

RAYMORE PLANNING AND ZONING COMMISSION AGENDA

Tuesday, July 17, 2018 - 7:00 p.m.

City Hall Council Chambers
100 Municipal Circle
Raymore, Missouri 64083

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Personal Appearances - None
5. Consent Agenda
 - a. Acceptance of Minutes from June 19, 2018 meeting
6. Old Business - None
7. New Business
 - a. Case #18012 - 28th Amendment to the Unified Development Code (*public hearing*)
8. City Council Report
9. Staff Report
10. Public Comment
11. Commission Member Comment
12. Adjournment

Any person requiring special accommodation (i.e. qualified interpreter, large print, hearing assistance) in order to attend this meeting, please notify the City Clerk at (816) 331-0488 no later than forty-eight (48) hours prior to the scheduled commencement of the meeting.

Meeting Procedures

The following rules of conduct apply:

1. Public can only speak during the meeting under the following circumstances:
 - a. The citizen has made a formal request to the Community Development Department to make a personal appearance before the Planning Commission;
or,
 - b. A public hearing has been called by the Chairman and the Chairman has asked if anyone from the public has comments on the application being considered;
or
 - c. A citizen may speak under Public Comment at the end of the meeting.
2. If you wish to speak to the Planning Commission, please proceed to the podium and state your name and address. Spelling of your last name would be appreciated.
3. Please turn off (or place on silent) any pagers or cellular phones.
4. Please no talking on phones or with another person in the audience during the meeting.
5. Please no public displays, such as clapping, cheering, or comments when another person is speaking.
6. While you may not agree with what an individual is saying to the Planning Commission, please treat everyone with courtesy and respect during the meeting.

Every application before the Planning Commission will be reviewed as follows:

1. Chairman will read the case number from the agenda that is to be considered.
2. Applicant will present their request to the Planning Commission.
3. Staff will provide a staff report.
4. If the application requires a public hearing, Chairman will open the hearing and invite anyone to speak on the request.
5. Chairman will close the public hearing.
6. Planning Commission members can discuss the request amongst themselves, ask questions of the applicant or staff, and may respond to a question asked from the public.
7. Planning Commission members will vote on the request.

THE **PLANNING AND ZONING COMMISSION** OF THE CITY OF RAYMORE, MISSOURI, MET IN REGULAR SESSION **TUESDAY, JUNE 19, 2018**, IN THE COUNCIL CHAMBERS OF CITY HALL, 100 MUNICIPAL CIRCLE, RAYMORE, MISSOURI WITH THE FOLLOWING COMMISSION MEMBERS PRESENT: CHAIRMAN WILLIAM FAULKNER, KELLY FIZER, MARIO URQUILLA, MATTHEW WIGGINS, DON MEUSCHKE, CHARLES CRAIN AND MAYOR KRIS TURNBOW. ABSENT WERE ERIC BOWIE AND MELODIE ARMSTRONG. ALSO PRESENT WERE COMMUNITY DEVELOPMENT DIRECTOR JIM CADORET, ASSOCIATE PLANNER DAVID GRESS, AND ASSISTANT PUBLIC WORKS DIRECTOR GREG ROKUS.

1. **Call to Order** – Chairman Faulkner called the meeting to order at 7:00 p.m.
2. **Pledge of Allegiance**
3. **Roll Call** – Roll was taken and Chairman Faulkner declared a quorum present to conduct business.
4. **Personal Appearances** – None
5. **Consent Agenda**

a. Acceptance of minutes of June 5, 2018 meeting

Motion by Commissioner Urquilla, Seconded by Commissioner Crain to accept the meeting minutes as submitted.

Vote on Motion:

Chairman Faulkner	Aye
Commissioner Wiggins	Aye
Commissioner Armstrong	Absent
Commissioner Bowie	Absent
Commissioner Crain	Aye
Commissioner Fizer	Aye
Commissioner Meuschke	Abstain
Commissioner Urquilla	Aye
Mayor Turnbow	Abstain

Motion passed 5-0-2.

6. **Old Business - None**
7. **New Business -**

A. Review of Completed Projects

Associate Planner David Gress provided an overview of 6 commercial buildings recently completed for which the Planning and Zoning Commission previously approved a site plan. Mr. Gress requested the Commission to provide comments on aspects of the projects that work well; things that do not work well; as well as things that could increase the overall quality of the development. Items to consider would be site access, building design, landscaping, screening, parking, building location and building orientation.

Remington Commercial Multi-Tenant Building (Keller-Williams building)

Mr. Gress stated the property is located at 1006-1012 W. Foxwood Drive. Approved in 2015, this was the first building that the City allowed the front of the building to be closer to 58 Highway than

previously allowed. Circulation, access, signage and building elevations are consistent with the approved plan.

Chairman Faulkner commented on the change in the UDC that allowed the building to be closer to 58 Highway. He believes it is a great looking building. Building architecture of Country Club Bank is different than for this project but the two buildings work well together. He commented that the bank building is set back at the corner, avoiding any sight visibility concern.

Mr. Gress commented that even though buildings can be closer to 58 Highway, there is a sight visibility requirement for corner lots that does provide some protection.

Taco Bell

Mr. Gress stated the property is located at 930 W. Foxwood Drive and was approved in 2015. The drive-through lane on this project did receive comments at the time the site plan was reviewed. There was some concern on not having an escape lane once in the drive-through lane.

Chairman Faulkner stated he recalled the discussion and the concerns expressed on the drive-through lane.

Commissioner Urquilla commented that his only concern is that when the credit card machine is down, there is no sign indicating such and you get stuck in the drive-through lane without being able to exit.

Chairman Faulkner felt that an escape lane out of the drive-through lane could be recommended and be provided as a "should" provision in the UDC, but not a "shall" provision.

Commissioner Crain commented that he was initially concerned on the drive-through lane but has since watched the site while in the Price Chopper parking lot and does not see any issues or concerns on vehicular flow on the site.

Community Development Director Jim Cadoret asked if anyone had observed any issues with drive-through traffic backing up into the entrance drive aisle to Price Chopper.

Commissioner Urquilla stated vehicles sometimes queue into the parking area, but doesn't really present an issue or block traffic in the drive aisle.

Mr. Cadoret stated that staff is pleased with the landscaping on site and the preservation of a few trees during construction.

Chairman Faulkner stated he is not a fan of the 9x18 parking spaces that exist, but believes there is adequate parking in the area for everyone.

Commissioner Meuschke stated one of the Commission concerns was if there are vehicles in the drive-through lane and there is an emergency in the lane, how do emergency personnel get access.

Commissioner Urquilla stated access would be on foot. Johnston Drive is only ten feet away.

Commissioner Meuschke indicated lot size restrictions limited the ability to add a 2nd drive-through lane.

Raymore Market Center - Multi Tenant Facility

Mr. Gress stated the property is located at 1937-1945 W. Foxwood Drive and was approved in 2016.

Mr. Gress stated this project exceeded our design standards and is a very nice looking building. One topic initially discussed was access to the site. Left turns onto 58 Highway remains an issue from the site.

Commissioner Wiggins stated he likes the fact the building is not a flat, rectangular block and appreciates the texture and color of the materials utilized and the different elevation changes in the facade. It looks like 5 separate buildings placed together and hope other developers choose to utilize architecture like this.

Commissioner Fizer commented that the developer said they would try and save trees, yet the site was cleared. She did express a concern on how difficult the right-turn is to parking spaces once you enter the site off of 58 Highway. Overall she is happy with the site.

Commissioner Wiggins asked if the elevation change is what causes difficulty in the parking lot.

Assistant Public Works Director Greg Rokos commented that speed when entering the parking lot off 58 Highway is more of a factor than the elevation change.

Chairman Faulkner stated he does like the site, the building and the sculpture. He did indicate a continuing concern with turning movements at Kentucky Road. He also commented on rear access to the shops.

Commissioner Urquilla stated that there are entrances in the rear of the building for MOD Pizza and for Firehouse Subs.

Mr. Gress commented on the lack of an enclosure for the recycling container that was added after the site was opened. He asked for input from the Commission on whether code should be changed to require a recycling container to be enclosed.

Chairman Faulkner commented that the Ripple Glass container in the Price Chopper parking lot is a community asset that appears to be maintained. It is reasonable to think if it looks like a dumpster it should be screened.

Commissioner Meuschke stated that the Benton House facility does have its recycling container enclosed.

Mayor Turnbow commented that he didn't like the recycling container taking up parking spaces and that the container should be screened.

Commissioner Wiggins indicated he thought the recycling containers should be screened from view.

Chairman Faulkner liked the distinction that if the recycling container is for use of private businesses than it should be screened. If the container is a community asset it should be in view of the public.

Commissioner Fizer wondered if the City should require both a trash dumpster and a recycling container.

Commissioner Wiggins commented that employees often do not separate and just use the trash dumpster.

Commissioner Urquilla indicated that restaurants are heavy users of cardboard boxes and often need a recycling dumpster.

Qdoba Restaurant

Mr. Gress stated the project is located at 1931 W. Foxwood Drive and was approved in 2016. Qdoba did incorporate an outside dining area and artwork attached to the facade.

Commissioner Fizer commented favorably on the outside dining area and overall design of the building, including the colors utilized.

Commissioner Wiggins asked if the building constructed was actually smaller than what was approved.

Mr. Gress thought the scale of the building on the illustrations did not include the patio area and other elements that maybe affect the appearance of building size.

Chairman Faulkner commented that he likes the wall art. He did observe that the drawing illustrations exclude the utility boxes that are now visible in the back of the building.

Mr. Cadoret commented that the utility boxes could have been screened or changed in color to be less intrusive to the design of the building.

Panda Express

Mr. Gress stated the project is located at 1927 W. Foxwood Drive and was approved in 2016. He stated the size of the lot limited the ability to include an additional drive-through lane.

Commissioner Wiggins asked why Panda Express utilized concrete instead of asphalt like the rest of the center.

Mr. Cadoret stated the Panda Express was built separate and is under separate ownership than the rest of the center and perhaps the owner simply preferred concrete.

Centerview

Mr. Gress stated the project is located at 227 Municipal Circle and was approved in 2016. The building was required to be placed adjacent to the right-of-way with parking to the rear.

Commissioner Fizer commented on the deck which she thought was really nice. She like the layout of the building on the lot.

Commissioner Urquilla commented that the space is beautiful. He commented on the use of native landscaping and thought it was not consistent with the rest of the site.

Mr. Cadoret commented that some of the landscaping near the parking lot will be replaced with sod in the near future. Native landscaping will remain on the west side of the building.

8. City Council Report

Mr. Cadoret provided an overview of the June 11 meeting of the City Council.

9. Staff Report

Mr. Cadoret provided an overview of the upcoming cases to be considered by the Commission. The July 3rd meeting of the Commission has been cancelled.

Mr. Cadoret advised the Commission that the 2019 APA Conference in San Francisco will be held from April 13 to April 16. Commissioner Fizer and Commissioner Urquilla expressed interest in attending as a Commission representative.

Mr. Rokos provided an overview of the status of current City infrastructure projects.

10. Public Comment

None.

11. Commission Member Comment

Commissioner Fizer commented about the recent Summer Scene held at T.B. Hanna Station.

Commissioner Wiggins commented that he liked the review of completed projects.

Commissioner Crain commented that he liked the project review and that it should be scheduled every year.

Commissioner Meuschke agreed that the annual review is beneficial.

Commissioner Urquilla commented that he too liked the review and the discussion on what impact the Commission is actually having.

Mayor Turnbow agreed with the Commission members on continuing the review of projects.

Chairman Faulkner thanked staff for its efforts.

12. Adjournment

Motion by Commissioner Urquilla, Seconded by Commissioner Wiggins to adjourn the June 19, 2018 Planning and Zoning Commission meeting.

Vote on Motion:

Chairman Faulkner	Aye
Commissioner Wiggins	Aye
Commissioner Armstrong	Absent
Commissioner Bowie	Absent
Commissioner Crain	Aye
Commissioner Fizer	Aye
Commissioner Meuschke	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye

Motion passed 7-0-0.

The June 19, 2018 meeting adjourned at 8:19 p.m.

Respectfully submitted,

Jim Cadoret

BILL XXXX

ORDINANCE

“AN ORDINANCE OF THE CITY OF RAYMORE, MISSOURI, AMENDING VARIOUS SECTIONS OF THE UNIFIED DEVELOPMENT CODE.”

WHEREAS, the City Council of the City of Raymore, Missouri adopted the Unified Development Code on December 8, 2008; and,

WHEREAS, the Planning and Zoning Commission held a public hearing on the proposed 28th amendment to the Unified Development Code on July 17, 2018 and has submitted its recommendation of approval to the Governing Body of the City of Raymore, Missouri; and,

WHEREAS, the Governing Body, City Council of Raymore, Missouri, held a public hearing on the proposed 28th amendment to the Unified Development Code on August 27, 2018 and has determined the amendments proposed would be in the best interest of the health, safety and welfare of the citizens of Raymore.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF RAYMORE, MISSOURI, AS FOLLOWS:

Section 1. Section 425.020C5 is amended as follows:

Section 425.020 Off-Street Parking Requirements

C. Parking Area Design and Construction

5. Curb and Gutter

a. All off-street parking areas are required to have concrete curbs and gutter. Curb and gutter may be eliminated along parking spaces if:

1. wheel stops are provided for each parking space; and
2. the stormwater run-off from the parking lot is directed into a stormwater treatment area or other water quality feature.

b. Temporary asphalt curbs may be used in areas to be expanded only as shown and approved on the site plan.

Section 2. Section 425.040B is amended as follows:

Section 425.040 Commercial and Industrial Driveways

The following standards apply to all commercial and industrial driveways providing ingress or egress to a public or private street.

B. Standards for Right Turn Lanes and Tapers

Right turn lanes and tapers are required when:

1. expected right-turn ingress movements meet or exceed 50 45 vehicles per hour during a typical weekday peak traffic period;
2. driveway volumes are expected to meet or exceed 1,000 vehicles per day calculated using Institute of Transportation Engineers site generated traffic standards for the closest matching land use category as set forth in the Trip Generation Manual;
3. the Director of Public Works can document through traffic analysis that such treatment is necessary to avoid congestion and /or unsafe conditions on the public street; or
4. identified as necessary by a submitted traffic study.

Section 3. Section 425.040D is amended as follows:

Section 425.040 Commercial and Industrial Driveways

The following standards apply to all commercial and industrial driveways providing ingress or egress to a public or private street.

D. Driveway Spacing

~~Driveways must be spaced at least 125 feet apart, whether they are on a single lot or adjoining lots. Spacing is to be measured from the center of the driveway throat to the center of the adjoining driveway throat.~~ Driveways shall be spaced in accordance with the minimum intersection spacing established by the American Public Works Association.

Section 4. Section 430.070 is amended as follows:

Section 430.070 Street Trees

A. Applicability

Street trees are required on any street designated as a greenway on the Transportation Plan. Where street trees are provided on other streets, they must comply with this section.

B. Planting Requirements

1. Where required, street trees must be planted at a rate of one tree for every 50 linear feet. Driveway widths may be excluded from the calculation of the required number of street trees. Flexibility in locating trees is provided where it is not possible to locate trees every 50 feet due to the location of driveways.
2. To reduce the risk of disease and/or insect infestation, no more than 25 percent of the street trees in any individual development or subdivision may be of one species.
3. Species of street trees to be utilized shall comply with this section and be chosen from the list of allowable species for street trees referenced in Section 430.090 and shall be approved by the City prior to installation.
4. Required street trees must be installed within the street right-of-way or within 10 feet of the street right-of-way. If street trees are to be located outside of the right-of-way, the City is authorized to require the establishment of a 15-foot landscape maintenance easement.
5. Street right-of-way shall be increased in width to accommodate an exclusive grass and tree planting area adjacent to the street curb of at least eight feet in width.

Section 5. Section 430.110 of the Unified Development Code is amended as follows:

Section 430.110 Trash and Recycling Receptacle Screening

- A. All outdoor trash receptacles, recycling receptacles, garbage areas, grease traps and trash compactors for multifamily residential and all nonresidential uses must be permanently screened from view as follows: ~~on all sides by a fence of 100 percent opacity and a minimum height of six feet. The fence must be constructed to prevent accidental dispersal of material within the storage area.~~
- B. ~~Where commercial trash and/or recycling receptacles are used and where allowed by City codes, such receptacles must be screened as follows:~~

1. ~~all screens for trash receptacles that are part of new construction projects must match the primary color and material of the structure served;~~
 2. doors accessing storage areas must **be steel or vinyl** and remain closed at all times when not being accessed;
 3. ~~existing trash receptacles of any size within 150 feet of an arterial street must be screened from view of the arterial street. The screen may not require full enclosure to accomplish screening; and~~
 4. chain link and slat screening is only allowed in industrial zones. The screen must be opaque and include substantial masonry pillars every 30 feet.
- G. **B.** ~~No trash receptacle may be located in a required front or side yard. unless located in an existing enclosure or if the existing developed~~ **if the site does not afford any other option the Planning and Zoning Commission may, as part of site plan approval, allow a receptacle in the front or side yard area.** ~~in such a case, the trash receptacle should be located in the side yard if possible and must comply with the screening requirements of this section. The Community Development Director will have the authority to grant an administrative variance where it is demonstrated that screening is impossible. After a request for such relief, the Community Development Director will notify the applicant of the determination in writing within 30 days.~~
- C. Temporary trash receptacles are not required to comply with this section and shall comply with the requirements of Section 420.0601.

Section 6. Section 445.020D is amended as follows:

Section 445.020 Improvements

D. Certificate of Insurance

1. The contractors shall indemnify the City, with Certificate of Insurance with the City named as co-insured. Certificate of Insurance shall be on a form furnished by the City **and in the amount established by the City**. The contractor shall secure and maintain throughout the duration of construction, insurance of types and in amounts as may be necessary to protect himself/herself and the interest of the City against all hazards or risk of loss. The form and limits of such insurance together with each underwriter, shall be acceptable to the City, but regardless of such acceptance it shall be the responsibility of the contractor to maintain adequate insurance coverage at all times.

2. ~~The contractor may satisfy the liability limits required for each type of insurance by securing and maintaining an umbrella excess liability type policy.~~
3. ~~Satisfactory Certificates of Insurance shall be filed with the City before a construction permit will be issued. The liability limits shall not be less than:~~

Workers Compensation	Statutory
Automobile Liability--Bodily Injury	\$500,000.00 each person
Bodily Injury	\$2,000,000.00 each occurrence
Property or Combined Single Limit	\$300,000.00 each occurrence \$2,000,000.00 each occurrence
Comprehensive General Liability (including products & completed operations)	\$500,000.00 each occurrence \$2,000,000.00 aggregate

Section 7. Section 445.03016 is amended as follows:

Section 445.030 Subdivision Design and Layout

I. Streets

6. Street Dimensions

All streets must conform to the following requirements:

	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Cul-de-sac	Alley	Pedestrian Way
Minimum right-of-way width (feet)	100	80	80	60	50	400 (diameter) Per Design Manual ²		
Maximum grade¹ (%)	6	6	6	8	10	15 (10 for turnaround only)	10	15
Minimum curve radius (feet)	500	250	250	200	150			
Minimum tangents between reverse curves (road centerline dimension, in feet)	100	100	100	100				

¹ Unless necessitated by exceptional terrain and subject to the approval of the Director of Public Works.

² See City of Raymore Technical Specifications and Design Criteria Manual for cul-de-sac design requirements

Section 8. Section 445.03017 is amended as follows:

Section 445.030 Subdivision Design and Layout

I. Streets

7. Standard Street Sections and Details

The City of Raymore Technical Specifications and Design Criteria Manual shall be used for future residential, minor collector and arterial streets, and major collector and arterial streets constructed within the City of Raymore. The following additional standards are also required.

a. Design for Persons with Disabilities

Access ramps for disabled persons must be installed whenever new curbing or sidewalks are constructed or reconstructed in the City of Raymore. Such ramps must conform to Americans with Disabilities Act (ADA) standards subject to review and approval by the Director of Public Works. These standards apply to any City street or connecting street for which curbs and sidewalks are required by this chapter, on which curb and sidewalk have been prescribed by the City Council or where sidewalks have been provided by the developer.

b. Approval of Grades

Profiles of streets must be submitted to and approved by the Director of Public Works. Submittal information required for review of the preliminary plat must include preliminary street profiles. Final calculated street profiles will be required in submittal of construction plans required during review of the final plat.

c. Maximum and Minimum Grades

The grades of all streets may not be greater than the maximum grades for each classification as set forth in this section, except where topographical conditions unquestionably justify a departure from this maximum, as determined by the Director of Public Works. The minimum grade for all streets must be eight-tenths

percent. The minimum grade must be at least one percent wherever possible.

d. ~~Approval of Subgrade~~

~~The Director of Public Works must approve the subgrade before any base course or surface is placed thereon. The subgrade must be constructed to be uniform in density throughout. The entire width and length shall conform to line, grade, and typical cross-section shown on the plans or as established by the Director of Public Works. If any settling or washing occurs or where hauling results in ruts or other objectionable irregularities, the contractor must re-shape and re-roll the subgrade before the base or surfacing is placed.~~

e. ~~Sewer and Water Work Before Base Construction~~

~~No base course work may proceed on any street until all trenching for storm and sanitary sewers and for water lines within an area extending one foot behind curbs has been properly backfilled satisfactory to the Director of Public Works. Wherever possible, the developer must schedule installation of gas or buried electric utility lines so that trenches for such lines can be properly backfilled before street base course construction.~~

f. ~~Storm Sewers and Inlets~~

~~Manholes, storm sewers, inlets and utility valves shall be adjusted to meet the proper grade of street or yard areas to the satisfaction of the Director of Public Works.~~

Section 9. Section 445.030K1 is amended as follows:

Section 445.030 Subdivision Design and Layout

K. Sidewalks

1. Requirements

a. Residential developments

(1) Sidewalks shall be installed on both sides of all public

streets except upon lots greater than 3 acres in size, or in the case of a residential subdivision, when the average lot size is greater than 3 acres.

- (2) Sidewalks shall be installed in the right-of-way, ~~4 feet from~~ **on** the property line adjacent to the street, along the street frontage of all lots.
- (3) Sidewalks along private streets shall be determined as part of preliminary plat review.
- (4) Corner lots that do not contain an ADA curb ramp shall have the ramp installed at the time sidewalk is installed upon the lot.

b. Commercial, Industrial and all other developments

- (1) Sidewalks shall be installed on both sides of all public streets.
- (2) Sidewalks shall be installed in the right-of-way, ~~4 feet from~~ **on** the property line adjacent to the street, along the street frontage of all lots.
- (3) Sidewalks shall be provided along one side of access drives and shall connect to sidewalks along all public streets adjacent to the development.
- (4) Corner lots that do not contain an ADA curb ramp shall have the ramp installed at the time sidewalk is installed upon the lot.

Section 10. Section 445.030K3 is amended as follows:

Section 445.030 Subdivision Design and Layout

K. Sidewalks

3. Sidewalk width

a. ~~Sidewalks along any street classified in the Transportation Master~~

~~Plan as a collector or arterial shall be at least 5 feet in width.~~
Sidewalks shall be a minimum width of five (5) feet.

- b. ~~Sidewalks along any other public street shall be at least 4 feet in width.~~ **Sidewalks constructed in a residential subdivision with a final plat recorded prior to January 1, 2019 may be four (4) feet in width.**
- c. Sidewalks along any access drive shall be at least **4 five (5) feet** in width.

Section 11. Section 470.010A is repealed in its entirety and re-enacted as follows:

Section 470.010 General Requirements

A. The following table provides a summary of the review and approval procedures of this chapter. In the event of conflict between this summary table and the detailed procedures contained elsewhere in this chapter, the detailed procedures govern.

	Community Development Director and Engineering Staff	Board of Adjustment	Planning & Zoning Commission	City Council	Board of Appeals
Zoning Map Amendments (rezoning)	R		[R]	[D]	
Text Amendments	R		[R]	[D]	
Conditional Uses	R		[R]	[D]	
Uses subject to special conditions	D				
Planned Unit Development (PUD)	R		[R]	[D]	
Zoning Variances	R	[D]			
Appeals of UDC Administrative Decisions		D			
Minor Subdivision Plat	R		R	D	
Preliminary Subdivision Plat	R		[R]	[D]	
Final Subdivision Plat	R		R	D	
Replat	D		A		
Zoning Certificate	D	A			

Sign Permit	D	A			
Site Plan Review	D or R		A or D	A	
Right-of-way Vacation of Streets	R		[R]	[D]	
Interpretations	D	A			A (Chapter 455 or 460)
Administrative Adjustments	D	A			
Natural Resource Protection Variance	R				D
Flood Plain Management Variance	R				D
Inflatable Sign Permits	R		D	A	
Easement Vacation	R			[D]	

R = Recommendation D = Decision A = Appellate Authority [] Public Hearing Required

Section 12. Section 485.010 is amended as follows:

Section 485.010 General Definitions

For the purpose of the Unified Development Code, certain terms or words used herein are defined as follows, unless the context clearly indicates otherwise.

Term	Definition
Manufactured Home	<p>Any structure which is:</p> <ul style="list-style-type: none"> (a) subject to the Federal Manufactured Home Construction and Safety Standards established pursuant to 42 U.S.C. § 5403, and constructed on or after June 15, 1976; or (b) transportable in one or more sections, that is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities; or (c) not constructed under the requirements of the International One and Two-Family Residential Code. <p>The term “manufactured home” does not include a recreational vehicle.</p>

Section 13. This Ordinance shall be known as the twenty-eighth amendment to the Unified Development Code.

Section 14. Effective Date. The effective date of approval of this Ordinance shall be coincidental with the Mayor’s signature and attestation by the City Clerk.

Section 15. Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

DULY READ THE FIRST TIME THIS 27TH DAY OF AUGUST, 2018.

BE IT REMEMBERED THAT THE ABOVE ORDINANCE WAS APPROVED AND ADOPTED THIS 10TH DAY OF SEPTEMBER, 2018 BY THE FOLLOWING VOTE:

Councilmember Abdelgawad
Councilmember Barber
Councilmember Berendzen
Councilmember Burke III
Councilmember Circo
Councilmember Holman
Councilmember Kellogg
Councilmember Townsend

ATTEST:

APPROVE:

Jean Woerner, City Clerk

Kristofer P. Turnbow, Mayor

Date of Signature



To: Planning and Zoning Commission
From: City Staff
Date: July 17, 2018
Re: **Case #18012: 28th Amendment to the UDC –
Misc. from 2018 Annual Review**

GENERAL INFORMATION

Applicant: City of Raymore

Requested Action: 28th Amendment to the Unified Development Code –
Miscellaneous items from 2018 Annual Review of UDC

Advertisement: June 28, 2018 Journal Newspaper

Public Hearing: July 17, 2018 Planning and Zoning Commission

Items of Record: Exhibit 1. Growth Management Plan
Exhibit 2. Unified Development Code
Exhibit 3. Notice of Publication
Exhibit 4. Staff Report

TEXT AMENDMENT REQUIREMENTS

Chapter 470: Development Review Procedures outlines the applicable requirements for amending the text of the Unified Development Code.

Section 470.020 (B) states:

“...text amendments may be initiated by the City Council or the Planning and Zoning Commission”.

Section 470.020 (F) requires that a public hearing be held by the Planning and Zoning Commission and the City Council.

Section 470.020 (G) (2) states:

“In its deliberation of a request, the Planning and Zoning Commission and City Council must make findings of fact taking into consideration the following:”

1. whether such change is consistent with the intent and purpose of the Unified Development Code and plans adopted by the City of Raymore.
2. whether the proposed text amendment corrects an error or inconsistency in the code;
3. the areas which are most likely to be directly affected by such change and in what way they will be affected;
4. whether the proposed amendment is made necessary because of changed or changing conditions in the areas and/or zoning districts affected by it; and
5. whether the proposed text amendment is in the best interests of the City as a whole.

STAFF COMMENTS

1. The 28th Amendment to the Unified Development Code (UDC) is the result of discussions held by the Planning and Zoning Commission after completing its 2018 annual review of the UDC. At its June 5, 2018 meeting the Commission discussed the results of research completed by City staff on several topics and directed staff to submit the revisions proposed in the 28th amendment.

2. The 28th amendment to the UDC consists of twelve (12) separate revisions proposed to the UDC. The amendments are listed in the proposed ordinance as follows:

Section 1: Proposal would allow the elimination of curb and gutter along parking spaces if wheel stops are provided and if the drainage run-off is directed into a stormwater treatment area or other water quality feature.

Section 2: Proposal reduces the number of right-turn movements that trigger the requirement for a right-turn lane as part of a new project. The new requirement matches the current MoDOT requirement..

Section 3: Proposal clarifies that driveway spacing shall be in accordance with the minimum standards established by the American Public Works Association.

Section 4. Proposal requires additional planting space for street trees provided as an amenity in new subdivisions. The additional space necessary may require a wider street right-of-way be provided.

- Section 5. Proposal incorporates requirement to screen recycling receptacles.
- Section 6. Proposal eliminates inclusion of detailed Certificate of Insurance amounts in the UDC and replaces with reference that a Certificate of Insurance shall be provided in the amount established by the City.
- Section 7. Proposal eliminates the 100-foot minimum diameter requirement for a cul-de-sac and incorporates a reference to the design manual, which includes minimum requirements for the new tear-drop design of cul-de-sacs.
- Section 8. Proposal eliminates code language that is more appropriately included in the City design manual for public improvements.
- Section 9. Proposal modifies the requirement of where sidewalk is placed in the street right-of-way for new developments.
- Section 10. Proposal increases the minimum width of new sidewalk installation from four feet to five feet.
- Section 11. Proposal clarifies the review process established for right-of-way and easement vacation requests.
- Section 12. Proposal clarifies the definition of a manufactured home.

STAFF PROPOSED FINDINGS OF FACT

Under Section 470.020 of the Unified Development Code, the Planning and Zoning Commission is directed concerning its actions in dealing with a request to amend the text of the Unified Development Code. Under 470.020 (G) (2) the Planning and Zoning Commission is directed to make findings of fact taking into consideration the following:

1. **whether such change is consistent with the intent and purpose of the Unified Development Code and plans adopted by the City of Raymore;**

Each of the proposed amendments are consistent with the identified purpose and intent of Section 400.040 of the Unified Development Code and with the Growth Management Plan.

2. **whether the proposed text amendment corrects an error or inconsistency in the code;**

The proposed sections of the ordinance do not correct an error or inconsistency.

3. **the areas which are most likely to be directly affected by such change and in what way they will be affected;**

The changes would affect properties throughout the City.

4. **whether the proposed amendment is made necessary because of changed or changing conditions in the areas and/or zoning districts affected by it; and**

The proposed amendments are generally not made necessary because of changed or changing conditions in the zoning districts. The amendments are proposed to clarify language in the code.

5. **whether the proposed text amendment is in the best interests of the City as a whole.**

The proposed amendments are intended to better clarify language in the code which would be in the best interests of the City as a whole.

REVIEW OF INFORMATION AND SCHEDULE

<u>Action</u>	<u>Planning Commission</u>	<u>City Council 1st</u>	<u>City Council 2nd</u>
Public Hearing	July 17, 2018	August 27, 2018	September 10, 2018

STAFF RECOMMENDATION

Staff recommends the Planning and Zoning Commission accept the staff proposed findings of fact and forward Case #18012, 28th amendment to the UDC, to the City Council with a recommendation of approval.

MONTHLY REPORT

June 2018

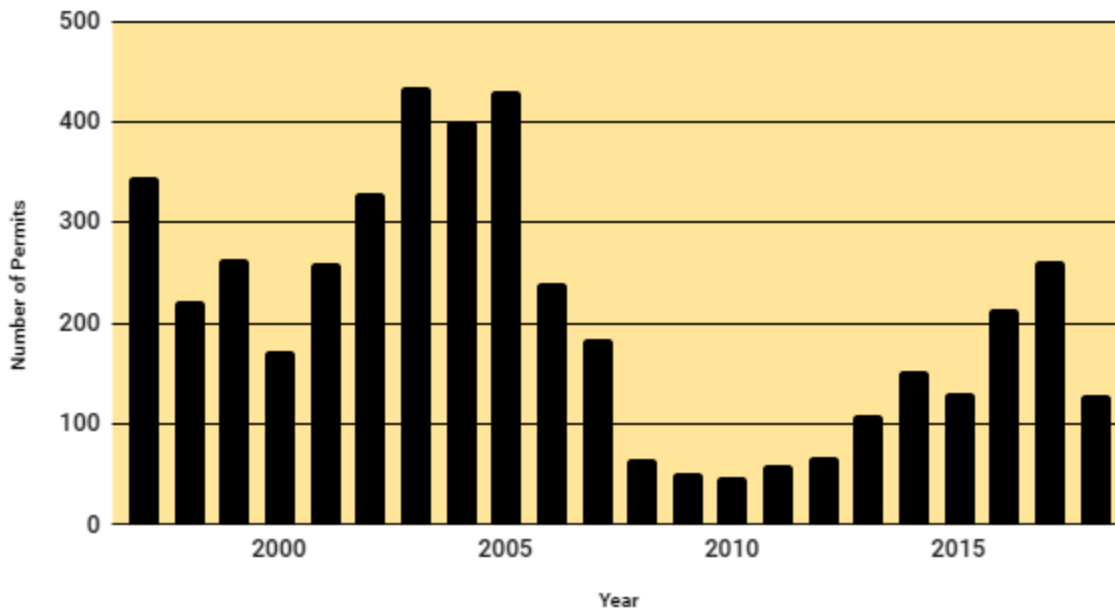
Building Permit Activity

Type of Permit	June 2018	2018 YTD	2017 YTD	2017 Total
Detached Single-Family Residential	22	90	102	202
Attached Single-Family Residential	0	38	10	60
Multi-Family Residential	0	0	0	20
Miscellaneous Residential (deck; roof)	61	309	248	480
Commercial - New, Additions, Alterations	1	7	21	34
Sign Permits	10	23	32	49
Inspections	June 2018	2018 YTD	2017 YTD	2017 Total
Total # of Inspections	431	2,912	3,938	7,141
Valuation	June 2018	2018 YTD	2017 YTD	2017 Total
Total Residential Permit Valuation	\$4,747,400	\$25,833,300	\$20,265,800	\$53,027,000
Total Commercial Permit Valuation	\$100,000	\$3,014,400	\$3,384,800	\$5,394,550

Additional Building Activity:

- Building construction has continues for the proposed Discover Vision Center building to be located at 1018 W. Foxwood Drive.
- Construction work continues at the Recreation Activity Center in Recreation Park.
- Construction continues on the new self-storage facility at 308 E. Walnut Street.

Single Family Building Permits



Code Enforcement Activity

Code Activity	June 2018	2018 YTD	2017 YTD	2017 Total
Code Enforcement Cases Opened	53	228	278	471
<i>Notices Mailed</i>				
-Tall Grass/Weeds	22	64	82	152
- Inoperable Vehicles	4	25	56	76
- Junk/Trash/Debris in Yard	7	51	32	75
- Object placed in right-of-way	0	7	12	22
- Parking of vehicles in front yard	3	20	58	87
- Exterior home maintenance	3	22	35	44
- Other (trash at curb early; signs; etc)	9	20	3	15
Properties mowed by City Contractor	12	19	18	60
Abatement of violations (silt fence repaired; trees removed; stagnant pools emptied; debris removed)	0	0	7	7
Signs in right-of-way removed	24	237	196	359
Violations abated by Code Officer	5	37	44	94

Development Activity

Current Projects

- Westbrook at Creekmoor 14th Final Plat
- Brightside Daycare Site Plan
- Sunrise Commons Minor Plat (Brightside Daycare)
- Compass Health Rezoning (northeast corner of 58 Highway and Sunset)
- Kirby Estates Replat

	As of June 30, 2018	As of June 30, 2017	As of June 30, 2016
Homes currently under construction	221	240	211
Total number of Undeveloped Lots Available (site ready for issuance of a permit for a new home)	419	531	670
Total number of dwelling units in City	8,385	8,068	7,873

Actions of Boards, Commission, and City Council

City Council

June 11, 2018

- Approved on 2nd reading the vacation of a 20' driveway easement for the proposed Brightside Daycare facility
- Approved on 2nd reading the 27th amendment to the Unified Development Code
- Approved on 1st reading the rezoning of 8+ acres north of 58 Highway, east of Sunset Lane from Agricultural to Professional Office
- Approved on 1st reading the replat of Kirby Estates
- Approved on 1st reading the Sunrise Commons Final Plat
- Approved on 1st reading the Westbrook at Creekmoor 14th plat

June 25, 2018

- Approved on 2nd reading the rezoning of 8+ acres north of 58 Highway, east of Sunset Lane from Agricultural to Professional Office
- Approved on 2nd reading the replat of Kirby Estates
- Approved on 2nd reading the Sunrise Commons Final Plat
- Approved on 2nd reading the Westbrook at Creekmoor 14th plat
- Accepted the public improvements for Lots 95-108 in Meadowood of the Good Ranch 3rd Plat

Planning and Zoning Commission

June 5, 2018

- Recommended approval of the Westbrook at Creekmoor 14th Final Plat

- Completed the Annual Review of the Unified Development Code

June 19, 2018

- Completed a review of projects approved by the Commission and recently completed

Upcoming Meetings – July & August

July 3, 2018 Planning and Zoning Commission

- Meeting Cancelled

July 9, 2018 City Council

- No development applications currently scheduled

July 17, 2018 Planning and Zoning Commission

- 28th Amendment to the Unified Development Code (public hearing)

July 23, 2018 City Council

- No development applications currently scheduled

August 7, 2018 Planning and Zoning Commission

- No items currently scheduled

August 13, 2018 City Council

- No development applications currently scheduled

August 21, 2018 Planning and Zoning Commission

- No items currently scheduled

August 27, 2018 City Council

- 28th Amendment to the Unified Development Code (public hearing)

Department Activities

- Associate Planner David Gress participated in the Mid-America Regional Council Solid Waste management board meeting.
- Director Jim Cadoret and Associate Planner David Gress participated in a America Walks webinar on *Walkable Communities*.
- Director Jim Cadoret participated in the Aging Mastery Graduation ceremony at Centerview. Nineteen residents completed the program.

- Code Enforcement Officer Christian Neal, Building Inspector Ty Erickson, and Fire Marshall Randy Powers inspected the firework tents for compliance with City Code prior to opening.
- Director Jim Cadoret provided an overview of the Communities for All Ages program to the City of Peculiar management team.
- Staff completed research for preparation of the 28th amendment to the Unified Development Code. Several modifications are proposed to the code.

GIS Activities

- Local update of Census Address points & adjustment of lines (streets, boundaries, etc) in TIGER data supplied
- MARC - Responses to vendors regarding regional acquisitions, orthoimagery and LiDAR
- MARC - Baseline response rates for regional address points (data support for NEXTGEN) shared with Cass addressing authorities
- Data delivery to agents/technical consultants
- Data improvement/update as required
- Server/database administration as required
- Asset management - Comprehensive data assumed for storm water pipes supporting inspection prioritization & design output for dashboard operations
- Preparation to create/manage Vector Tile Basemaps (staging and stored procedure(s) for projection to web Mercator, additions to well known tiling scheme, etc)
- Server site design/migration & monitoring - ongoing
- Generation of elevation contours from preliminary delivery of 2018 surface data on public sites, for internal/conceptual use

Sidewalks | A LIVABILITY FACT SHEET

Eight in 10 Americans prefer being in a community that offers sidewalks and good places to walk. Six in 10 prefer a neighborhood that features a mix of houses, shops and services within an easy walk versus a neighborhood that requires a car for every errand.¹

People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active at least 39 minutes a day.²

Sidewalks play a vital role in community life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks are the front steps to the community, activating streets socially and economically.

Safe, accessible, well-maintained sidewalks are a fundamental community investment that enhances public health and maximizes social capital.³

Sidewalks increase foot traffic in retail centers, delivering the customers that local shops and restaurants need in order to thrive. Retail properties with a Walk Score ranking of 80 out of 100 were valued 54 percent higher than those with a Walk Score⁴ of 20 and had an increase in net operating income of 42 percent.⁵

Interest in sidewalks is so keen that they've become a factor in home prices. For example, in a scenario where two houses are nearly identical, the one with a five-foot-wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but it also sells in less time.

A well-constructed sidewalk for a typical 50-foot-wide residential property might cost a builder \$2,000, but it can return 15 times that investment in resale value. According to a 2009 CEOs for Cities report, even a one-point increase in a community's Walk Score could increase home values by \$700 to \$3,000.⁶

People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active for at least 39 minutes a day.



Good downtown sidewalks have enough room for people to walk, stop and talk, or even sit for a bit. This wide sidewalk in State College, Pa., is made of visually appealing paver stones. Care must be taken when installing paver and similar surfaces so wheelchairs and other wheeled devices can roll smoothly over them.

Myth-Busting!

■ “No one will use the sidewalk.”

This might have been true in the past, but research published in 2012 by the U.S. Centers for Disease Control and Prevention⁷ (CDC) and in 2013 by the National Center for Safe Routes to School⁸ shows that a growing number of people are walking, and that many are children and adults age 65 and older.

People just need safe, convenient and pleasant places near their homes, schools and workplaces to make walking routine, says the CDC study.

■ “Americans prefer to drive.”

Perhaps, or maybe they’re driving so much because there are no sidewalks! Federal data on vehicle miles traveled and a recent national study show a decline in driving and car ownership during the 2000s in an overwhelming majority of metro areas.

At the same time, the number of people commuting by bicycle and transit increased.⁹ A survey by the Surface Transportation Policy Partnership found that 55 percent of Americans would prefer to walk more and drive less.¹⁰

■ “Trees will be destroyed.”

Not necessarily. Sidewalks can be curved to avoid trees. In fact, protecting a tree is one of the few reasons for a sidewalk to deviate from a direct route.¹¹

■ “A sidewalk will take land from my lawn.”

Many homeowners don’t realize how far from the curb their private property line actually extends. There’s often enough of a public right-of-way easement in place to create a sidewalk without infringing in any way on a property owner’s land.¹²

■ “People will walk too close to my house.”

There’s little difference between what passersby can see from a sidewalk versus what they can already see from their cars or by walking along the edge of the street. Any nearness added by a sidewalk would likely be as little as a just a few feet.¹³

■ “Sidewalks increase crime.”

Actually, increased pedestrian activity puts more eyes on the street and creates safety in numbers, which deters and reduces criminal activity.¹⁴

■ “Tax dollars are better spent on other needs.”

Since sidewalks increase property values and tax revenues, they serve as an economic engine. Plus, sidewalk maintenance costs are real estate tax-deductible (IRS Publication 530). Sidewalks are also safety investments (by bringing more eyes and ears to the street) and an integral part of a balanced transportation budget.¹⁵

■ “I’ll be liable if someone gets hurt on a sidewalk near my property.”

It depends. Liability is determined by state and local law, but either government or private owner negligence concerning an “unreasonably safe” or “defective condition” (such as a wide crack or raised section) has to be proven in court in order to win a lawsuit.¹⁶

■ “Sidewalks ruin the character of rural neighborhoods.”

It’s only in recent decades that sidewalks have been phased out of developments. There are many ways to build a sidewalk or path to match the design and feel of a community.

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1. National Association of Realtors. (November 2013) National Community Preference Survey. <http://www.realtor.org/articles/nar-2013-community-preference-survey>
 2. Sallis J., et al. “Neighborhood Environments and Physical Activity among Adults in 11 countries.” *American Journal of Preventive Medicine*, Vol. 36, No.2
 3. National Association of City Transportation Officials (NACTO). (October 2012) *Urban Street Design Guide* pp 24-25. <http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf>
 4. Walk Score® is an online logarithmic ranking system that determines the basic walkability of a residential or commercial property. Walk Score uses neighborhood factors such as distance to shops and schools to create a number between 0 and 100 that measures the walkability of any address <http://www.walkscore.com>
 5. Pivo, G. and Fisher, J.D. (2010) *The Walkability Premium in Commercial Real Estate Investments*. University of Arizona and Benecki Center for Real Estate Studies, Indiana University. http://www.u.arizona.edu/~gpivo/Walkability%20Paper%208_4%20draft.pdf
 6. Cortright, J. Impresa, Inc., CEOs for Cities. (August 2009) *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*. http://www.ceosforcities.org/pagefiles/WalkingTheWalk_CEOsforCities.pdf
 7. Centers for Disease Control and Prevention. (August 2012) Vital Signs. <http://www.nmhc.org/files/ContentFiles/Brochures/Myth%20and%20Fact%20FINAL.pdf>
 8. National Center for Safe Routes to School. (October 2013) *Trends in Walking and Bicycling to School from 2007 – 2012*. http://saferoutesinfo.org/sites/default/files/Trends_in_Walking_and_Bicycling_to_School_from_2007_to_2012_FINAL.pdf
 9. U.S. PIRG Educational Fund. (December 2013) *Transportation in Transition: A Look at Changing Travel Patterns in America's Biggest Cities*. <http://www.uspirg.org/news/usp/study-shows-driving-decline-america%E2%80%99s-cities>
 10. Surface Transportation Policy Project, Belden Russonello & Stewart. (April 2003) *Americans' Attitudes Toward Walking and Creating Better Walking Communities*. http://www.transact.org/library/reports_pdfs/pedpoll.pdf. Whetmore, J.Z. “Retrofit Sidewalks.” *Perils for Pedestrians Public Affairs Series* (November 2012) Retrieved March 3, 2014 <http://www.pedestrians.org/retrofit/retrofit15.htm>
 11. Rails to Trails Conservancy, National Park Service. (January 1998) *Rail-trails and Safe Communities: The Experience on 372 Trails*. http://www.railstotrails.org/resources/documents/resource_docs/Safe%20Communities_F_Ir.pdf
 12. Ibid

How To Get It Right



The ideal sidewalk widths: seven feet in residential areas, eight to 12 feet in downtown settings.



Sidewalks that are properly built can last 25 years or more with little more than minimal care.

When advocating and planning for sidewalks, consider the following:

■ Engage neighbors and the community

Expect some opposition and use this fact sheet to help make the case for the sidewalks. Mobilize like-minded people and work together as a neighborhood or community. Meet with your neighbors to raise awareness and address any resistance.

■ Make the sidewalk wide enough

Sidewalks are critical in downtown neighborhoods and busy retail areas, both of which have lots of people, destinations and potential conflicts with vehicles. In these areas it's important to install sidewalks that are wide enough to handle foot traffic and features such as cafe seating, benches and other spots for socializing.

■ Use a site-appropriate design

A sidewalk should fit its setting. Even rural communities can benefit from a tastefully designed walkway. Make sure sidewalks are well-maintained and appealing, with safe and convenient street crossings and enough width to accommodate two or three people walking side by side.

The ideal setback for a sidewalk is four to 10 feet from the street. Planter strips, trees and on-street parking can extend the buffer, increasing comfort and slowing traffic.

■ Prioritize high-use areas and connectivity

At the outset of a sidewalk construction program, prioritize where to build first by focusing on a quarter-mile circle around schools, parks, transit stops and key commercial destinations. Everything within that circle should be a priority for sidewalk construction. Be sure to map sidewalks so they're connected between the primary areas where people work, shop and play.

■ Consider driveways

In many neighborhoods and retail areas, driveways are full of both moving and parked cars. Since driveways interrupt a sidewalk's flow and safety, they should be kept to a minimum in commercial areas.

Carefully plan the best way to treat sidewalks that will cross driveways, especially in high-use areas. Alleys are a good tool for separating people from traffic, especially in retail areas.

■ Build and maintain with municipal funds

Many communities require property owners to pay for and clear sidewalks (snow, ice, etc.). Since sidewalks are a public benefit, a better policy would be to install and maintain sidewalks with public funds.

13. Ibid
14. Berg, D. (N.D.) "Sidewalk Slip and Fall: Who is Liable?" NOLO. <http://www.nolo.com/legal-encyclopedia/sidewalk-slip-fall-who-liable.html>
15. Rails to Trails Conservancy, National Park Service. (January 1998) *Rail-trails and Safe Communities: The Experience on 372 Trails*. http://www.railstotrails.org/resources/documents/resource_docs/Safe%20Communities_F_lr.pdf
16. Federal Highway Administration. (N.D.) *Pedestrian Safety Guide and Countermeasure Selection System*. http://www.pedbikesafe.org/PEDSAFE/resources_guidelines_sidewalkwalkways.cfm

Success Stories

■ Decatur, Georgia: Citywide Sidewalk Program

Decatur has been dubbed the most walkable city in Georgia, with more than 60 miles of sidewalks in its 4.2 square miles. The ongoing, citywide sidewalk improvement program began in 2004 with a Health Impact Assessment and funding from annual appropriations by the Decatur City Commission.

The program's goal is to have a sidewalk on at least one side of every street in town. More than four miles of new and replacement sidewalks had been built by 2014.

■ Austin, Texas: Sidewalk Prioritization

The City of Austin has built almost 100 miles of new sidewalks since 2005 to encourage walking as a viable mode of transportation and to improve safety, accessibility and pedestrian mobility.

Austin completed a detailed sidewalk inventory, documented current conditions, obtained public input on sidewalk needs and issues, and established city sidewalk priorities that were organized into a downloadable Sidewalk Prioritization Map. The city prioritizes compliance with the Americans with Disabilities Act, sidewalks that allow children to walk safely to school, a connected network of sidewalks, trails and bikeway, and sidewalks that serve bus stops. More than 300 bus stop sidewalks have been completed since 2011.

■ Calloway County, Kentucky: School Sidewalks

Walking or bicycling to school was prohibited in and around the small city of Murray because there were no sidewalks and it wasn't a safe way to travel. The local government offered to build sidewalks if the school system would change the policy. The effort resulted in 15,960 feet of sidewalks, including from the county middle school to a low-income housing area. Hundreds

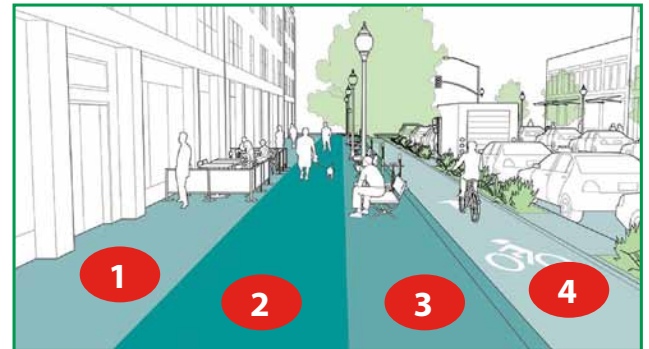
of students now regularly walk to school.

"Every time I look down the street, there are people on the sidewalks, people pulling wagons, people walking their dogs," said a school district administrator.

HOW IT WORKS

Design guidelines recommend a minimum sidewalk cross section of five feet, exclusive of other amenities and large enough for at least two people to walk side by side. Here's a guide to the potential spaces alongside a property.

1. **Frontage Zone:** an extension of the building
2. **Pedestrian Through Zone:** safe and adequate place for walking, five to seven feet wide in residential areas, eight to 12 feet in downtown or commercial settings
3. **Street Furniture/Curb Zone:** plants, trees, benches, lighting and bike parking to provide a protective barrier from motorized traffic
4. **Enhancement/Buffer Zone:** curb extensions, parklets, parking, bike riding, bike e-racks and bike stations



National Association of City Transportation Officials, Urban Street Design Guide, nacto.org

RESOURCES

1. **Los Angeles County Model Design Manual for Living Streets.** (2011) <http://www.modelstreetdesignmanual.com/>
2. **Advanced Sidewalks and Streets Toolkit.** AARP. (2011) <http://www.aarp.org/content/dam/aarp/livable-communities/plan/assessments/advanced-streets-and-sidewalks-toolkit-2011-aarp.pdf>
3. **Costs for Pedestrian and Bicyclist Infrastructure Improvements.** Bushell, M., et al. UNC Highway Safety Research Center, Federal Highway Administration. (October 2013) http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf
4. **Walkability, Real Estate and Public Health Data,** Walk Score Data Services, <http://www.walkscore.com/professional/research.php>
5. **Sidewalks and Streets Survey.** http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm
6. **Business Performance in Walkable Shopping Areas.** Active Living Research. (November 2009) http://activelivingresearch.org/files/BusinessPerformanceWalkableShoppingAreas_Nov2013.pdf
7. **Walk Score blog** at <http://blog.walkscore.com/>



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