a golf course subdivision, should be encouraged in order to attract quality residential growth to Grandview.
- The cost to extend the infrastructure required to serve new development should be shared by the developers.

- New business and industrial development along the highway corridors needs to be designed and constructed to a high quality standard.

### COMMUNITY DESIGN CONSIDERATIONS

Quality of Life was a major issue identified by participants in the public participation meetings (**Appendix D**). While the City is not experiencing dynamic growth, a considerable amount of redevelopment and infill development is occurring. It is critical that this new development be of a high quality and be compatible with the “Beyond 2000—A Vision for Grandview.” The zoning ordinance covers some standards such as setbacks, building height, parking requirements, etc, but does not provide the design guidelines. Design guidelines help fill the gap between the goals, objectives, strategies and policies contained in the Plan and the limited flexibility of zoning standards. Design guidelines tend to be more graphic in their presentation than typical zoning ordinances and are typically adopted in a separate document from the Comprehensive Plan and zoning ordinance. Some of the principles of design guidelines are identified in this chapter, but the development of specific design guidelines is beyond the scope of this Plan. The purpose of the Comprehensive Plan is to establish the basis for design guidelines while the zoning ordinance and the design guidelines themselves address the detailed requirements.

Design guidelines cannot cover every conceivable subject or situation. Therefore the guidelines articulate what the most critical issues are. Design principles are, explained both graphically and in text accompanied with appropriate definitions. Design guidelines, at a minimum, should address the following five subjects:

- overall site design;
- landscaping;
- building orientation and form;
- signage; and
- public spaces.

Other subjects frequently included are building materials and colors. There are many commercial and industrial properties throughout the City that are available for development. Some will be new development, some will be redevelopment and some will be infill development. Many of these properties are already zoned either commercial or industrial, and therefore, site plan approval will be the tool used to upgrade the quality of development using the design guidelines. A more defined set of design guidelines are included for business parks and many of these guidelines could be applied to individual building site plan approvals.

In addition to design guidelines for proposed development, larger issues of community design also need to be addressed. These include:

- street layouts and cross-sections;
- public plazas and other public spaces;

- public buildings;
- parks; and
- utilities.

Again, most of these are beyond the scope of a Comprehensive Plan, but general guidance is provided for pedestrian and bicycle facilities and well as overhead utilities.

### **Sidewalks, Trails and Bikeways**

The City needs to develop linear park systems: (including links to the Longview Lake system) along natural drainage ways as illustrated on the Natural Features and Utility Plan Map. These trails can become significant assets for the community; however, they need to be easily accessible by pedestrians, bicycles, and other non-motorized vehicles from all areas within the City. The charrette and the “Beyond 2000...A Vision for Grandview” identified the need for better pedestrian access in general and better access to public transportation. A successful pedestrian/bikeway system is built on a combination of sidewalks, trails and routes. A detailed pedestrian-bikeway plan is recommended to establish an integrated system. This Plan should inventory all existing sidewalks, trails and bus stops, identify potential off-street trails and develop a strategy for land acquisition and development of sidewalks and trails. The inventory should include the location, condition and width of all existing sidewalks and trails.

### **Overhead Utility Lines**

During the charrettes, the participants identified overhead utility lines as having a negative impact on their neighborhoods, particularly if they are in the streets. Overhead utility lines destroy the canopy of the street trees and detract from the appearance of the area. As lines are replaced and upgraded an analysis should be made to determine whether they could either be placed underground or moved to the rear lot line.

### **Business Park Design Guidelines**

The “business park” evolved from the industrial park and has been one of the most popular locations for new businesses. The business park was introduced because of three significant trends:

- the growing convergence of office and industrial parks in terms of functions, activities and appearance;
- the increasing multi-use character of industrial parks; and
- the desire to de-emphasize the industrial character of many industrial uses.

Business parks may include traditional industrial uses such as warehouse/distribution, light manufacturing and research and development activities, but may also include headquarters offices, office warehouses, wholesale/retail showrooms and incubator spaces. In larger office

and industrial business parks, a mix of uses may be permitted including, health clubs, daycare centers, wholesale/retail showrooms, incubator spaces and other retail and commercial uses that compliment and enhance the predominate land use within the park. Business parks differ from industrial parks in that they have more sophisticated site planning, higher quality architectural and landscape design, increased variety of amenities, greater dependence on highway and airport access than rail transport and need a highly visible and prestigious location.

Many of the emerging high-technology companies require office space for management headquarters, research laboratories, assembly and fabrication space and warehouse distribution facilities all in one building or in multiple buildings at one location. This mixture of uses represents the type of land use relationships that existed a hundred years ago. The business park allows a wide range of uses but controls the negative aspects through good performance controls.

The quality of new development is a critical concern. If the City is going to be successful in attracting new industry, it will need to provide building sites that are competitive with other communities. This means that design standards for all types of development will need to be adopted as a part of the zoning regulations. Business parks are usually a separate zoning district or an overlay district.

The Industrial Overlay District section identifies areas that have great potential for highly intensive development but which need to be master planned in order to ensure the development is efficient and of lasting quality. The underlying land use categories specify the intended predominate use of the sites, but the master plans and zoning regulations for these sites should address the implementation of the Plan, regardless of the underlying use.

### **RETAIL MARKET EXPANSION STRATEGIES**

To strengthen Grandview's retail base, new or expanded commercial development should also consider the following criteria:

- Existing space and building availability;
- Site and/or store visibility desired for the particular business;
- Available and/or potential parking; and
- Existing and future vehicle traffic patterns and counts.

### **Retail Market Opportunities**

There is an adequate amount of vacant buildings and/or currently zoned vacant commercial property to accommodate Grandview's unmet retail demand. To best strengthen Grandview's retail base, a review of 18 larger and/or 71 Highway corridor vacant retail spaces, vacant ground available and underutilized buildings has been performed. This review considers several properties and/or parcels and are prioritized and according to the following criteria:

- The approximate size of existing vacant space;
- Site and/or store visibility;
- Available and/or potential parking; and
- Vehicle traffic patterns and counts.

The suitability of these properties are then ranked in three levels for redevelopment effort:

- High Priority – high visibility, better access and strongest market potential for reuse.
- Moderate Priority – consider new uses, mixed uses and/or other alternative uses.
- Low Priority – enforce building code violations, consider demolition, and recognize long-term vacancy.

<b>Location</b>	<b>Description</b>	<b>Most Recent or Current Use</b>	<b>Suitability / Priority</b>
12326; 12344 S. 71 Highway	Vacant space	Former Montgomery Ward's	High
SW corner Truman Road & S. 71 Highway	Vacant ground	N/A	High
12346 S. 71 Highway	Vacant space	Former Antique Mall	High: non-retail uses
South of 12128. 71 Highway	Vacant ground	N/A	High: non-retail uses
12904 S. 71 Highway	Vacant space	Former Grandview Furniture Mart	Moderate
11900 S. 71 Highway at Blue Ridge	Vacant space	Former White Castle	Moderate
13016 S. 71 Highway	Vacant building & ground	Former Corvette Connection	Moderate
13440 S. 71 Highway	Vacant building & ground	Former convenience store	Moderate
12128 Blue Ridge Blvd.	Vacant space	Former restaurant	Moderate
1500 Main Street	Underutilized: Existing retail	Maj-R-Thrift	Moderate
12114 Blue Ridge Blvd.	Vacant space	Former restaurant	Low
12111 Blue Ridge Blvd.	Vacant ground	Pad sites	Low
12000 Blue Ridge Blvd.	Vacant space	Former restaurant	Low
NE Corner of 125 <sup>th</sup> and S. 71 Highway	Vacant space	Former "Everyday" Convenience Store	Low
12501 S. 71 Highway	Vacant ground	Part of Freedom Cycle Property	Low: non-retail uses
12505 S. 71 Highway	Vacant space	Former Freedom Cycle Building	Low: office or light industrial use

Source: Richard Caplan and Associates

### Action Plan

Recognizing Grandview’s position in the regional retail market, its stable population and the new retail developments occurring in areas to the east, south and west, Grandview needs to adopt strategies that stimulate commercial revitalization efforts and attract new private investment. The most appropriate methods to increase the City’s chances for success include the following strategies:

- Encourage Mixed-Use Development – The City should support mixed-use development in existing commercial districts. This may include public uses, office and residential uses within existing retail districts. Such development may enhance retail activity by creating more vitality within the retail setting.
- Limit Retail Rezoning – With the possible exception of major new interchange locations along Highway 150, the City should limit the amount of retail expansion and/or new retail districts to existing commercial locations. As a basic principle, retail in-fill and/or reuse must be emphasized at the expense of new development on vacant ground.
- Support Partnership Opportunities – Increasingly, successful redevelopment and/or in-fill developments have relied on partnerships between the private and public sectors. Such partnerships reflect a myriad of legal arrangements from a public ownership stake to more routine assistance with infrastructure. The City’s partnering role may be as simple as flexibility on use of public rights-of-way, flexibility on building set back requirements, and actual partial City ownership roles. Regardless, a public policy by the City to respond favorably to private initiatives and reinvestment is mandatory.
- Consider Flexible Financial Incentives – While Tax Increment Financing (TIF) for redevelopment is widely used in Missouri, it is only one of a several financial incentives for the City to utilize. Other incentives can play a role in encouraging new private investment, new jobs, or increased retail sales, including:
  - The private reuse of surplus public property;
  - waiving various permit and inspection fees;
  - increasing vehicular and pedestrian signage; and
  - property tax abatement.

### CAPITAL FACILITIES PLANNING

Planning is both process-oriented and production-oriented. The first step is to develop a Comprehensive Plan, a process that typically involves four entities—city staff, the Planning Commission, the public at-large, and the Board of Aldermen. The Grandview Planning Commission has begun the planning process by preparing the Comprehensive Plan. One way to implement the Plan is through a formal five-year Capital Improvements Program (CIP). In **Appendix B** the CIP facilities planning process is presented in detail.

Within the context of the Comprehensive Plan many of the community's needs, desires, and goals have been discussed. The CIP provides an annual process of identifying and establishing priorities for specific improvements in order to achieve those goals. The capital improvements program provides a variety of benefits. A formal CIP process includes more public involvement, while helping assure fiscal implementation. This section, then, recommends both a process by which a CIP can be developed, as well as a procedure by which projects can be ranked.

### **Capital Improvement Projects Defined**

In developing a CIP, it is important to distinguish between operating items and capital items. Generally, these items are separated based on their cost and frequency of occurrence. Presented below are items that are typically included as capital improvements:

1. Any acquisition of land for public use.
2. Any construction of a new public facility (e.g., a public building, a public street, water and sewer lines, parks, play field) or an addition to, or extension of such a facility.
3. A nonrecurring rehabilitation or replacement of existing public facilities, or major repair of all or a part of a public facility of \$50,000 or more.
4. Purchase of major equipment of \$50,000 or more (either one item or a number of items with a cumulative one time purchase of \$50,000 or more) and a useful life of 5 years or more.
5. Planning, feasibility, engineering, or design studies and services immediately related to an individual capital improvement project.

### **The Capital Improvements Program (CIP) Process**

In order to be effective, a capital improvements program (CIP) must integrate community desires and goals in a formalized process of needs assessment and financial programming. The city of Grandview has long followed an informal CIP planning process. The Comprehensive Plan establishes a more expanded process to more formally include the Planning Commission and the general public, along with Department Heads and the Board of Aldermen to adopt the CIP. The more formal process would include invited participants in an annual workshop to review the needed projects, the goals of the Plan and the budget available for capital improvements. The meeting may be made a part of an annual plan update prior to budget adoption. The City Administrator and other staff should facilitate the meeting.

- **The "Capital Facilities Committee"** - a group of key City department heads and other key City staff members—appointed by the City Administrator—is

recommended as a start to the CIP process. The “Capital Facilities Committee” should be led by the City Administrator and include the following staff: Assistant City Administrator, Director of Community Development, Director of Public Works, City Planner, Director of Finance, Fire Chief and Police Chief. In addition, one Board of Aldermen member and one Planning Commissioner should be appointed. The committee would be responsible for establishing an inventory of capital needs within their respective areas of concern, undertaking an evaluation of project requests (next year and in five years), describing each proposed project in sufficient detail for others to understand, and, as a group. Further, the committee would provide a preliminary ranking of each project relative to the funding cycles: near-term (1-5 years) and long-term. The approach mirrors the general procedure for CIP budgeting in Grandview at this time; except that the time frame is longer term, and the elected and appointed officials would be brought in at the earliest point in the process to represent the Board of Aldermen and Planning Commission.

- **Administrative and Fiscal Review** - the City Administrator, as the chief administrative officer, Assistant City Administrator and Director of Finance as chief financial officer, should provide the first administrative and budgetary review in the capital facilities program process. Two key responsibilities of the City Administrator and Assistant City Administrator will be to check the program for consistency with both legal requirements and previous years’ plans, and to make a preliminary check for financial integrity.
- **The Planning Commission** - the Planning Commission should have two primary responsibilities in the CIP process. First, the Planning Commission should ensure that recommendations within the CIP are consistent with the Comprehensive Plan. The Comprehensive Plan update is being prepared to vest the Commission with a central role in the CIP process. Second, the Planning Commission should take public comment in a regular meeting and serve as a recommending body to the Board of Aldermen. The Director of Community Development and his designated staff should help manage the CIP planning process, providing research and administrative expertise, and act as liaison between the Planning Commission and the "Capital Facilities Committee."
- **The Public** - to maintain the integrity of the Comprehensive Plan and achieve established community goals, the citizens of the city should play a role in this process. The Board of Aldermen should invite the public to a meeting to comment on the recommendations of the Capital Facilities Committee.
- **Board of Aldermen Workshop** - capital facilities programming involves many complex issues of both budgeting and development for the city. Because of the complexity of development in a growing, full-service community, detailed study should be undertaken by elected officials prior to adoption of the CIP. The Board of Aldermen should hold a workshop to consider the reports of the "Capital

Facilities Committee" and the Planning Commission. The Board of Aldermen Workshop will allow the Board of Aldermen to study the proposed CIP in detail, reviewing projects for their consistency with public policy and assuring financial soundness. The Board of Aldermen should refine the draft ranking of proposed projects, with the City Administrator directing the administrative role, and the other members of the Capital Facilities Committee assisting in the research and recommendation process.

- **The Board of Aldermen Adoption** - finally, after rankings and reports from the Capital Facilities Committee—as submitted by the City Administrator—the Board of Aldermen will adopt the CIP.

It should be kept in mind that this process is not linear as suggested here, but *cumulative and circular*. At the end of each budget cycle, the process begins again, building upon the work of the previous year.

## CORRIDOR STUDIES

### Blue Ridge Boulevard Corridor

Existing Land Use: The Blue Ridge Boulevard (the Boulevard) corridor has been developed in two distinctively different manners. West of 3<sup>rd</sup> Street the Boulevard is a two lane minor arterial, with the primary land use being single family residential with areas of multifamily, institutional and industrial developments.

East of 3<sup>rd</sup> Street the Boulevard is a four lane minor arterial, with commercial developments as the primary land use and small areas of industrial development. The commercial developments along the northern side of this section of Blue Ridge Boulevard are defined by narrow deep lots with multiple curb cuts and limited cross access. Land uses include numerous fast food restaurants, strips malls and small offices. Sidewalks do exist along almost the entire length of the north side of the Boulevard. Truman Corners shopping center dominates the commercial development along the south side of Blue Ridge Boulevard.

Figure 25: Future Land Use along Blue Ridge Boulevard



**Curb Cuts:** There are 13 curb cuts along the northern side of the first 750 feet west of the West Frontage Road. Several of these cuts are as close as 10 feet apart. In the next 1000 feet east from the Truman Corners signalization there are 19 curb cuts. Along with the numerous curb cuts in the area, there is a sight distance issue along the curve between Harry Truman Drive and the Truman Corners signalization.



*The above photo shows the limited spacing between curb cuts along the corridor.*

**Signage:** Signage in the commercially developed area is predominately free standing pole signs of approximately 20 plus feet, with awning and wall signs. The following photos provide good examples of the signage in the corridor.



**Future Land Use:** The area west of 3<sup>rd</sup> Street is designated for future low-density residential development. This density of development is appropriate taking into consideration the topography and its compatibility with existing development and infrastructure. East of 3<sup>rd</sup> Street, the area is designated for commercial use. The area is zoned C-2 General Commercial and the existing infrastructure and land uses promote continued commercial development.

**Development and Redevelopment Constraints and Opportunities:** West of 3<sup>rd</sup> Street, adequate spacing is provided between intersections and/or multifamily access drives. However, as additional residential and commercial development occurs in the area, a left turn lane and/or right turn lanes into subdivisions may be justifiable. Additionally, sidewalks connecting subdivisions and multifamily complexes would limit the amount of conflict between pedestrians and vehicles conflict.

East of 3<sup>rd</sup> Street, the limited cross access and access control (permitting numerous curb cuts) has created strain on the carrying capacity and safety of the Boulevard. There are several constraints to adding a left turn lane, including poor topography and limited building and parking setbacks.



*The 90 degree parking and entrances would have to be removed to provide the needed right-of-way for a left turn lane.*



*Parking spaces would need to be removed along with the relocation of signs and sidewalks in order to provide the needed right-of-way for a left turn lane.*

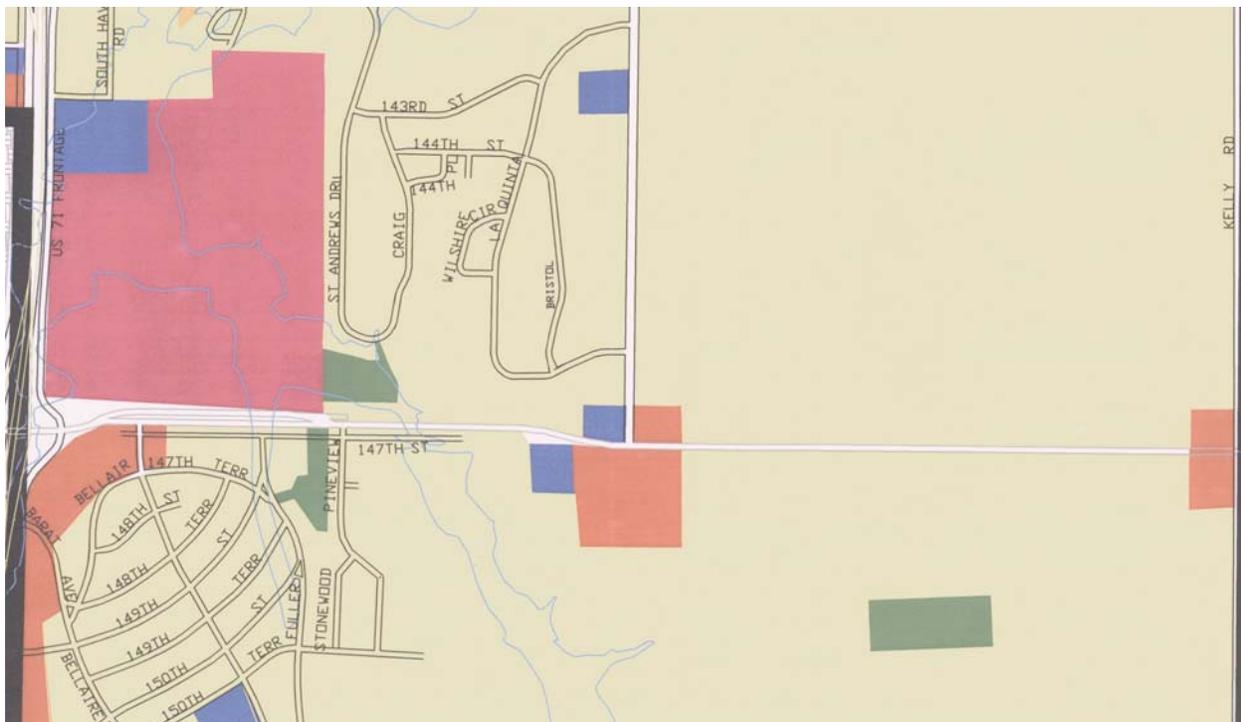
As a result of the limited ability to provide a left turn lane, other opportunities must be evaluated to improve traffic flows and the safety of Blue Ridge Boulevard. Therefore, as redevelopment and new development occurs, several transportation principles should be followed to protect the carrying capacity of the Boulevard and provide a safe and efficient roadway:

- Provide cross access through properties and lots when possible;
- Connect parking lots and relocate driveways to promote efficient and effective access;
- Regulate the location, spacing and design of driveways (MoDOT access control management standards); and
- Locate driveways away from intersections.

### M 150 Highway Corridor

This two mile section of M 150 Highway is defined by a wide array of uses including, single and multifamily residential, office and retail space and two golf courses. However, the majority of the land within this corridor is undeveloped. Specifically, the northeast corner of the intersection of US 71 Highway and M 150 Highway and the area between Byars Road and Kelly Road along M 150 Highway are vacant.

Figure 26: Future Land Use along the M 150 Corridor



**Future Land Use:** The majority of the area along this corridor is designated for residential development. Recommended design guidelines for Overlay District #1 are provided in Chapter 7 and Appendix C of this Document. Commercial development that occurs in this corridor should respect any future residential developments with regards to building design and materials, parking lot locations and pedestrian linkages.



*The adjacent photo represents appropriate building design and materials for multifamily complexes in the corridor.*

The northeast corner of the intersection of US 71 Highway and M 150 Highway is designated for an approximately 160 acre mixed use development. The frontage along US 71 and M 150 Highways would be utilized by commercial develop with single and multifamily residential developments adjacent to the existing areas of residential development.



*The adjacent diagram represents a potential design layout of the commercial portion of the Site*

**Development and Redevelopment Improvements and Constraints:** With the improvements to M 150 Highway come constraints. The roadway will now be a limited access road highway, intersection will include those existing and only one more to be located equidistant between Byars Road and Kelly Road. Therefore, the improvements and planning of these intersections is very important. If commercial development is allowed at these intersections points of ingress and egress must be located to protect the functional zones of the intersection along with providing pedestrian links to adjacent residential areas.

**Public Improvements:** Noting that Overlay District #1 encompasses the last large undeveloped area within Grandview, public facilities such as parks and potentially a school must be evaluated when reviewing proposed development plans. Additionally, vehicular and pedestrian connections must make logical connections to provide safe and adequate carrying capacity. As

development occurs improvements to the intersections of Byars Road and M 150 Highway, Kelly Road and M 150 Highway along with the intersection in between these streets should include a left turn lane; right turn lane and a through lane.

**Funding Sources:** Due to the cost of public improvements such as right-of-way realignment and stormwater management, projects such as the potential development at US 71 Highway and M 150 Highway may require public financing or tax abatements. Based upon the potential development (retail) along with site constraints tax increment financing would be an excellent option. Appendix E Financial Incentives provide information regarding other funding options for this location and others through out the City.

### US 71 Highway Frontage Road

**Frontage Roads from Blue Ridge Boulevard to 135<sup>th</sup> Street:** The northern portion of the Frontage Roads runs from Blue Ridge Boulevard to 135<sup>th</sup> Street. At this time the East and West Frontage Roads have developed differently. The West Frontage Road has predominately developed with retail uses including; Truman Corners, small strip malls, and auto sales. The East Frontage Road has developed with a mixture of land uses including auto sales, strip malls and apartments with several large undeveloped tracts.

**Figure 27: Future Land Use along the Northern Portion of the US 71 Corridor**



**Future Land Use:** Due to the current commercial zoning along with highway frontage continued commercial use of these properties is appropriate. As new development and redevelopment occurs, the commercial design guidelines provided in Appendix C should be promoted.

# THE CITY OF GRANDVIEW, MISSOURI – COMPREHENSIVE PLAN

## Chapter Seven– Implementation Strategies

**Curb Cuts:** The northern most portion of the West Frontage Road is developed with Truman Corners and has restricted ingress and egress. However, south of Duck Road, land uses have multiple curb cuts or driveway widths the entire length of the lot. Fortunately, on the East Frontage Road this situation does not exist.



*Driveway entrances with little to no curb cuts along the West Frontage Road.*



*Remove bollards, which restrict cross access between parking lots.*

**Development and Redevelopment Constraints and Opportunities:** The City is currently evaluating the impacts of implementing MoDOT’s Access Management Manual. The manual establishes access control standards for driveways separation distances and driveway widths. In order to improve traffic safety these standards should be implemented along the entire length of the East and West Frontage Roads. With the potential of restricting access to lots along the frontage roads, cross access and shared parking should be evaluated where physically possible. (See above photos) Additionally, points of ingress/egress should not be permitted within the functional zone of an intersection, such as the southeast corner of Main Street and the East Frontage Road. (see below photo)



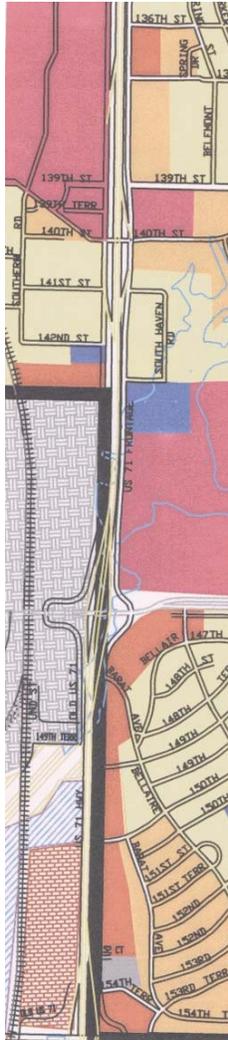
*The above ingress/egress is within approximately 100 feet of the intersection.*

**Frontage Roads from 135<sup>th</sup> Street to Southern City Limits:** The southern portion of the Frontage Roads runs from 135<sup>th</sup> Street to the southern City Limits. A mixture of development has occurred along both the East and West Frontage Roads including; large commercial sites such as K-Mart, small offices, single and multifamily residences along with large undeveloped tracts at US 71 & M 150 Highway and along 15<sup>th</sup> Street.

As a result of the limited ability to provide a left turn lane, other opportunities must be evaluated to improve traffic flows and the safety of the frontage roads along US 71 Highway. Therefore, as redevelopment and new development occurs, several transportation principles should be followed to protect the carrying capacity of the frontage roads and provide safe and efficient roadways:

- Limit entrances and exits to one driveway per business;
- Connect off-street parking lots and relocate/eliminate driveways, encouraging shared drives among businesses in order to promote efficient access;
- Regulate the location, spacing and design of driveways (MoDOT access control management standards); and
- Locate driveways away from intersections.

Figure 28: Future Land Use along the Southern Portion of the US 71 Corridor



*Apartment complex along the East Frontage Road. Apply multifamily development guidelines in Appendix C when reviewing future high-density residential land uses.*



*Small Office complex along the East Frontage Road. Apply the Commercial Guidelines in Appendix C when reviewing future “commercial strips.”*

**Future Land Use:** While this section does have highway visibility, there are existing areas of stable residential development. Therefore, areas appropriate for commercial development have been designated for mixed use developments located at US 71 & M 150 Highway, the northeast corner of US 71 Highway and 140<sup>th</sup> Street along with the northwest and northeast corners of US 71 Highway and 140<sup>th</sup> Street.

**Curb Cuts:** Along both the East and West Frontage Roads appropriate access control has occurred. Specifically, along the eastern side, there is limited direct access to the frontage road. Newer development along the West Frontage Road has utilized access control standards and improved access and safety.

**Development and Redevelopment Constraints and Opportunities:** While this section of the east and west frontage roads are functioning at this time any new and/or redevelopment should take into consideration access control standards. With regard to specific locations, in order to develop the northeast corner of 71 & M 150 Highways, road alignment and signalization improvements will be needed. As previously noted commercial development in this area should take into consideration the design standards provided in Chapter 7 and Appendix C.

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