

Raymore
Original Town
Neighborhood plan



City of Raymore
Community Development Department
May 2009

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Executive Summary

In the Spring of 2008, the Raymore City Council endorsed the commencement of a neighborhood planning process for Original Town Raymore. The unique character and history of the Original Town neighborhood made it an ideal place to conduct a neighborhood planning process. The older homes, local businesses, and grid street network are unlike any other development in the City. A comprehensive planning strategy, reliant on public input and inter-departmental collaboration, was developed to evaluate and address the neighborhood's strengths and challenges.

After a thorough evaluation of existing conditions in the neighborhood, a neighborhood meeting was held to introduce residents to the planning process and to collect their initial thoughts about the neighborhood's current condition and function. Planning staff used that initial input to identify the issues this plan addresses. At subsequent meetings, neighbors were asked to provide detailed feedback on these issues and plan recommendations were formulated.

This plan makes recommendations in five issue areas: use of the municipal property at Washington and Olive, neighborhood infrastructure (sidewalks, streetlights, and stormwater), neighborhood beautification, land use, and zoning. Each recommendation is intended to improve the experience of living and working in the Original Town neighborhood, add lasting value to the built and natural environments, and encourage the future evolution of the neighborhood to occur in a historic tradition. The recommendations contained within this plan were formulated from input received by the Original Town community and strive to closely reflect the community's collective vision for the neighborhood's future.

Finally, the plan provides suggestions for how each recommendations could be implemented. Strategies for introducing each recommendation into the neighborhood are provided. Where applicable, specific action items, cost estimates and phasing plans are provided. Implementation recommendations were constructed to encourage cost-efficient and sustainable solutions. Additionally, references to resources are included to provide a starting point for future efforts.



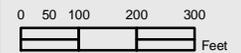
Original Town Study Area

LEGEND

- Parcel Boundary
- Study Area Boundary



FIGURE 1



Raymore Community Development Department



Introduction

PLANNING AREA

The area chosen for this study is bounded by Highway 58 on the north and Elm Street to the south, South Madison Street to the west and Monroe Street to the east. Thirteen parcels along the west side of South Madison Street were included in the study area. The single-family homes are located on unplatted lots and they are similar in character to the homes in the Original Town platted area. Additionally, to the east of Monroe Street, one home, one church and vacant lot were chosen to be part of the study area. These homes are also on unplatted lots and are generally perceived as part of the Original Town area.

The Maplewood Subdivision to the south was considered for inclusion in this study, however ultimately left out. Although it is one of Raymore's older neighborhoods and has similar infrastructure concerns, the area does not face the same challenges as the twenty-block Original Town area.

The newer subdivisions of Monroe Park and Hidden Meadows provided a clear boundary line for the east of the study area. These unified areas were recently developed and function as traditional modern subdivisions.

STUDY GOALS

The Original Town Neighborhood Plan strives to effectively accomplish the following goals:

- Preserve and enhance the neighborhood's housing stock and infrastructure
- Add value to the area through a mix of public and private investment
- Provide support for existing local businesses
- Encourage development and redevelopment that is compatible with the neighborhood
- Build a shared sense of community among residents
- Increase the safety and stability of the neighborhood
- Enhance the neighborhood's sense of place through good urban design

PLANNING PROCESS

The Original Town neighborhood planning process took place during spring 2008 through spring 2009. The process began with an evaluation of existing conditions in the neighborhood. Three neighborhood meetings were held over the course of the planning process. The first meeting established what the residents valued about the neighborhood and what were their greatest concerns; this meeting established the overall framework for the plan. The second meeting was aimed at collecting more specific feedback from residents regarding the issues addressed within the plan. At the final meeting, proposed recommendations to neighborhood residents to receive feedback and incorporate their feedback.

RELATIONSHIP TO THE GROWTH MANAGEMENT PLAN

The 2004 Raymore Growth Management Plan (GMP) identifies Original Town as an area for special study. According to the GMP, special studies should be conducted to gain more detailed information on the existing design of an area and the type of development that occurs there. The GMP envisions a balanced approach for the study of Original Town; it advocates for both preservation and enhancement of the existing character of the neighborhood.

The physical characteristics of the Original Town area provide the opportunity to meet several goals central to the GMP. The plan emphasizes the need for the development of neighborhoods to create a sense of place within the community. Original Town is a distinct and unique area of the City that reflects Raymore's past. Enhancing and preserving the area is an opportunity to benefit the residents who live, work, and worship there and to highlight Raymore's heritage to the advantage of the whole community.

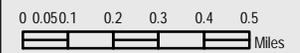
The neighborhood has also become a valuable support center for locally owned and operated businesses. The Growth Management Plan points out that "the pattern of commercial development with large parking lots and bland chains in strip centers is perceived quite negatively." The Original Town neighborhood provides an opportunity to retain existing small businesses in a unique non-traditional setting that could appeal to clients and shoppers.

Context Map

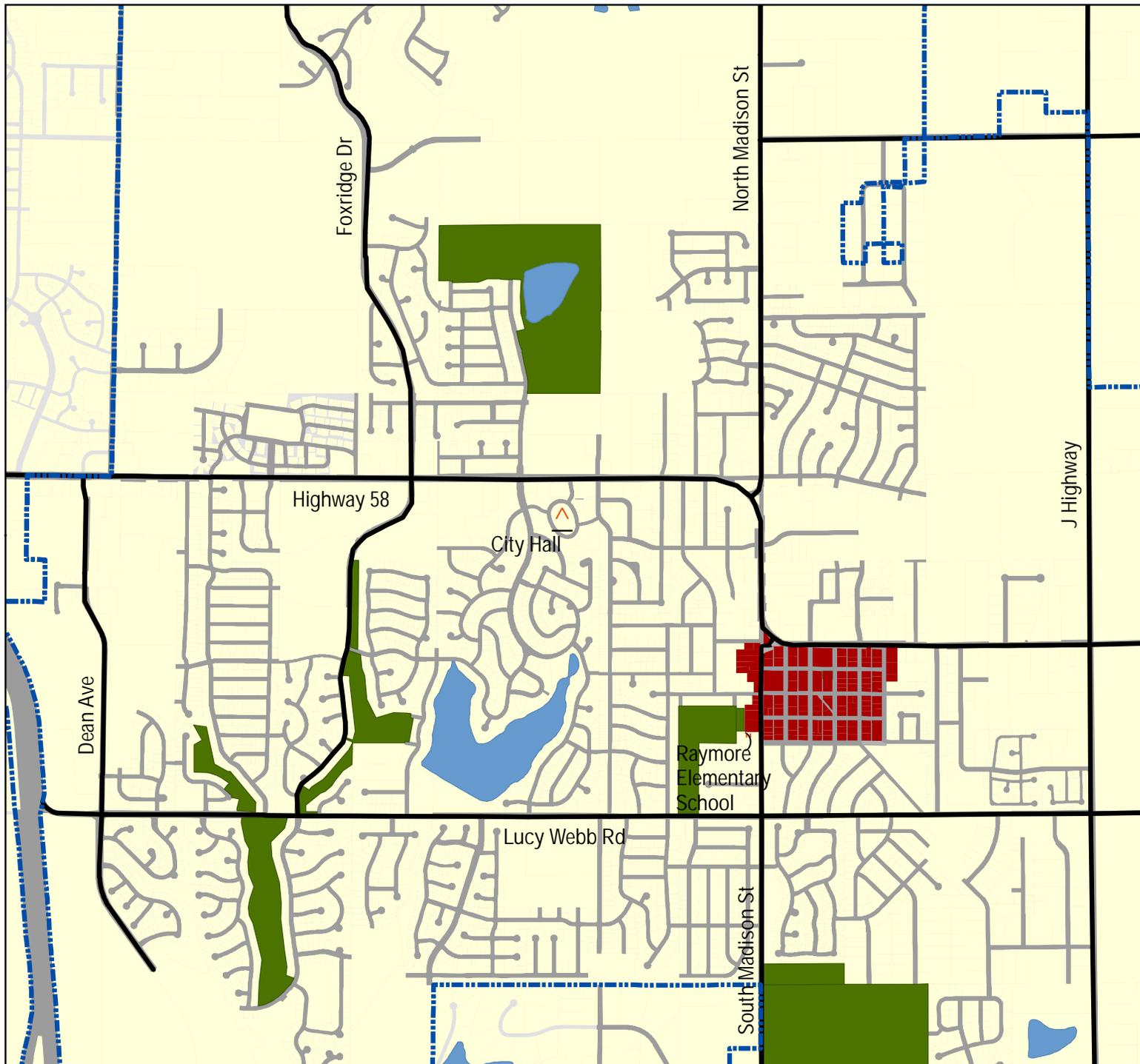
LEGEND

- Original Town
- City of Raymore
- Right-of-Way
- Park
- Lake

FIGURE 2



Raymore Community
 Development Department



Relationship to the Transportation Master Plan

The Original Town neighborhood is bounded on the north by Highway 58. The Transportation Master Plan identifies this five-lane highway as a Major Arterial roadway. Highway 58 remains the central artery through Raymore and provides access to both 71 Highway to the west and 291 Highway to the east. Traffic counts published in the Transportation Plan indicate that 10,000 to 12,500 vehicles travel the stretch of Highway 58 north of Original Town each day. Each north-south street in the neighborhood provides access to Highway 58.

Original Town is bounded on the west by South Madison Street, identified as a Major Collector roadway in the Transportation Master Plan. Madison Street runs from the northern city limits to the southern limits. South Madison provides access to Recreation Park and Raymore-Peculiar High School to the south.

In the study area, Franklin Street is identified as a Minor Collector roadway. Franklin provides access to Lucy Webb via Aspen Drive to the south. Franklin Street will be constructed to the north of Highway 58 through the Ramblewood at Jeter Farm development. The Transportation Master Plan plans for an eventual connection to Pine Street to the north.

Relationship to the Parks Master Plan

The study area contains one quarter-acre parcel designated as public parkland. Jaycee Park is located north of the former City Hall/Public Works building on Washington Street. The park contains a small play area and city storage shed. There are no improvements planned for Jaycee Park in the 2007 Parks and Recreation Strategic Implementation Plan.

The neighborhood is in close proximity to Memorial Park, located just west of the study area. The park can be accessed from Olive Street or Elm Street west of South Madison Street. Memorial Park provides a range of active and passive recreation opportunities including park shelters, baseball fields, volleyball courts, and a walking trail.

PREVIOUS PLANNING EFFORTS

A survey conducted by the Raymore Public Works department in 2005 sought to determine the neighborhood's perspective on the condition of public infrastructure in the area. The survey focused on four main areas: street lights, storm sewers, sidewalks, and traffic and parking.

Resident response to the survey was decidedly mixed. There was no consensus on whether street light or storm sewer improvements were desired and there were few concerns expressed regarding parking. Slightly more than half of the residents, however, did favor the addition of sidewalks to the neighborhood. Several respondents cited the importance of sidewalks for safety, given the neighborhood's proximity to Raymore Elementary School. In addition, respondents noted that speeding and running stop signs contributed to traffic problems in the area.

RECENT AND FUTURE CHANGES

Since the 2005 survey occurred, several projects and trends have influenced the Original Town area. Public infrastructure improvements include street improvements as part of the City's annual street preservation program. In 2007 and 2008, portions of Monroe, Plum, and Maple were all improved. Additionally in 2007, the City undertook an effort to improve the condition and performance of sanitary sewers in the area. The city also programmed two stormwater projects in the Original Town area into their FY2009 Stormwater Improvement Program; the work will address periodic flooding at the intersections of Elm and Jefferson Streets and Monroe and Olive Streets.

On April 3, 2007, Raymore citizens voted to issue a no-tax increase general obligation bond to fund capital improvement projects in the City. The bond will fund improvements to South Madison Street from Highway 58 to Lucy Webb Road. Although no final designs have been completed for the road to date, the improvements are expected to include a reconstructed roadway, improved intersections, pedestrian facilities, and street lights.

Additionally, the city is constructing a new sidewalk on the south side of Elm Street. This project was funded by the City's sidewalk gap program. Design for the sidewalk was completed in 2008 and installation is planned for spring 2009.

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Existing Conditions

History

Not long after the end of the Civil War, people began to settle in the area now known as Original Town Raymore. Raymore was one of the last areas of Cass County to be settled, as the prairie landscape had few trees and no major watercourse. Ultimately, it was the ideal agricultural soils drew farmers and ranchers to the area. The framework for the City of Raymore was drawn in 1874 and the town incorporated in 1877. Soon there were new homes, churches, a bank, a school, and a post office. In the 1880's, an interurban railroad traversed the city and a successful grain elevator was built. In 1888, Raymore became a fourth-class city. For decades the city thrived, but the Great Depression compromised the town's economy. In 1935, the railroad stopped running and the bank closed, and much of Raymore's growth and progress was halted.

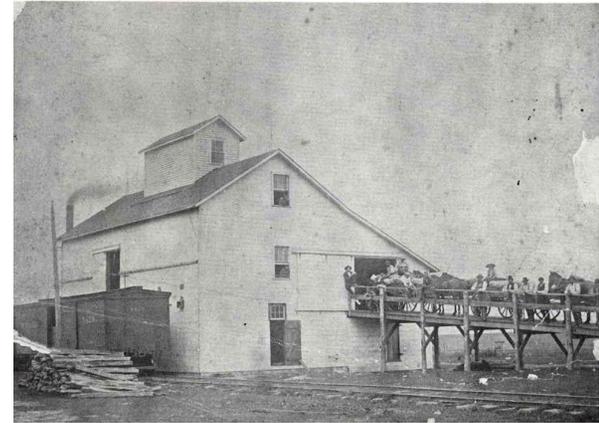
Platting

The Original Raymore plat was drawn in 1874. It consists of:

- Twenty blocks
- Fourteen lots per block
- 6000 square feet per lot, each 40 feet wide and 150 feet deep
- A 14 foot alleyway down the center of each block

The plat is traversed by a 100 foot wide railroad right-of-way. The railroad easement was abandoned after the railroad stopped operating in 1935. The property reverted to the City and surrounding property owners. The remaining evidence of the railroad easement is Spruce Street, which runs diagonally through Block 13.

All other lots in the study area are unplatted.



Grain Elevator



Railway Depot



City Hall and Fire Station

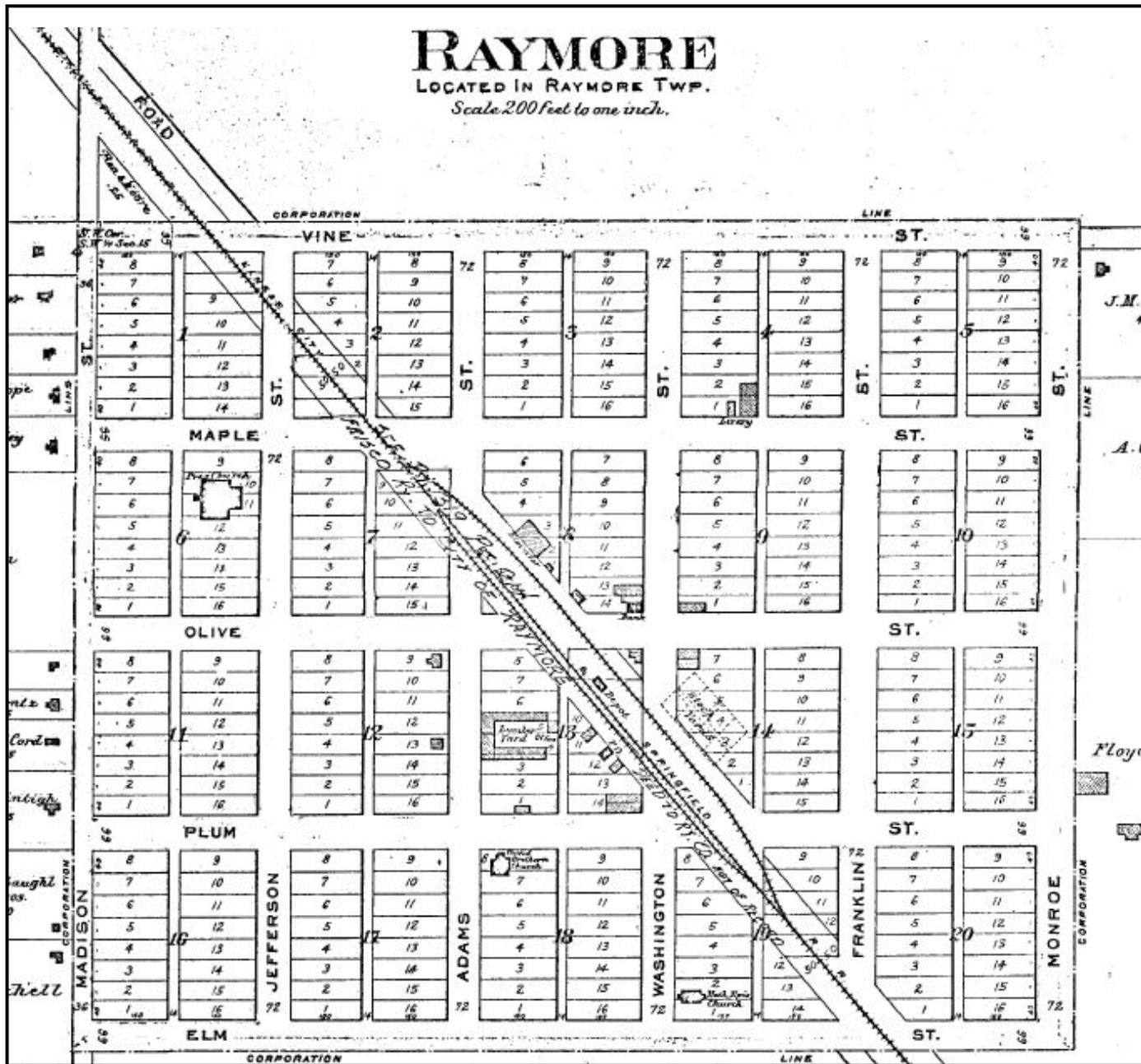


FIGURE 3.
RAYMORE TOWNSHIP
PLAT MAP

Zoning

Residential

The majority of the neighborhood is zoned “R-1” Single-Family Residential. The principal use of land in this district is for low density single-family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a residential area. There is no duplex or multi-family zoning in the area.

The current structure of Raymore’s zoning code cannot accommodate the area’s mixed use character.

Commercial

Approximately 13 percent of the land area is zoned for commercial use. The commercial zoning districts in the area are the “C-1” Neighborhood Commercial District and the “C-2” General Commercial District.

The arrangement of residentially and commercially zoned land uses in the neighborhood is mixed, most likely determined by the land use that existed when the Raymore zoning map was originally drawn in the 1970’s. The zoning district boundaries correspond to the lots shown on the original plat, not the parcels that correspond with land ownership today. As a result, multiple zoning districts may be assigned to a single ownership parcel.



This structure, originally constructed around 1900, is built up to the right-of-way.

Non-Conforming Structures

Many of the homes and buildings in Original Town were constructed before zoning regulations were in place in Raymore. Consequently, many structures do not meet the development standards in the code today. Many structures are built up to the right-of-way and some homes do not meet the minimum separation distance between buildings. A variety of other non-conformities exist, including multiple homes on a single lot and excessive building coverage. These non-conforming structures are permitted to remain unless they are substantially destroyed or devalued.

Non-Conforming Uses

For the most part, the land uses in Original Town conform with the property’s zoning designation. Several parcels zoned for commercial use are used for exclusively residentially purposes, a result of businesses that have moved or closed.



A variety of commercial structures are located throughout the Original Town neighborhood.

Existing Zoning

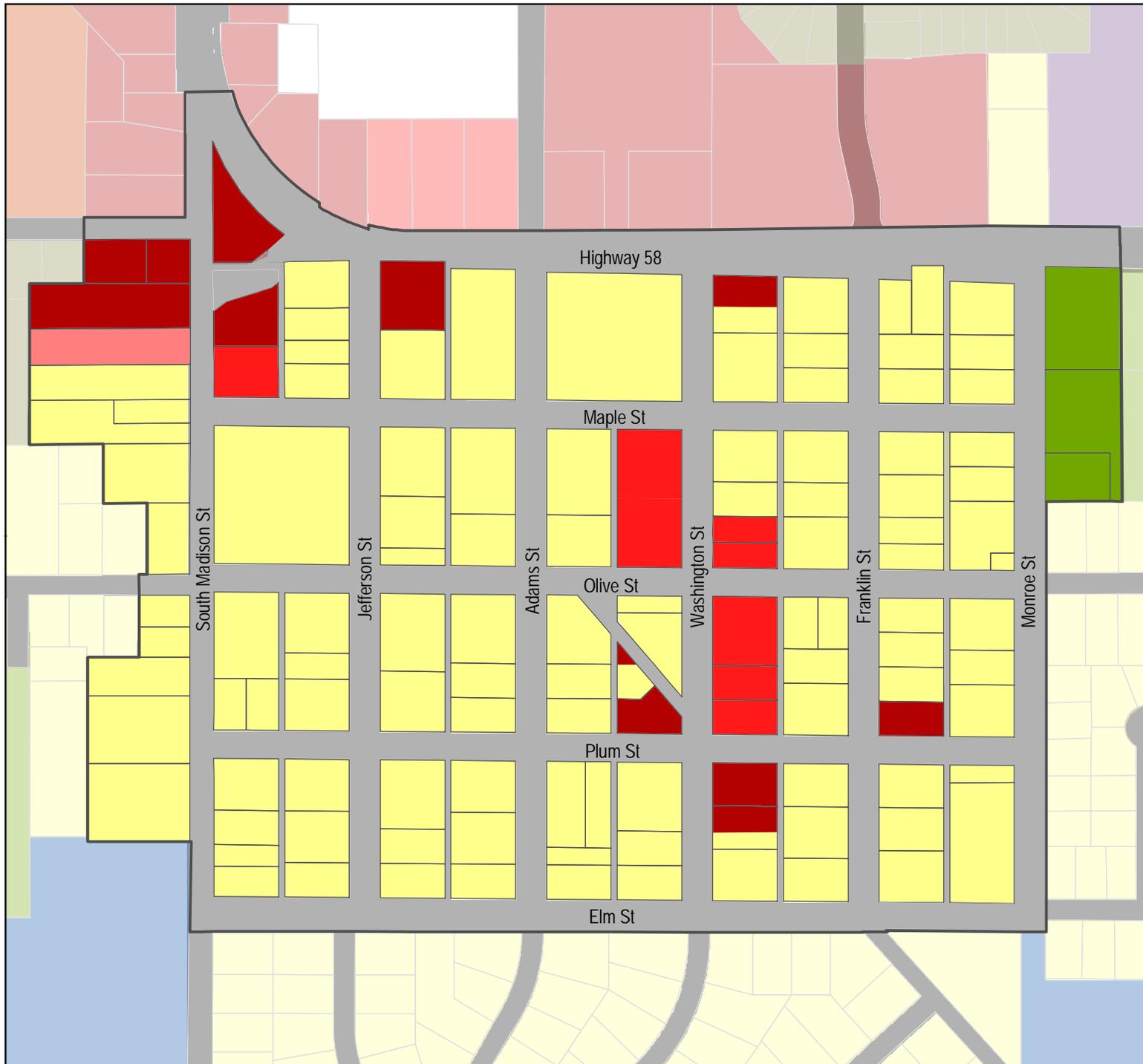
LEGEND

- 'A' Agriculture
- 'R-1' Single-Family
- 'R-2' Two-Family
- 'R-3' Medium Density
- 'PO' Professional Office
- 'C-1' Nbhd. Commercial
- 'C-2' General Commercial
- 'BP' Business Park
- 'M-1' Light Industrial
- 'PUD' Planned Unit Dvlmt.
- Special Class
- Right-of-Way

FIGURE 4



Raymore Community
 Development Department



Existing Land Use

LEGEND

- Residential
- Commercial
- Institutional
- Public
- Civic
- Vacant
- Streets

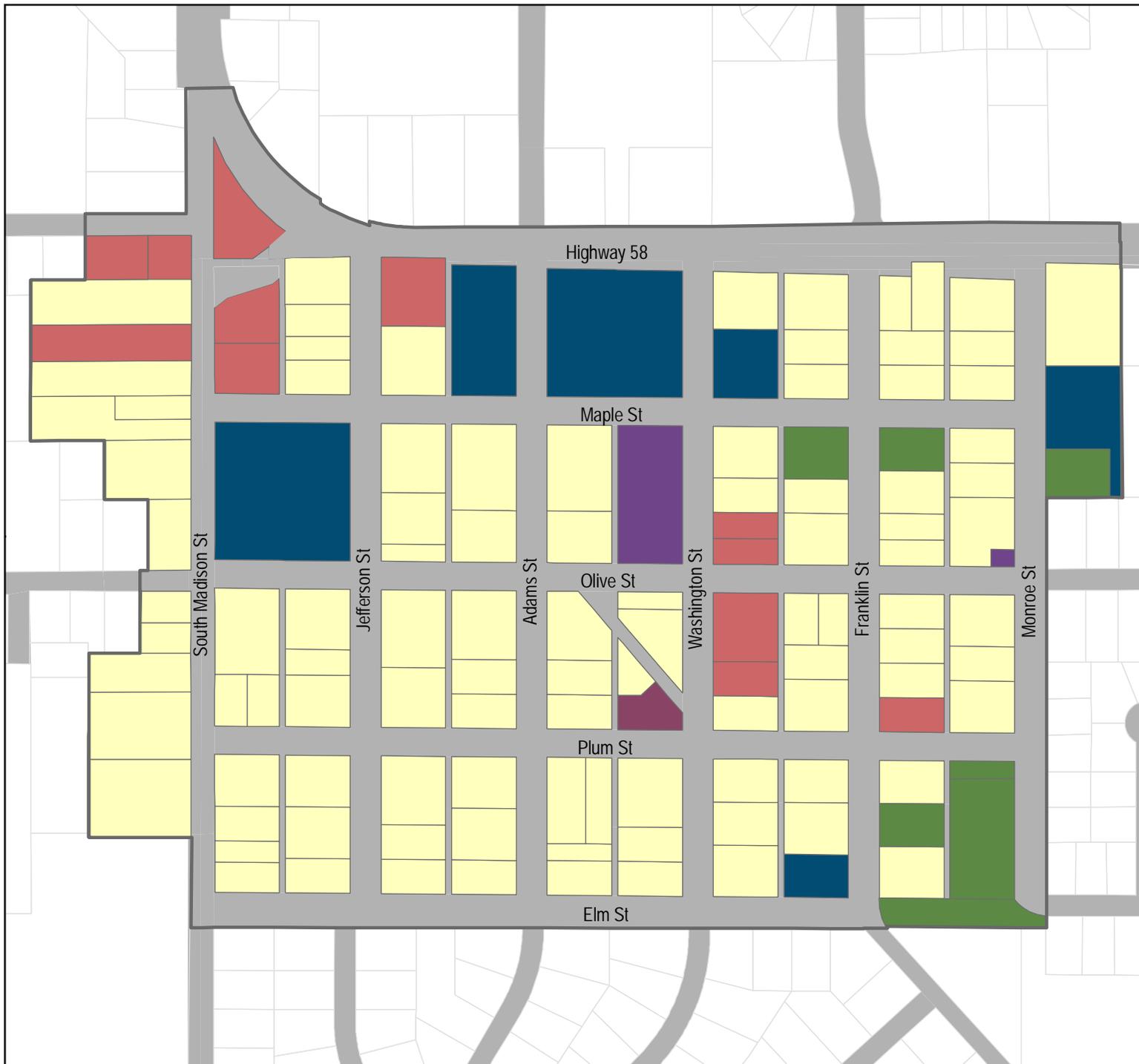
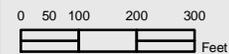


FIGURE 5



Demographics

In the year 2000, there were over 200 residents living in the Original Town neighborhood. The racial composition of area is predominantly white. The age distribution of Original Town residents is comparable to the City of Raymore as a whole. There are noticeably fewer residents in the 70 and over age cohort than average, which likely reflects the absence of senior facilities in the neighborhood. Much like the rest of Raymore, there are few residents aged 18 to 24 present. Despite the fact that the largest age cohort in Original Town was persons 0-9 years, almost 60 percent of the neighborhood's households consisted of residents living alone or married couples with no children at home.

Housing

The majority of residential structures in the neighborhood are single-family dwelling units. The average and median home size is approximately 1100 square feet, but home sizes range from less than 500 square feet to approximately 2,800 square feet.

There are a wide range of housing types in the area, reflective of decades of ongoing residential development and redevelopment. It is difficult, however, to analyze the development patterns of the neighborhood using the existing built environment, as many structures have been destroyed by fire, tornadoes, and redevelopment over time.



A turn-of-the-century home

A number of historic homes from the early 1900's remain; several homes with Victorian-style features remain in good condition. Homes from the 1920's are among the largest in the neighborhood and are typically two stories. In contrast, the few remaining homes from the early 1930's are modest, with small square footages and few embellishments.

The 1940's and 50's brought an influx of ranch and bungalow-style homes, developed in a typical suburban tradition. Setbacks from the street are increased and the homes are on situated on multiple lots. These homes are all one-story, some pre-fabricated, and most characterized by awnings and front patios. Classic suburban-style development dominated over the remaining decades. Limited lot-by-lot infill development continues to occur.

In 1950, the average size of a new home built in the United States was approximately 1,100 square feet. This compares to 1,375 square feet in the 1970s and nearly 2,000 square feet in the 1990s.

Source: Municipal Research Services Center of Washington, 2006



1880's



1890's



1900's



1910's



1920's



1930's



1940's



1950's



1960's



1970's



1980's



1990-2000

Structures

LEGEND

Structures Present In:

- 1900
- 1920
- 1940
- 1960
- 1980
- 2000
- 2008
- No Data

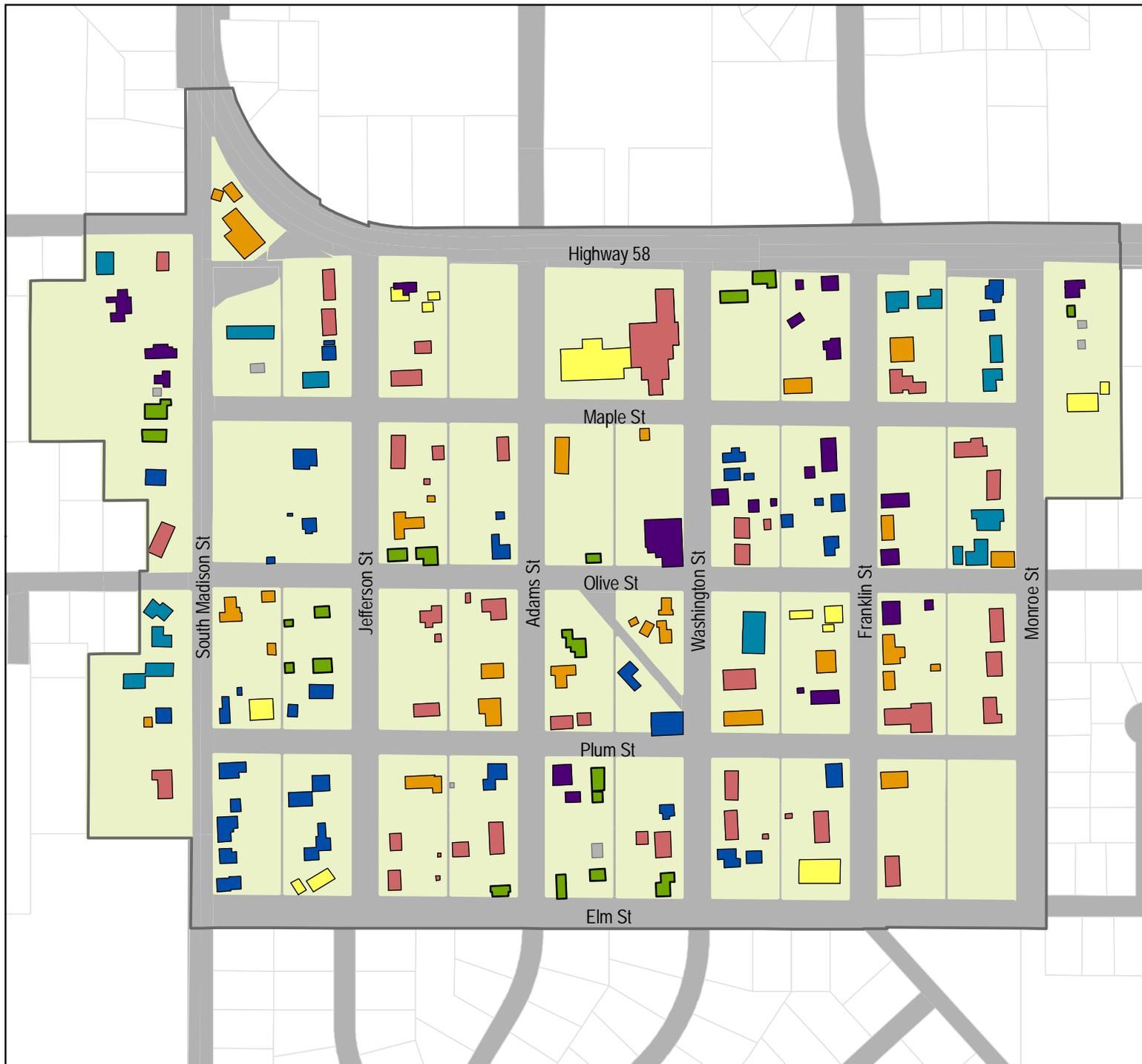
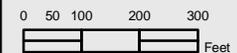


FIGURE 6



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 Development Department



Additions and Accessory Structures

The homes in Original Town are smaller than the modern average, and half of the houses are smaller than 1,100 square feet in size. Consequently, almost all of the homes have room additions or detached accessory buildings. Additionally, many of the older homes were built without attached garages, so carports and detached garages are common.

Vacancy

In the year 2000, vacancy rates in the neighborhood were low, at about six percent. The recent decline in the housing market may have increased the vacancy rate, as homes on the market are taking longer to sell. Several of the oldest homes in the neighborhood have been vacant for long periods of time and are boarded up.

Homeownership

In the year 2000, the ratio of renters to homeowners was one to four. More homes may be rented now, but this cannot necessarily be seen as a destabilizing factor. The decline in the housing market tends to result in higher neighborhood rental rates, as people wait longer to buy and sell homes.

Businesses and Civic Organizations

The businesses and civic organizations currently present in Original Town include:

- B&W Auto Sales
- Family Dentistry (Dr. Irene Broyles, DDS)
- Fraternal Order of Eagles
- Harmon's Tire Company / BP Station
- Heritage Chiropractic and Wellness Center (Dr. David Leonard)
- Jeffrey Cox Law Office
- Kelly's Salon
- Keutzer Law Office
- Gregory Lyle, Attorney
- Clayton Jones, Attorney
- Mary Kay Mitchell Dentistry (Madison Street Station)
- North Cass Office Supply
- Positive Signs (Home Business)
- Shelter Insurance (Madison Street Station)
- The Wellness Connection (Dr. Terry Yoder)

The business mix in Original Town is almost exclusively service-oriented. The convenience store associated with Harmon Tire and North Cass Office Supply are the only retail businesses in the neighborhood.

The Original Town area is not generally perceived as a commercial destination. Most local consumers pursue retail and service opportunities at one of Raymore's main commercial centers. The immediate study area, however, consists of residents from the entire demographic spectrum and could provide opportunities for local businesses to be successful.

Local businesses are likely attracted to the Original Town area because of low lease rates and the opportunity to own property. The commercial space available in Original Town provides an opportunity for businesses to become established before locating in more visible commercial centers. There are few opportunities for businesses to expand and stay within the neighborhood.

The unplanned expansion of commercial businesses into the neighborhood detracts from the GMP goal of creating unified neighborhood commercial centers.



A commercial building on Washington

Infrastructure and Parking

The infrastructure available to support commercial or office uses is limited. A number of businesses in the area operate in buildings that were once intended for residential use. Adequate parking areas are not provided on most commercial properties and there has been a history of conflict between residents and patrons who park on the streets. There is some precedent for addressing the limited land availability for parking through shared parking agreements between businesses and religious

organizations. The Presbyterian Church previously had a shared parking agreement with a former business to the north.

Separation of Uses

There is little or no separation or physical screening between the commercial buildings and homes in the neighborhood. The highest potential for conflict between commercial and residential land uses is posed by the several warehouse buildings located in the neighborhood, including a County-owned storage facility leased by the City.

Business Turnover and Vacancy

The neighborhood experiences a moderate amount of business turnover: the Wellness Connection and Mary Kay Mitchell Dentistry both moved to their Original Town location between November 2006 and November 2007. Two businesses, Head Start Daycare Center and 'A Minor Adjustment' Chiropractic Office closed during the same time period. The business turnover results in sporadic or continued vacancy of commercial structures.

Religious Organizations

The religious organizations currently present in Original Town include:

- First Baptist Church of Raymore: The church was first established in Raymore in 1965. In 2003, the church began an expansion project that includes additional educational and recreation facilities, and expanded parking areas. Future expansion of the worship area is anticipated.
- Raymore Presbyterian Church: The church was first established as Ebenezer Church of Raymore and was officially organized in 1871. The building they currently occupy was built in 1895.
- Bible Baptist Church of Raymore: The Bible Baptist church has been in Original Town for over 30 years. In 2000, the church expanded their original building by three thousand square feet and added additional parking spaces.
- The New Hope Tabernacle of Faith Church: The church moved to their Original Town location in 2007.



First Baptist Church of Raymore



Raymore Presbyterian Church

Infrastructure

Streets

The streets in the study area are arranged in a four-by-five block grid pattern. Streets running north to south, named after presidents, are contained within 72 feet of right-of way. Streets running east to west, named after trees, are contained within 66 feet of right-of-way. Elm Street between Franklin and Monroe was never constructed. Spruce Street is a one way diagonal street that connects Washington Street and Olive Street. The streets in Original Town do not have curbs, with the exception of those constructed with the First Baptist Church expansion and those along South Madison.



An overgrown alley

Alleyways

Down the center of each block is a platted fourteen foot alleyway running north to south; however, none of these alleys are presently maintained by the City. In most cases, the alleyways are grassy open space and there are no curbs cuts for access. In a few cases, the alleys contain informal driveways used for parking vehicles. One alley was vacated to accommodate the expansion of the First Baptist Church of Raymore.

Street Connectivity

There is a moderate level of external roadway connectivity. Adams Street and Franklin Street continue north across Highway 58. Madison, Jefferson, Adams, Washington, and Franklin Streets all continue through the Maplewood Subdivision to the south and provide access to Lucy Webb Road. Olive Street continues west and becomes a Minor Collector west of South Madison Street. There are no straightforward connections to the larger street network on the east side of the neighborhood.

Sidewalks

Overall, the neighborhood lacks a consistent internal sidewalk system and the sidewalks that are present do not connect to the City's larger pedestrian network. The sidewalks that are present show significant signs of aging and sections are disconnected. The older sidewalk ramps are all in despair.

The high level of street connectivity makes a significant contribution to the neighborhood's sense of place, but may encourage excessive through traffic and speeding.

The established grid street pattern encourages pedestrian travel, but the lack of sidewalks makes walking a less appealing and potentially dangerous alternative.

Generally, the existing sidewalks are located approximately five to six feet from the street. Redevelopment has resulted in several sidewalk sections in good condition, such as around the First Baptist Church property. A six foot sidewalk runs along the south side of Highway 58. None of the sidewalks present meet current ADA requirements.

The lack of sidewalks forces pedestrians onto the neighborhood streets. Vehicle traffic, in conjunction with insufficient lighting, intersections without stop signs, and concerns about speeding, generally makes on-street pedestrian travel an unsafe alternative to sidewalks.

Existing Sidewalks

Figure 7 classifies existing sidewalks into three categories, based on the following observations:

- *Good condition:* Highly functional; even and continuous surface; handicap ramps present; some aging or wear may be visible.
- *Fair condition:* Functional, but noticeable cracking and faulting results in an uneven surface; portions covered by grass.
- *Poor condition:* No longer functional; significant cracking and faulting create a safety hazard; obstructions present; substantial portions covered by debris, grass, soil.

Future Sidewalks

In 2008, the City of Raymore began a Sidewalk Installation Program with the goal of providing sidewalks on at least one side of the street in neighborhoods where none exist. As currently approved, the program anticipates the following upcoming sidewalk improvements:

- 2009: Elm Street, from Madison Street to Monroe Street
- 2011: Olive Street, from Park Street to South Madison Street



A sidewalk in good condition



A sidewalk in fair condition



A sidewalk in poor condition

Sidewalk Inventory

LEGEND

Sidewalk Condition

- Good
- Fair
- Poor

Study Area Parcels

Right-of-Way

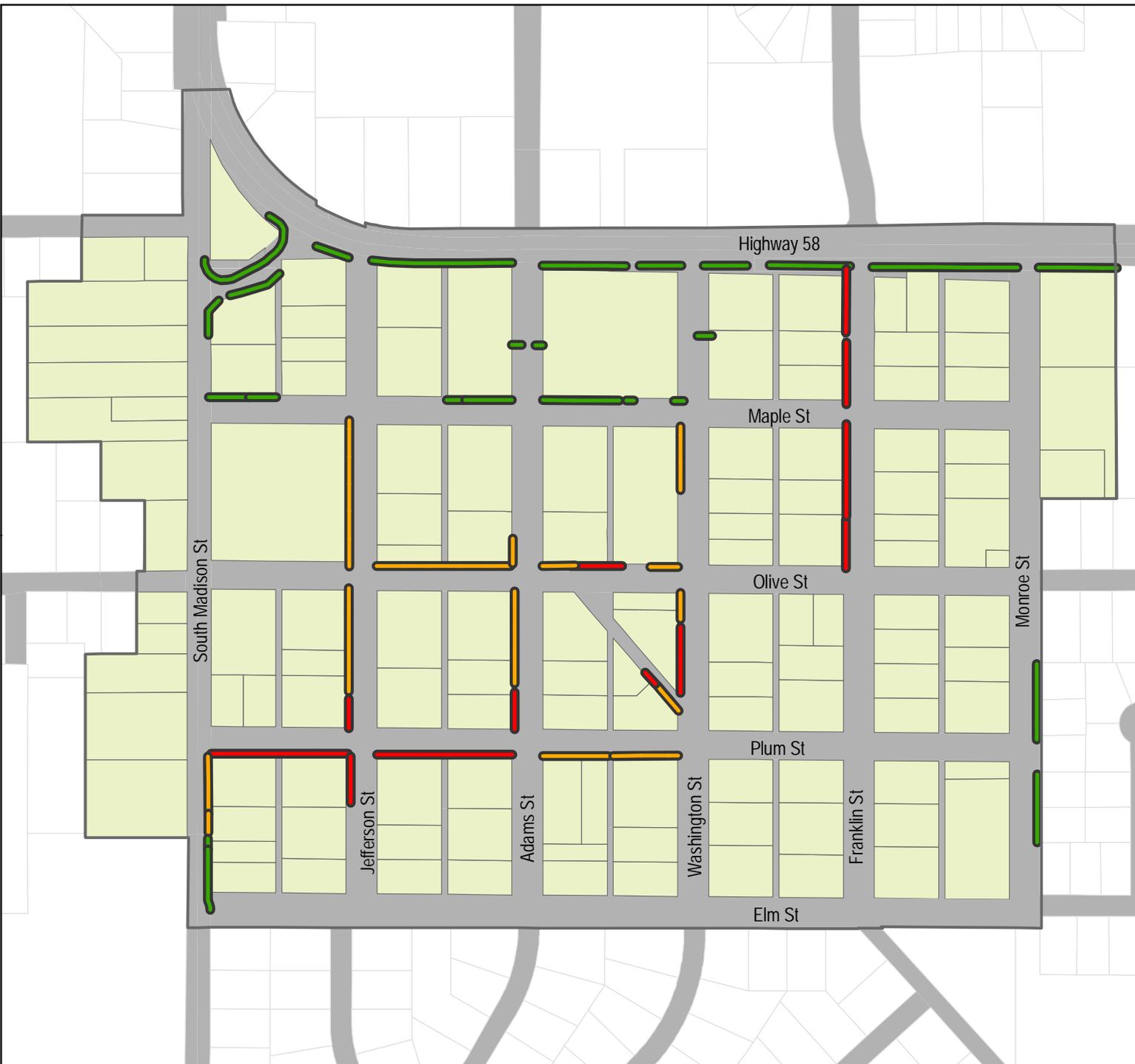


FIGURE 7



Raymore Community
Development Department



Sanitary Sewers

The neighborhood is served entirely by gravity sewer. The 2004 Wastewater Master Plan indicates the Original Town neighborhood is contained entirely within the existing service area, but is subdivided into three separate sub-service areas (1, 2, 6). The majority of the neighborhood is served by eight inch sewer lines. A 15 inch line runs along Monroe and continues northeast to the Alexander Creek line.

The condition of the neighborhood's sewers improved greatly over the past few years as a result of a two-part project to reduce stormwater inflow and infiltration into the sewer lines. Much of the sewer infrastructure in this neighborhood had reached its usable life and needed replacement. The inflow and infiltration reduction program prioritized the Original Town area for immediate improvement.

Stormwater Management

There is no formal stormwater infrastructure within the majority of the Original Town neighborhood. A system of shallow ditches along the streets and culverts under roads and driveways collect stormwater runoff.

Comments from the 2005 survey reveal that some residents have concerns about the maintenance of the ditches and standing water in their yards. Most homes, however, do not appear to be at risk of being impacted by stormwater runoff from the street, as they are located at a higher grade.

There is access to the City stormwater system along 58 Highway; inlets are located at each intersection. Curbs and inlets were installed around the First Baptist Church and its western parking lot as part of their expansion project. There are some curbs and access to the stormwater system on Monroe Street south of Plum. Adjacent subdivisions, Monroe Park and Hidden Meadows, are served by conventional stormwater infrastructure.

In several locations, for example the corners of Monroe and Olive and Jefferson and Elm, the roadside ditches have steep grades as a result of erosion. Contributing factors may be the area's topography or the mixed absence and presence of curb and gutter on the streets. The east-west streets have a rolling topography, with peaks at Madison and Washington, although none of the grade changes are especially steep.



Shallow swales and eroded ditches carry stormwater

Private Utilities

Above-ground power lines run along the south side of Highway 58 and throughout the neighborhood. Power lines typically run along one side of the street or in the alleys.

Street Lighting

Street lighting in the area is sporadic and generally provided by lights attached to the above-ground power poles. Several traditional cobra-head street lights are installed southeast of the study area on Monroe Street in the Hidden Meadows subdivision.



Examples of existing street lighting and above ground power lines along streets in Original Town

Urban Design

Many characteristics of great neighborhoods are inherent in Original Town’s design and character. A mix of residential, commercial, and institutional land uses gives the area a high level of functionality for those living within the neighborhood and for the community as a whole. The older buildings and mature landscape features create a visually interesting experience. The presence of religious organizations and social clubs promotes community interaction. And lastly, the street design provides an opportunity to encourage pedestrian travel and promotes an “eyes on the street” approach to neighborhood safety.

Many of the features that provide a neighborhood with a strong sense of place are currently informal and undeveloped, but the framework is in place to begin to establish and highlight the unique characteristics of the area.

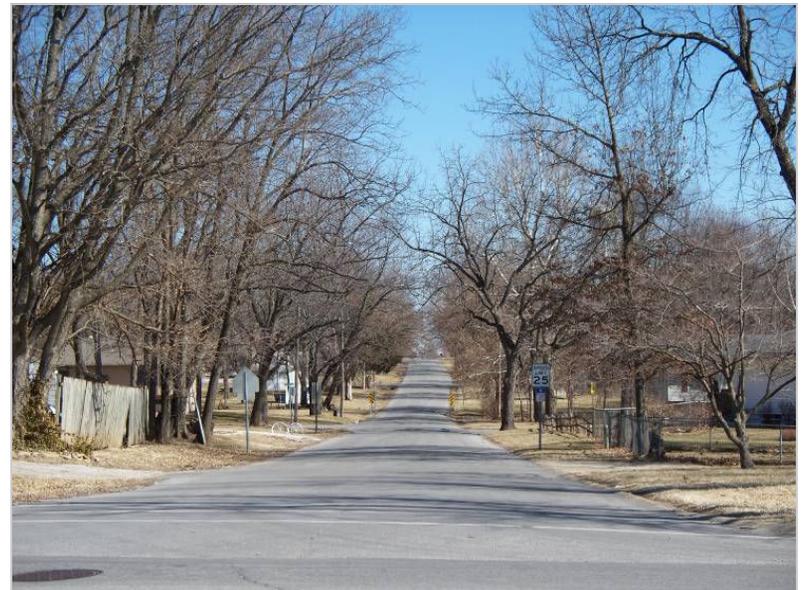
Paths

The roads within the Original Town area stand out as a neighborhood asset. The grid pattern results in streets that are highly interconnected internally, making the area easy to navigate by providing direct routes to most destinations. The relative narrowness of the streets and the presence of mature trees are natural traffic calming features.

Edges

The second design element, edges, are all other lines not included in the path group. Examples of edges include walls and seashores.

Although the neighborhood is clearly bounded on the north and east by Highway 58 and South Madison, there are no physical features that outline the boundary of the neighborhood. When driving along Elm Street, there are no clear indications that the lots to the north are in Original Town and the lots to the south are part of the Maplewood Subdivision. Additionally, there is no transition between the westernmost lots along Monroe and the newer Hidden Meadows subdivision to the west.



Elm Street is the southern boundary of the study area

Gateways

Gateways are entries to a district that can be used to identify the area and symbolize the neighborhood's character.

The Original Town neighborhood can be accessed from Highway 58 along each of the north-south streets. There are currently no physical markers identifying an entrance to the area. However, the scale, age, and character of development on the edge of Original Town, as compared to other development along Highway 58, provide an indication that one is passing by an older, established neighborhood.

Nodes

The fourth element, nodes, are points or strategic spots where there is an extra focus, or added concentration of city features. Prime examples of nodes include a busy intersection or a popular city center.

Original Town does not have a well-developed node where neighborhood activity is centered. The intersection of Washington Street and Olive Street stands out as possible focal point for the neighborhood. Much of the commercial activity in the neighborhood is concentrated at this intersection. The northeast corner of the intersection is currently vacant municipal property, which provides a redevelopment opportunity. To the south of the intersection, Spruce Street breaks up the grid pattern and creates additional connectivity to the area.



The former city-owned buildings at Washington and Olive

Districts

The Original Town area is a recognizable district in the City of Raymore. The variety of housing types, grid street pattern, and mature trees set the neighborhood apart from the post-World War II subdivisions that make up the surrounding area. The area's historical significance to the City makes it a neighborhood that many in the community care about and wish to see preserved.

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NEIGHBORHOOD MEETING ONE

On April 24, 2008, the Raymore Community Development Department hosted an open house for residents, business owners, and other members of the Original Town community. Approximately fifty people attended the open house, held in the Raymore Elementary School gymnasium. When residents arrived, they were given a brief overview of the planning initiative for the Original Town neighborhood and were informed about the purpose of the open house. Several maps and pictures were presented to help give residents an overview of the neighborhood and its existing conditions.

Strengths

Residents were asked to identify the strengths of their neighborhood. Strengths identified included:

- Historical value
- “Old-time” feel
- Uniqueness
- Mature trees
- Privacy
- Larger lots
- Everyone knows everyone
- Left alone
- Safe
- No homeowners associations
- Variety of houses
- Proximity to school and parks
- Maturity of neighborhood
- Quiet
- Efforts to renovate church and houses
- No curbs or sidewalks

In talking with residents, the stability of the neighborhood stood out as a unique strength. Many residents and businesses have been in the same location for years, even decades. The strong social ties within the neighborhood were evident, as long-time residents lingered to talk and reminisce.

Another commonly-viewed strength was the perception of added independence in the neighborhood that would be otherwise unattainable in newer subdivisions. The ability to use property without strong oversight and the perception that neighbors “left each other alone” was appreciated by many.

Challenges

Next, residents were asked to identify challenges present in the neighborhood. Some challenges identified were:

- No sidewalks
- Tree maintenance (cleaning up damage after storms)
- Police enforcement (need more patrols)
- Speeding
- Need for a community storm shelter
- Litter and noise from Eagles Club
- Too much noise
- Traffic on Highway 58
- Dangerous, ugly ditches

Several residents indicated that while they enjoy the character of the older homes in the neighborhood, they recognize that upkeep of older homes can be a challenge.

A number of residents also felt that the City's current zoning regulations were not suited to the development found in Original Town. Many felt the City's blanket regulations could not accommodate the unique character of the neighborhood.

Additionally, residents reported isolated problems with drainage, erosion control, and vacant homes.

Sidewalks

Neighbors showed strong support for the sidewalk on Elm Street, proposed for construction this year as part of the City's sidewalk program. Many other favored sidewalks on South Madison Street as well. Support for sidewalks elsewhere in the neighborhood was decidedly split.

Those who favored sidewalks cited the need for a safe place for children to walk, separated from traffic. The most support was given for a sidewalk running north-to-south, possibly on Washington or Adams. One resident in support of sidewalks felt a sidewalk plan should be developed for the neighborhood. Those in favor of sidewalks preferred straight walks to meandering walks, such as those in Shadowood.

A number of those in opposition were concerned that sidewalk users would litter in their yards. Additional concerns were expressed regarding conflicts with skateboarders. Some residents were uncomfortable with sidewalks as they would bring people closer to their house. Others stated sidewalks were unnecessary; they felt the street was a safe place to walk and traffic did not interfere with pedestrians.

Vision

Finally, residents were asked to discuss a vision for the future of the neighborhood.

First residents were questioned about the neighborhood's infrastructure. Few residents expressed a need or desire for modern stormwater infrastructure (curbs and gutters). Many residents favored street lighting, with pedestrian-scale decorative light fixtures preferred over typical cobra-head street lights.

Next, residents were asked to select images that would be a part of their ideal neighborhood. Residents were given stickers to place next to images, but were not required to place any stickers. The images displayed represented a variety of development styles, land use types, and amenities.

The image with the most "votes" from residents was a farmer's market. The picture depicted a busy covered outdoor shopping area with fruits and vegetables displayed for sale.

Little support was shown for any development with a modern character. Suburban-style single family homes, duplexes, townhomes, commercial, and office development received little-to-no support from the residents.

In contrast, smaller-scale, "main-street" style commercial development was extremely popular with attendees. Images favored by residents represented pedestrian scale development with a variety of facades, storefront windows, two or three stories, sidewalks, and street trees. More modern looking mixed-use development, with greater mass and less landscaping, was not supported by residents.

Other "elements" that received ten or more votes included a playground, community garden, dog park, and "no change" option.

Municipal Property

Residents also responded to the municipal building located at the corner of Washington and Olive. Reaction to the future of the building was mixed; there was no clear community consensus regarding the buildings' future. Some residents felt the buildings represented Raymore's history and efforts should be made to renovate it. Some expressed that they would like to see the buildings preserved, but recognized that old buildings can be hazardous, and preservation may not be possible. Others felt that the buildings detracted from the neighborhood and they should be torn down. A number of residents did not have strong feelings about the building, and were neutral as to its future.

Exit Survey

Attendees were given the option to fill out an exit survey at the meeting. Twenty-two surveys were returned. The information below represents the opinions of those who completed and returned a survey at the meeting.

Words people would use to describe their neighborhood as it exists today:

- Quiet (10)
- Safe (7)
- Unique (5)
- Comfortable (5)
- Friendly (5)
- Peaceful (4)
- Historic (2)
- Pleasant (2)
- Rundown (2)
- Simple
- Charming
- Green
- Old Town Feel
- Home
- Good
- Hopeful
- Tree-lined
- Overlooked
- Traditional
- Spacious
- Desirable Original
- Transitioning
- Restful
- Needy
- Drab
- Dark
- Sad

Words people would use to describe their ideal neighborhood:

- Safe (9)
- Friendly (8)
- Quiet (6)
- Maintained (4)
- Spacious (2)
- Comfortable (2)
- Convenient (2)
- Peaceful (3)
- Simple
- Quality
- Preserved
- Attractive
- Bright
- Restored
- Charming
- Natural
- Good appearance
- Clean yard
- Desirable
- Clean
- No farm fencing for property

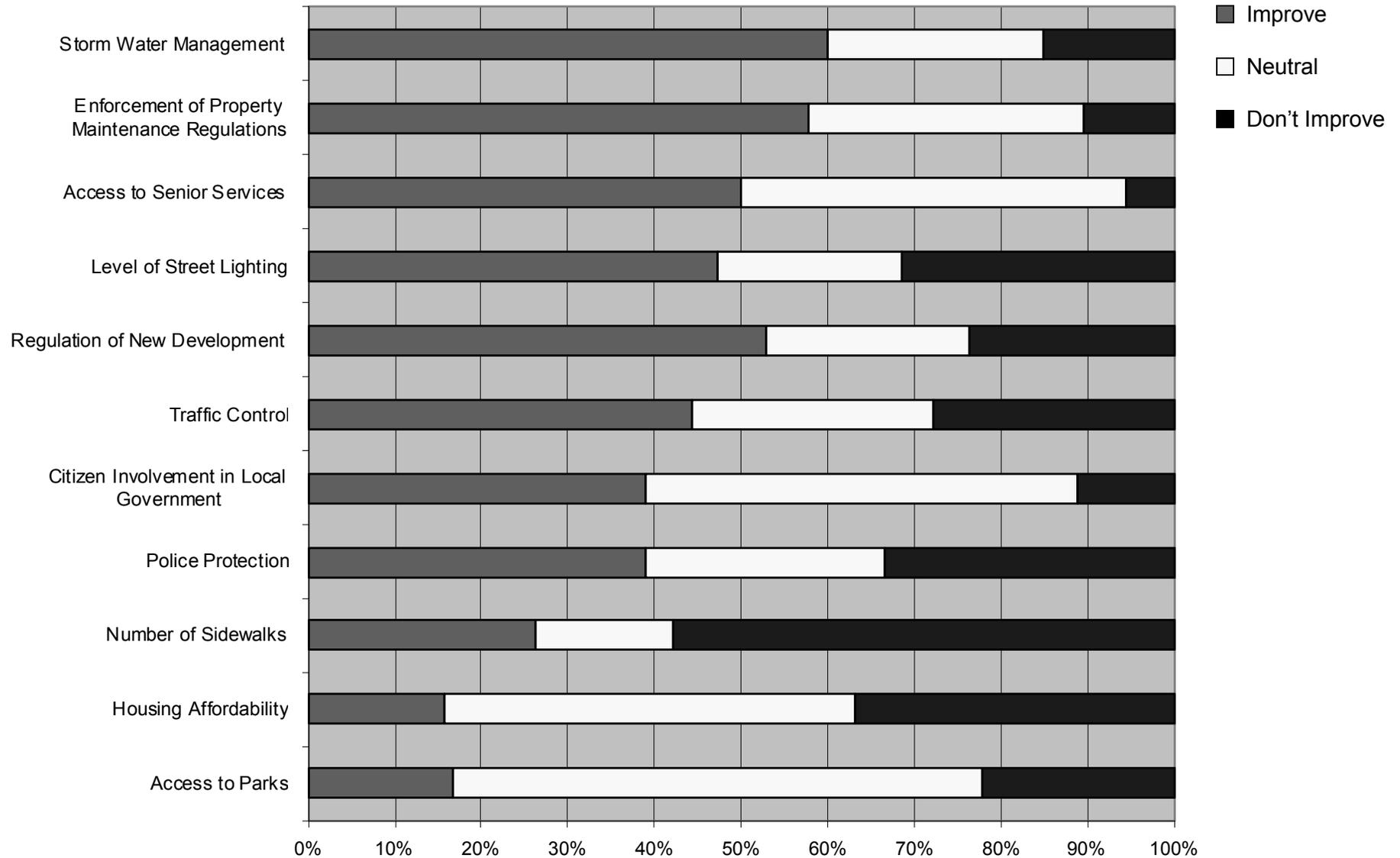
Neighborhood Changes

Thirteen respondents felt the neighborhood has changed since they lived there; eight felt it had not. The changes people have observed include:

- Deteriorated
- New people
- Home improvements
- More traffic
- More wear & tear on properties
- The church has taken out a lot of old houses
- Few more street lights
- Paved streets
- More crime too close to home because of SkyVue
- Asphalt roads
- 58 Hwy widening
- New subdivision off of Monroe
- House and bar across from us are more trashier than when we first moved in
- The town has grown way too fast
- Use of City Hall buildings stopped
- Renters moving in and places looking run down
- City water

Finally, residents were asked to respond to the following series of questions:

“Think about each issue as it relates to the Original Town neighborhood, then circle whether you think the issue is something that should be improved, something that should not be improved, or something you are neutral about.”



NEIGHBORHOOD MEETING TWO

On July 17, 2008, the Raymore Community Development Department hosted a second neighborhood meeting at Raymore Elementary School. Approximately thirty people were in attendance. The residents and business owners were asked to participate in brief activities aimed at collecting feedback on specific neighborhood issues. Attendees were divided into smaller discussion groups facilitated by city staff members. The issues identified for further discussion were neighborhood land use, infrastructure, neighborhood beautification, and use of the municipal property.

Infrastructure

Meeting Activity

Residents were given a map of the study area and were asked to create a plan for the installation of new sidewalks and streetlights. The map identified the location of existing sidewalks in good condition and the location of planned sidewalks on Elm Street and South Madison Street.

Neighborhood Feedback: Sidewalks

Residents expressed strong support for sidewalks along the perimeter traffic corridors of the study area (Highway 58 and South Madison Street). No definitive support, however, was expressed for sidewalks internal to the neighborhood. Even though many residents said they walked within their neighborhoods, they felt the streets were able to accommodate vehicles and pedestrians.

Residents were supportive of the new sidewalk proposed for Elm Street, as it would provide a safe way to walk to the elementary school. Most residents wanted to see the sidewalk continue through the unimproved right-of-way along Elm Street between Franklin and Monroe. Several residents indicated that they have observed cars running the stop sign at Elm and South Madison Street. Additional signage or striping should be considered as part of the South Madison Street reconstruction project.

Neighborhood Feedback: Streetlights

Residents reported that streetlights attached to light poles in the study area provided adequate lighting in most parts of the neighborhood; however, some residents reported walking with flashlights and a number of homes have private lamp posts installed in the front yards. Attendees were not generally opposed to street lighting, but were concerned that traditional street lighting would be intrusive and shine in windows at night.

Municipal Property

Meeting Activity

Workshop participants were given a “blank slate” of the municipal property along with various suggestions for site improvements, ranging from buildings to landscape features. Each table was asked to program the space with the improvements and features that they would like to see on that property.

Neighborhood Feedback

The five groups of neighborhood residents produced ideas for the property ranging from a community meeting building to a passive park with a picnic area and garden. Every group’s proposal, however, had one thing in common: a strong emphasis on community space and creation of a place where people can gather together. None of the groups envisioned private use of the property; all saw the land as an opportunity to introduce shared space into the neighborhood. Many of the improvements residents chose for the property, such as park benches and playgrounds, conveyed the importance of introducing a communal focal point into the neighborhood. Three of the five groups supported the idea of a farmers’ market on the property.

Neighborhood Beautification

Meeting Activity

Residents were asked to share ideas about cleanup and beautification of the neighborhood. A neighborhood cleanup day was proposed and questions were asked about what kind of services would residents like to see available, and what time of year would be appropriate for an event.

Neighborhood Feedback

Residents identified the largest property maintenance burden in the neighborhood was disposal of bulky trash, specifically tree limbs and yard waste. Participants were aware, and participated in, the city-wide bulky trash days, but many felt the bi-annual drop off was too infrequent. Some residents expressed the need for a more consistent way to dispose of tree limbs and others did not have a good way to get their materials to the bulky trash drop-off. Several suggested that a curbside pickup day or a dumpster available in the neighborhood would be a good solution.

A number of participants suggested that property owners who were in violation of codes would not be willing to voluntarily clean up property or may not have the means to do maintenance and make repairs. There was widespread support for establishing a program to assist

property owners in need of help with home repairs and maintenance. Suggestions included partnering with church groups, the Cass County Juvenile Center and the school district's A-Plus program to recruit volunteers to help homeowners in the community. For those able, but unwilling to correct code violations, stronger enforcement measures were suggested.

Land Use

Meeting Activity

Each discussion group was given three maps of the study area, each with a different land use pattern. The first map identified an expanded commercial area on Washington Street and commercial development along 58 Highway; the remainder of the study area was designated for residential land use. The second map reflected the commercial land uses that were present today, along with additional commercial development along 58 Highway. The third map proposed eliminating the commercial land use on Washington Street and designated most of the study area for residential development. The only commercial development shown on that map was at the corner of South Madison Street and Highway 58.

Neighborhood Feedback

The majority of meeting attendees showed a preference for a traditional single-family neighborhood, as opposed to a mix of residential and commercial land use. At the first meeting, residents expressed a strong desire for a quiet neighborhood and had concerns about traffic. The partiality towards an exclusively residential neighborhood reflected these earlier comments.

There was some concern that a future land use plan identifying only residential land uses could put existing neighborhood businesses in jeopardy. Residents recognized that clustering of businesses was important to their ongoing success. Attendees also commented that a total conversion to residential land use would not be reflective of the history of commercial activity in the neighborhood. Additional concerns were raised over what may happen to commercial buildings in the neighborhood if businesses move out and they became vacant.

Neighborhood residents did not support more restrictive design or development standards for the neighborhood. Many saw the variety of housing styles and types in the neighborhood as an asset, not as a detraction. Residents generally viewed design standards as a possible deterrent to redevelopment and property improvement in the neighborhood. They did not want to introduce any additional regulation that may act as a disincentive to make improvements to a home or business.

NEIGHBORHOOD MEETING THREE

On December 4, 2008, the Raymore Community Development Department hosted the third public meeting in the Original Town Neighborhood Planning Process. The Plan Review Meeting was open to residents, business owners, and other members of the Original Town community. Approximately thirty people attended the open house, held in the Raymore Elementary School library.

The purpose of the meeting was to present attendees proposed recommendations for projects within the Original Town area. The recommended projects were identified and formulated using ideas and input from the first two neighborhood meetings. Attendees had the chance to review each recommended project and comment on whether or not they believed it would improve the experience of living or working in the neighborhood.

The following is a summary of the comments that were received in each of the seven project areas.

Municipal Property

Many attendees were supportive of the proposed farmers' market concept. A number of people commented that they liked the idea of having a flexible space that the neighborhood could use. Some made suggestions of other things to include on the site, including space for kids to play, barbeque pits, and lighting for nighttime events. At least one person suggested constructing an indoor meeting space.

Some were disappointed in the loss of the existing buildings. They thought the buildings had character and were an asset to the neighborhood, but they also realized the challenges involved in preserving them. One resident, who supported the farmers' market, said that if the historic buildings have to be demolished, then the city should promptly replace them with something equally as special to the neighborhood. Others suggested that the new site include elements that reflect the area's history. Suggestions included incorporating bricks from the building on Washington and Olive into the site or including a memorial to the railroad station that was once in the neighborhood.

At least one resident was concerned about where farmers' market customers would park. A number of others questioned the timeline for the improvements; there were some concerns over unauthorized use of the property or possible sale of the property if it remained unimproved for too long.

Streetlights

Most attendees agreed that the neighborhood needed additional lighting and were supportive of installing a decorative or historic style street light. Many questioned what height the lights would be and wanted them to be designed to deter vandalism. A few favored a traditional “cobra-head” style streetlight because it would provide more illumination and be less prone to vandalism.

Some residents commented that they would like to see streetlights in additional locations around the neighborhood; Franklin Street was specifically mentioned because it carries a higher volume of traffic. Others commented that there is sufficient lighting on Monroe Street today.

Sidewalks

The majority of the attendees supported sidewalks on one side of Washington Street and one side of Olive Street. Many thought that it would be good to have a pedestrian connection to Memorial Park. The recommendations did not comment on what side of the street the sidewalks would be on, but a few people suggested the sidewalks be located on the west side of Washington Street and the north side of Olive Street. Again, people were supportive of sidewalks on the main perimeter streets. A few people had concerns regarding sidewalks on Elm Street and South Madison Street; those concerns will be addressed at future meetings specific to those projects.

Stormwater

Many supported improving the appearance of the existing ditches and preferred a natural alternative to a conventional curb and gutter system. The largest concern with using a “green” system was about maintenance. Residents were worried that some people might not properly maintain the plantings and the installations would eventually become an eyesore. Other residents said they liked gardening and working outside and would welcome the improvement. Others supported the “green” idea as long as it would help reduce the volume of water that runs onto their lots.

Land Use

In general, most residents supported the proposed arrangement of residential and commercial land uses within the neighborhood. At least one resident did not want to see commercial land use south of Maple Street. Attendees were comfortable with allowing low-intensity commercial uses, such as small offices, to continue operating in the neighborhood.

Zoning

Overwhelmingly, people did not support allowing smaller-lot development in the neighborhood. Although the Original Town plat divides each block into 6,000 square foot lots, residents believed the lots sizes were too small by today’s standards. Several agreed that at least two lots

were needed for each home. Residents commented that they did not want to see vacant lots develop with many small homes close together. Many attendees objected to the idea of reduced yard standards as well.

Neighborhood Beautification

Most of the attendees agreed that raising awareness of property maintenance code requirements would be beneficial to the neighborhood. One person commented that it would help people to self-police their properties. Attendees also supported the creation of a volunteer partnership with the Raymore Courts, Cass County, or Raymore-Peculiar School District to help people in the neighborhood who need assistance with property maintenance.

There were mixed reactions to the idea of establishing a drop-off spot in the area for tree limbs and yard waste. Several people said that any assistance the city could provide with disposal would be helpful. Others commented that a drop-off spot would not be as helpful as curbside pickup. Some said that transporting yard waste to a drop-off spot would be difficult, regardless of whether the destination was within the neighborhood or at a city facility.

Recommendations

MUNICIPAL PROPERTY

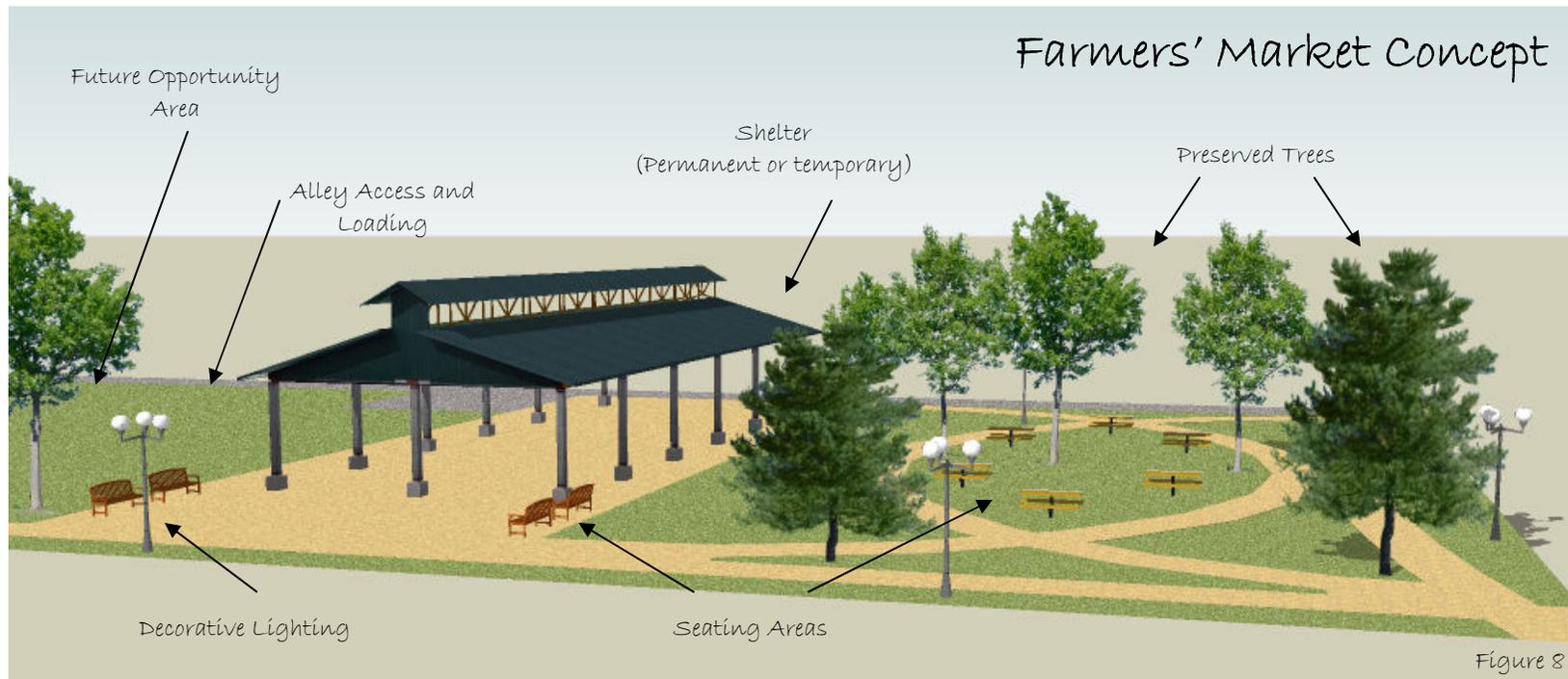
This plan recommends establishing a farmers’ market and passive recreation space on the municipally-owned lot in Original Town. A farmers’ market would contribute to the neighborhood’s unique sense of place and provide a social opportunity for neighborhood and city residents.

There has been a recent rise in the popularity of farmers’ markets, much of which is attributable to a desire for communities to reconnect with their roots, build social relationships, and promote local entrepreneurship. Residents may have the opportunity to buy food at a local grocery store, but the social experience of shopping at a farmers’ market provides an opportunity for people to celebrate Raymore’s history and connect with their community.

A farmers’ market can be a reflection of a city’s commitment to helping citizens live healthy, sustainable lifestyles. At a farmers’ market, citizens can:

- Gain access to fresh, locally-grown foods that come directly from the farm;
- Meet the people who grow and harvest their food;
- Support local farmers’ by buying food directly from them;
- Find affordable, organic foods not readily available in traditional stores;
- Learn about nutrition, food preparation, and sustainable food movements such as community supported agriculture.
- Regularly meet and socialize with neighbors and friends.

The Original Town neighborhood’s history and location make it an ideal place to establish a farmers’ market. A farmers’ market would reflect Raymore’s history as an agricultural community and demonstrate the value that the current residents place on retaining that sense of history within the neighborhood. The site at Washington Street and Olive Street is centrally located in the neighborhood and in the city as a whole, making it a good place to establish a community gathering place such as a farmers’ market.



The municipal lot, which is approximately 1.1 acres in size, is large enough to accommodate a farmers' market and with associated improvements. Site improvements should be made to ensure that the property contributes to the Original Town community year-round. The property should include passive amenities, such as park benches, lighting, trash receptacles, and landscaping to create a safe and pleasant space that contributes to the neighborhood at all times, not just during market hours.

A farmers' market is a use that could be initiated with minimal site improvements; additional infrastructure can be added over time as the market expands and becomes more successful. Some markets consist of tables and tents while others are composed of permanent pavilions that provide shelter from rain and sun.

The site is of sufficient size to accommodate parking and loading spaces for vendors as well as some parking for market customers. The rear alley should be improved to provide an access drive for vendors separate from public access to the space. There are opportunities for shared parking with nearby churches that should be explored. Consideration should be given to making the site easily and safely accessible to pedestrians and cyclists. This would require additional sidewalk installations within the neighborhood.

INFRASTRUCTURE IMPROVEMENTS

Minor streetscape improvements can make a significant contribution to the unique identity and visual character of a neighborhood. Signature streetscape elements can help define a neighborhood and, in the case of Original Town, reflect the pride residents and the city takes in Raymore's heritage. Some modest investments in streetscape infrastructure can also help increase property values within the neighborhood and encourage reinvestment in the neighborhood's homes and businesses.

SIDEWALKS

If the City goes forward with the creation of a farmers' market on the municipal property, it is the City's responsibility to see that the site is served by pedestrian infrastructure. This plan recommends, at a minimum, new sidewalk segments on one side of Washington Street between Highway 58 and Elm and on one side of Olive Street between South Madison Street and Washington Street.

Washington Street is one of the wider streets within the neighborhood and traffic speeds are higher. Separating pedestrians from vehicular traffic on Washington will help ensure the safety of those walking to and from the market. Additionally, Washington Street stands out as the most appropriate north-south pedestrian route through the neighborhood because of the location of several commercial businesses along the street. The Washington Street sidewalk should connect the new Elm Street sidewalk with the sidewalk on Highway 58.

Olive Street carries a higher volume of traffic than other east-west streets, as it is a through street to the west. A sidewalk on Olive will provide a connection to the municipal site from the neighborhood's perimeter and provide an east-west connection through the neighborhood towards Memorial Park. A sidewalk on Olive Street would provide the greatest degree of connectivity, as a sidewalk on Olive Street west of South Madison Street is recommended in the sidewalk gap replacement project for 2011. At a minimum, this sidewalk should extend from Washington Street to South Madison Street.

New sidewalks in the locations identified above would provide for the increased safety of pedestrians in the area by separating pedestrians from vehicle traffic. There are existing sidewalk segments on portions of Washington and Olive that are cracked and faulting, creating a safety hazard for property owners and pedestrians. Reconstruction of these segments would remove the safety hazard and provide a positive aesthetic impact to these properties.

The rights-of-way on Washington Street and Olive Street are 72 feet and 66 feet, respectively, more than adequate for sidewalks and their construction. The above-ground stormwater drainage system and utility poles pose a challenge to sidewalk construction in the neighborhood, but the large right-of-ways allow for sidewalks to meander around obstructions. Efforts should be made to preserve mature trees in the right-of-way that may be in the path of planned sidewalks.

Finally, an effort should be made to repair, replace or remove sidewalks that are safety hazards. Several sidewalk segments in the neighborhood are cracked and vaulting, making them unusable to pedestrians and unsafe for property owners who maintain the right-of-way. If the remainder of the sidewalk segment on that block is viable for use, the unsafe portion of the sidewalk should be replaced; if not, the unsafe sidewalk should be removed. The sidewalk inventory contained within the *Existing Conditions* section of this plan can provide initial guidance for this project.

Sidewalk Recommendation

LEGEND

-  Existing Sidewalk
-  Planned Sidewalk
-  Recommended Sidewalk

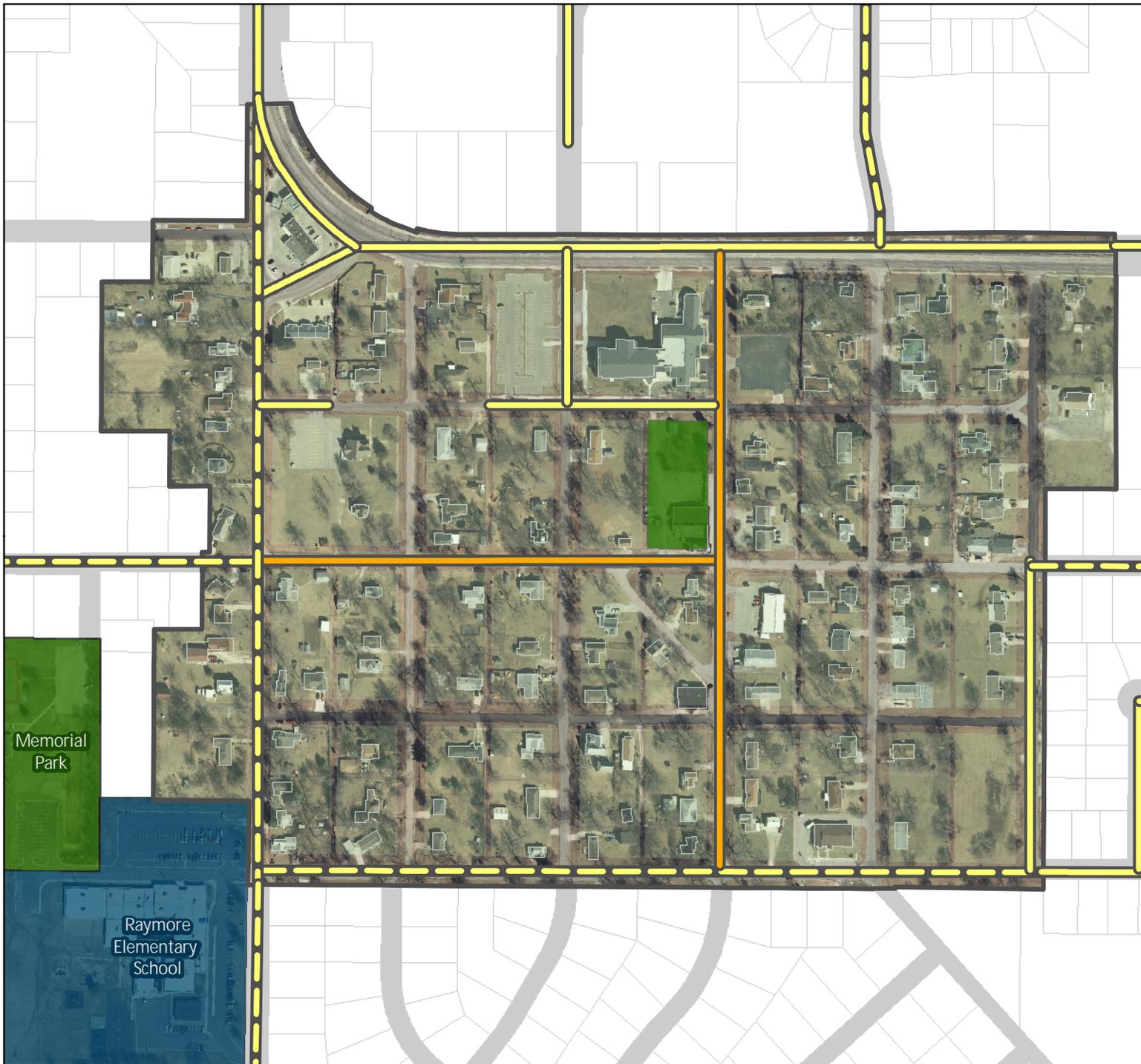
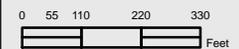


FIGURE 9



Raymore Community
Development Department



STREET LIGHTS

A uniform lighting plan for the neighborhood would improve the aesthetics and safety of the neighborhood. Decorative street lighting with a historic character and pedestrian scale would reflect the history of this area and help create a streetscape oriented to pedestrian use. A decorative style of lighting would also help balance concerns about street lights being too intrusive, but provide sufficient lighting for safety.

Decorative street lighting along the perimeter traffic corridors will help create a discernable neighborhood boundary by distinguishing the area from traditional suburban subdivisions and providing visual cues to the community that they are entering a unique and historic neighborhood of Raymore. Adding additional street lights to internal neighborhood streets will provide a needed functional and aesthetic update. Uniform design features, such as street lighting, are important to create a sense of cohesion in an otherwise diverse and undefined neighborhood. Adequate lighting also contributes to neighborhood safety and can encourage pedestrian travel. The addition of decorative street lighting in the farmers' market area will be another unique design feature and will help identify the area as a community gathering place and the core of the Original Town neighborhood. Decorative street lighting could also be accompanied by a decorative signage scheme to help direct Raymore citizens to the farmers' market.



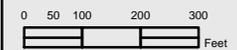
Street Light Recommendation

LEGEND

-  Proposed Decorative Street Light - Phase 1
-  Proposed Decorative Street Light - Phase 2
-  Existing Cobra-Head Street Light
-  Existing Pole-Mounted Street Light



FIGURE 10



Raymore Community
Development Department



STORMWATER

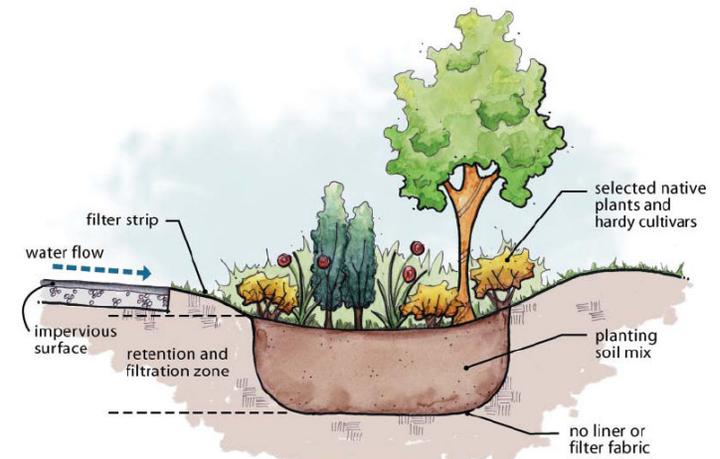
The use of “green” stormwater infrastructure should be explored for the Original Town neighborhood. The absence of formal stormwater infrastructure does not create any serious problems for the neighborhood, but the existing system provides little benefit. An alternative stormwater management system could provide environmental, aesthetic, and community benefits in a cost-effective fashion.

A few study participants reported isolated issues with flooding and standing water in the study area, but overall, stormwater management is not a significant issue for the neighborhood. The drainage ditches, however, will require ongoing maintenance to address problems with erosion and deterioration of culverts. This plan does not recommend the installation of traditional stormwater management infrastructure in the neighborhood. Instead, future consideration should be given to treating runoff with alternative stormwater management techniques.

The installation of bioretention cells (rain gardens) and swales planted with native plants or colorfully landscaped gardens within the right-of-way can provide benefits well beyond what a typical stormwater system could provide. Bioretention can improve water quality by slowing down stormwater runoff, allowing pollutants to filter out of the water. A surface detention system should be appropriately graded and include a soil mix that can absorb and filter runoff. Gardens and swales should be planted with low maintenance water-tolerant plants native to the area. Bioretention cells should also be designed to temporarily detain runoff to help control runoff volumes and promote groundwater recharge.

A number of the neighborhood’s characteristics support the implementation of a natural, above-ground drainage system to collect and treat stormwater runoff. The wide rights-of-way allow sufficient land to install drainage swales and support tree plantings and the narrow pavement widths already result in reduced volumes of runoff. Efforts should be made to preserve and incorporate mature trees into the drainage features.

A green approach to stormwater management is consistent with the residents’ vision for the area and builds on many of the strengths identified in the neighborhood. The uniqueness of the neighborhood is clearly valued and study participants did not desire improvements that would create the



Example of vegetated swale construction

appearance of a conventional subdivision. The green streetscapes that result from the installation of bioretention facilities would contribute to the area's unique character and reflect the importance residents place on the neighborhood's trees and open spaces. Neighborhood support for a bioretention project is critical, as property owners are typically asked to share in the responsibility of maintaining rain gardens and swales.

BENEFITS OF LOW-IMPACT DEVELOPMENT

For the City:

- Protect regional flora and fauna
- Reduce volumes of stormwater runoff
- Balance growth needs with environmental protection
- Reduce municipal infrastructure and utility maintenance costs (streets, curbs, gutters, sidewalks, storm sewer)
- Increase collaborative public/private partnerships

For the Environment:

- Preserve integrity of ecological and biological systems
- Protect site and regional water quality by reducing sediment, nutrient, and toxic loads to water bodies
- Reduce impacts to local terrestrial and aquatic plants and animals
- Preserve trees and natural vegetation

For the Homeowner:

- Effectively prevent flooding and protect property
- Add aesthetic value to property

Source: Low-Impact Development Center and the Puget Sound Partnership

The City of Seattle's Street Edge Alternative Streets (SEA Streets) program is an example of a green infrastructure project that could be applied in the Original Town neighborhood. The first SEA Streets project retrofitted an existing residential street with gravel shoulder and surface drainage, much like the streets found in the study area. The city narrowed the street's pavement width to reduce impervious surface coverage and installed drainage swales planted with trees, grasses, sedges, and shrubs. The non-invasive, low-maintenance plantings absorb stormwater and filter out pollutants, resulting in less runoff and improved water quality. The SEA Streets program began in 2001 and is now being implemented to neighborhoods across Seattle. To date, the program has demonstrated the following benefits:

- 98% of stormwater runoff was eliminated by the project
- The design cost 25% less than the design of a conventional stormwater system
- The extensive and colorful landscaping provides noticeable aesthetic benefits
- Less flooding and erosion in tributary creeks and streams
- Narrow streets slow traffic and encourage pedestrian and bicycle use
- Added sense of place and community as residents take ownership of the gardens



Before



After

NEIGHBORHOOD BEAUTIFICATION

This plan recommends a two-tiered approach to neighborhood beautification – first by raising awareness of property maintenance code requirements, then by providing information and assistance to help resolve code violations within the neighborhood.

The majority of properties in the neighborhood are well kept and do not have a history of code enforcement issues. Many of the violations seen in the neighborhood are longstanding, and residents may not be aware of their obligations under the recently adopted property maintenance code. The first step towards neighborhood cleanup should be to raise awareness of property maintenance code requirements and nuisance code requirements so homeowners are aware of the regulations prior to being issued a violation notice. Awareness efforts should be conducted neighborhood-wide, as opposed to individual notices to offending property owners. Information on common violations could be provided, along with directions on how to review the entire property maintenance code.

It is unlikely, however, that strategies to encourage voluntary compliance will result in the clean-up or improvement of vacant properties or properties where the owner is not present. Efforts to bring such properties into minimum compliance with the property maintenance code should be made concurrent with efforts to encourage general property maintenance throughout the neighborhood.

Some people may neglect maintenance of their property because they do not have ability or means to make improvements to their homes and yards. An effort should be made to provide information to homeowners about possible sources of assistance with carrying out property maintenance tasks or minor home repairs. Because of the age of many of the homes in the neighborhood, residents may also benefit from assistance with weatherization projects or projects that improve energy efficiency. More details on agencies and programs that provide assistance to homeowners can be found in the Implementation section of this plan.

One source of assistance to homeowners may be other residents within the Raymore community. The City has already begun efforts to begin a match program to help connect interested volunteers with individuals or organizations in need. An effort should be made to help publicize this service to residents in the Original Town neighborhood. A volunteer supervisor could be recruited from the community to help organize residents' need and volunteers' efforts.

Another source of volunteer help could be the Raymore Courts system. The majority of the minors assigned community service by the Raymore Courts complete their required hours with organizations outside of the Raymore. Including youth assigned volunteer hours by the Courts in the volunteer match program would be a benefit to residents in need and keep young people involved in the community.

LAND USE

This plan recommends the adoption of a recommended land use map for the study area. The map will act as a guide for the future growth and development of the neighborhood. The map should be a reflection of the opinions and thoughts residents expressed during the planning process and be an accurate reflection of the neighborhood's collective vision for the future.

The land use plan designates properties located in the blocks adjacent to Highway 58 west of Washington Street as appropriate for neighborhood commercial businesses. The plan also designates properties along Washington Street south of Highway 58 and north of Plum Street as appropriate for commercial use.

The recommended land use map has no impact on the zoning designations currently in place within the neighborhood. The map is intended for use as a guide for the city and for the neighborhood when considering future rezoning requests.

The arrangement of the land uses shown on the map were made based on:

- Neighborhood input
- The location of existing business
- The location of structures with a commercial character
- The visibility of each property and its proximity to Highway 58; and
- The potential impact a commercial land use could have on surrounding residential homes.

A mix of residential and commercial land use was included on the recommended land use map to protect single-family homes while also recognizing the potential for the neighborhood to support small businesses.

Designating commercial land uses as shown will help support existing businesses and contribute to the creation of a hierarchy of commercial space within the city that will allow small businesses to grow. Allowing mixed residential and commercial occupancy of structures (sometimes referred to as live/work uses) within the commercial areas will create additional opportunities for the growth of local home businesses.

Properties along Highway 58 west of Washington Street were designated as appropriate for commercial use because of the existing mix of residential and commercial land uses. A number of buildings have converted to commercial use along Highway 58 and South Madison to

take advantage of the properties' visibility. The recent expansion of the Raymore Bible Baptist Church added two large parking areas to the northern edge of the neighborhood, which contribute to the area's commercial character and also provide opportunities for shared parking. Properties along Washington Street were designated as appropriate for commercial use because of the commercial character of many of the structures on the street and the historical precedent for commercial land use in that area.

The recommended land use map encourages development of compatible small businesses within the neighborhood, but discourages the spread of commercial uses farther into the neighborhood. The intention of the plan is to create a clear boundary between residential and commercial space within the neighborhood.

This plan does not identify or promote the development of a retail commercial district within the neighborhood. There is neither the visibility nor the infrastructure in place to support the development of a viable commercial center or a niche shopping destination. In the context of the city as a whole, an additional office and retail destination is not necessary. A high vacancy rate in Raymore's existing commercial centers demonstrates an oversupply of retail space across the city. Most tenants prefer locations in traditional commercial centers because of greater visibility, so the viability of a commercial center within the neighborhood is questionable. Additionally, there was not unified neighborhood support for a business district within the study area.

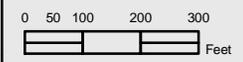
Recommended Land Use

LEGEND

-  Commercial
-  Municipal Property
-  Low-Density Residential
-  Right-of-Way



FIGURE 11



Raymore Community
Development Department



ZONING

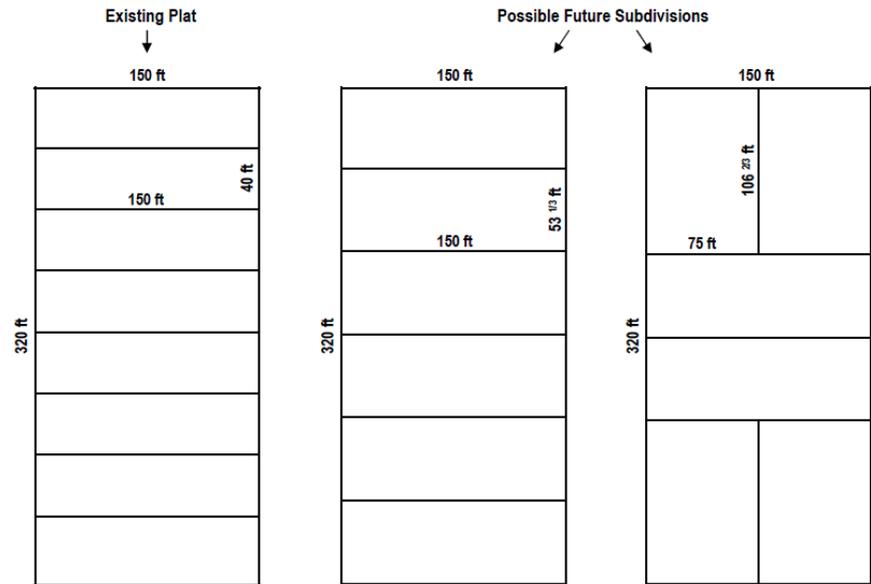
This plan proposes the creation of an overlay district to address land use and development in the neighborhood. An overlay district is an appropriate tool to regulate the variety of uses and structures in Original Town. Overlay zoning allows existing land use patterns to remain, and can provide both flexibility and control beyond the conventional zoning districts. Use restrictions can provide added protections against intrusive commercial uses in the neighborhood. In addition, the district would allow any future infill or redevelopment in the neighborhood to reflect the traditional neighborhood style that once defined this area.

With an overlay district, land use is regulated by the underlying zoning district, so any change in land use from that allowed by the current zoning would require the approval of a rezoning application, along with a public hearing. These requirements would protect existing homeowners that live in close proximity to commercial uses and allow for the continued use of commercially-zoned property.

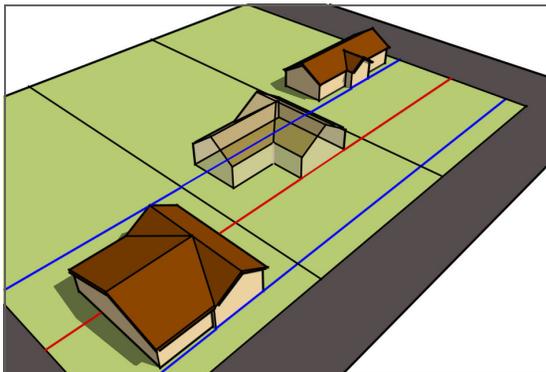
- The overlay zoning district should prohibit higher intensity commercial uses from locating in the neighborhood such as vehicle sales and service uses, drive-through windows, and adult businesses. Traffic-generating commercial uses such as banks, restaurants, and social clubs should also be prohibited.
- Small businesses should be encouraged by allowing structures to be used for both residential and commercial use. Traditionally, more intense commercial uses (such as retail uses) are allowed in live/work units than are allowed as home businesses. Live/work uses should be permitted with a Conditional Use Permit and should be located in areas appropriate for commercial use.
- Government buildings and properties should be permitted with a Conditional Use Permit.

In addition to regulations on use, the overlay district should provide development regulations tailored to the area. These regulations should take into consideration the variety of housing types and styles in the neighborhood and be flexible enough to accommodate a variety of styles in the future. At the initial meeting, residents did not select the stereotypical suburban single-family house, characterized by prominent front-loaded garages and large front lawns absent of landscaping, as an element that they wanted to see in the neighborhood. On the other hand, residents did not feel that allowing a 6,000 square foot lot size, consistent with the Original Town plat, was appropriate for the neighborhood either. To accommodate these concerns, along with the variety of existing development in the neighborhood, new development standards should be flexible as well as context-sensitive.

- The overlay district should establish a minimum lot size of 8,000 square feet to promote consistency with the Original Town plat. This is slightly smaller than the 8,400 square foot lots required by the 'R-1' single family zoning district; however, an 8,000 square foot minimum area requirement would allow for orderly re-subdivision of the existing lots.
- Minimum lot width and depth requirements should be adjusted to 50 feet and 100 feet respectively to be consistent with the 8,000 square foot minimum area requirement.
- The average front setback provisions in the Unified Development Code should be mandatory in the overlay district. These provisions regulate front yard setbacks in relation to adjacent structures, allowing new buildings to be as close to the front property line as adjacent buildings. This regulation will protect existing homeowners from potentially incompatible new development and help contribute to visual continuity of the streetscape.



- In addition to the average front setback requirements, an additional setback requirement should be added to address the orientation of garages to the street. Two setback provisions should be added - one for garages and one for the remainder of the structure. For example, the minimum setback for the structure could be 25 feet, and the minimum setback for the garage 30 feet. This provision allows existing homes to construct new additions, such as front porches, and encourages new development to be compatible with the traditional character of the area.



Using average front yard setback requirements, a required front yard for an undeveloped lot is determined by averaging the front setback of adjacent homes.

- Minimum side yard requirements should be reduced to 8 feet.
- Maximum coverage requirements should remain the same as the underlying zoning district requirement.
- Residents should be permitted and encouraged to take advantage of rear alleys to access detached or side-loaded garages. The UDC requires a minimum setback for detached garages of 20 feet.

These regulations would apply to both residential and commercial structures to encourage commercial development in the neighborhood to be compatible with residential properties and reflect the residential character of the area.

Commercial Design Guidelines

Commercial properties within the neighborhood should be encouraged to be compatible with the residential scale of the neighborhood and reflect the area's historic character. Under the land use plan, several residential structures are designated for future commercial use. Whether these properties are used primarily for a commercial operation or are converted into live/work units, steps should be taken to preserve any building features that are reflective of the neighborhood's history.

This plan proposes adopting a set of design guidelines for commercial properties within the study area. The goal of these design guidelines would be to promote the conversion and construction of commercial properties that are compatible with neighborhood's residential character, reflective of the neighborhood's history, and visually unified to promote the creation of a neighborhood district. The design guidelines would address the primary structures, along with other site elements including signage, streetscape, and parking.

Building Design Guidelines

Building design guidelines should be established to guide the renovation of existing commercial structures and conversion or expansion of residential structures for commercial or mixed use.

Elements that are encouraged to be preserved or added to a buildings front façade include:



Original architectural trimwork and details



Well defined entryways



Windows & decorative window elements



Complementary awnings & canopies



Original and/or quality building materials such as brick and stucco

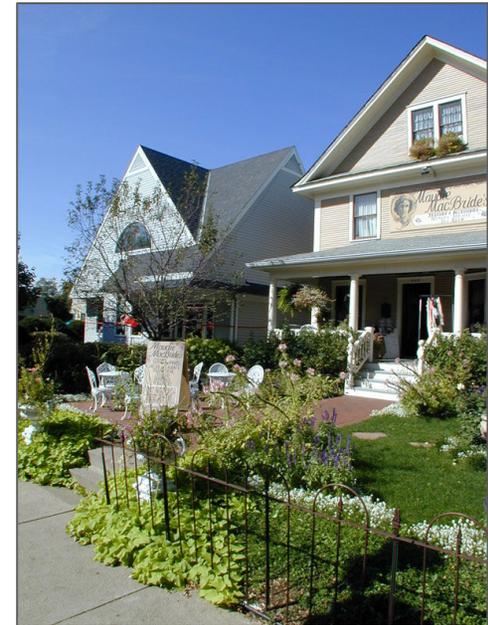
Additions or expansions to existing buildings should:

- Have a compatible architectural design and character, including the continuation of unique architectural features
- Utilize the same building materials as the existing or original building
- Have roof pitch that matches the existing building
- Compliment the bulk and scale of the existing building or be articulated to reduce the apparent mass of the addition

Streetscape

Edge treatment is encouraged for commercial business to help create a sense of enclosure and to create visual continuity on neighborhood streets.

- Commercial properties where the principal building has a setback greater than 20 feet would be [required] to install edge treatment.
- Front yard enclosures such as decorative fences, landscaping, landscape planters, and bollards should be used as aesthetic enhancements and to regulate interaction between businesses and the neighborhood.
- Features should be located along the property line, but remain out of the right-of-way and site triangles.
- Edge treatments should be applied to neighborhood streets, not Highway 58.



Examples of edge treatments that create a distinct separation between public and private space

Sign Regulations

Sign regulations should reflect the neighborhood scale of the commercial development and the historic character of the area. Signage on neighborhood streets can be smaller than those located on the highway, as traffic moves at slower speeds. A consistent signage scheme will help promote a more unified character of commercial development within the neighborhood.

Businesses with frontage on Highway 58 should be exempt from the signage requirements of the Original Town Overlay District, but business should be encouraged to install signs consistent with the character of the area.

The following regulations should be included in the design guidelines:

Wall Signs

- Three wall signs permitted per business
- Signs should be externally illuminated or backlit
- Electronic or video signs are prohibited
- All other code requirements apply
- Projecting signs are encouraged:



- Channelized letters are encouraged:



- Sandblasted and painted signs are encouraged:



- Wall plaques and awning signs are also encouraged.
- Signage types generally discouraged include internally lit cabinet signs.

Monument signs

- One double-faced sign permitted per business or development
- Maximum copy area of 24 square feet
- Internally illuminated cabinet signs are discouraged
- Signs should be externally illuminated or backlit
- Electronic or video signs are prohibited
- All other code requirements, including landscaping requirements, apply

Lighting

Decorative lighting should be encouraged in the Original Town area; however business owners should be able to demonstrate that lighting will not create glare or spill onto adjacent properties.

Parking Regulations

New parking areas should be to the side or rear of structures. The use of alleys to access parking areas should be encouraged only where abutting property is non-residential. Shared parking opportunities between businesses and churches should be permitted and encouraged. A reduction in the required number of parking spaces of up to 20 percent should be allowed. Business located on neighborhood streets should be permitted to count on-street parking spaces directly abutting their property towards the required number of spaces.

Municipal Property

In addition to the overlay zoning for the entire study area, the zoning designation for the municipal property should be addressed. The property is currently zoned “C-2” General Commercial; the property should be rezoned to the ‘PR’ Parks, Recreation, and Public Use District. A ‘PR’ zoning designation would make the property consistent with other municipally owned properties and reflect that the parcel is intended for use by the general public. A farmers’ market is not a specifically permitted or prohibited use in any district, but it is similar to other use categories permitted in the district, including outdoor recreation facilities.

Implementation

MUNICIPAL PROPERTY

This plan recommends establishing a farmers’ market in place of the existing buildings on the municipally-owned lot in Original Town. A farmers’ market would contribute to the neighborhood’s unique sense of place and provide a social opportunity for neighborhood and city residents.

Prior to initiation of the Farmers’ Market, this plan also recommends that the city make an immediate investment in the now-vacant site. Many residents were disappointed by the loss of the historic buildings and felt that something special was taken away from the neighborhood. Making a small initial improvement, such as installing picnic tables and barbeque pits, will show that city is committed to investing in the property and in the neighborhood.

As a first step towards establishing a farmers’ market, this plan recommends a Farmers’ Market Organizing Committee. This committee should ideally be composed of City leadership, City staff, city residents (preferably a representative from Original Town), a member of the Raymore business community, a grower/seller representative, and other interested community leaders. Issues to be addressed by the Organizing Committee should include:

- Requisite site improvements;
- Policies, including hours of operation and who can sell at the market, and what types of goods can be sold;
- Compliance with state and county health and safety regulations;
- Strategies for covering operational costs, such as seller fees;
- Partnering with local, county, and state organizations to recruit vendors;
- Insurance obligations
- Planning for a kick-off event

After the initial organizing work is complete, there needs to be a group in place that can deal with ongoing issues including:

- On-site management and enforcement;
- Site maintenance;
- Accounting; and
- Advertising and promotion.

The Parks and Recreation Department is the city department with the greatest capability to maintain the farmers' market. The initial organizing committee could continue to meet to address ongoing issues; however, a substantial administrative burden and the risk of discontinuity across seasons come with having to organize and staff an additional Board. As an alternative, the Parks and Recreation Board could make recommendations on the on-going issues addressed above. The Farmers' Market concept should be presented to the Park Board immediately to get their support and approval.

Once the initial setup is complete, a strategy should be put in place to evaluate, maintain, and expand the market. Benchmarks should be set for market performance, including number of vendors and estimated number of attendees. These benchmarks should be used to evaluate where resources are most needed – to promote the market or to make additional site improvements. Ongoing strategies to support the farmers' market may include forming partnerships with educational institutions, CSAs, or agricultural groups, recruiting volunteers or summer interns, and planning special events.

One source of funding that should be explored for improvements and expansion to the market and the market site is the USDA Farmers Market Promotion Program Grant. Eligible activities are those that improve access to the market or improve market operations and management. Applications for the grant are accepted on an annual basis and awards can be up to \$75,000.

For further detail on planning and organizing for a new farmers' market, the following resources are recommended:

- **Missouri Department of Agriculture's *Missouri Farmers' Market Start-Up Handbook: How to Establish a Farmers' Market***

Information on organizing a steering committee, funding and budgeting, state laws and regulations, marketing and advertising, and recruiting vendors

Available by request or at www.mda.mo.gov/abd/fm_manual.htm

- **Missouri Farmers' Market Association and AgriMissouri**

Workshops, state-wide market directory, news, and resources

Information at www.agrimissouri.com/farmersmarket.htm



- **USDA Agricultural Marketing Service – Farmers’ Markets**

Extensive collection of publications and presentations on various farmers’ market topics

Recommended resources include *US Farmers’ Markets: A Study of Emerging Trends*, FLAG’s *Understanding Farmers’ Market Rules*, and

At www.ams.usda.gov > Wholesale and Farmers’ Markets

- **USDA’s Farmers’ Market Consortium Resource Guide**

A list of funding opportunities to help support the growth and development of farmers’ markets, including information on the USDA Farmers’ Market Promotion Program

At www.ams.usda.gov/AMSV1.0/getfile?dDocName=STELDEV3100937&acct=wdmgeninfo

- **Local Harvest**

A public nationwide directory of small farms, farmers markets, and other local food sources

At www.localharvest.org

- ***The New Farmers’ Market* by Vance Corum, Marcie Rosenzweig & Eric Gibson**

In depth information on starting, managing and promoting a market

From New World Publishing at www.nwpub.net/nfm.html

Recommendation: Improvements to Municipal Property			
Action Item	Description	Estimated Costs	
		Unit Cost	Total Cost
YEAR 1			
Present Farmers' Market concept to Park Board		\$0	
Convene Farmers' Market Organizing Committee	Hold a series of meetings to set goals and plan for market operations	\$0	
Install initial site improvements	5 Picnic Tables	\$1100/table	\$5,500
	3 Trash/Recycling Receptacles	\$500/bin	\$,1500
	3 Barbeque Grills	\$350/grill	\$1,050
	Contingencies	10%	\$925
	TOTAL COST		\$8,975
YEAR 2			
Minor site improvements for Farmers' Market	Storage Shed + Concrete Pad	-	\$3,000
	4 Trash/Recycling Receptacles	\$500/bin	\$2,000
	3 Bicycle Racks	\$400/rack	\$1,200
	Signage	\$1000-\$3000/sign	\$9,000
	1 Water Fountain w/ Hose Bib	\$2600	\$2,600
	Portable Toilets	\$150/week	\$2,100
	Contingencies	10%	\$1,990
TOTAL COST		\$21,890	
Use various communication sources to promote the upcoming opening of the market		To be determined by Organizing Committee	
Marketing and Promotion of Market	Missouri Farmers' Market Association	\$100 (annually)	
Register with Missouri Farmers' Market Association and AgriMissouri	AgriMissouri	\$30 (annually)	
Open Farmers' Market with a Kick-Off Event		To be determined by Organizing Committee	
YEAR 3+			
Install market pavilion	80' x 48' pavilion	\$250,000 without restrooms \$400,000 with restrooms	
	Concrete Pad	\$71/square yard	\$94,700
	Electricity	-	\$40,000
	4 Park Benches	\$800/bench	\$3,200
	Contingencies	10%	\$35,990 – 50,990
TOTAL COST		\$423,890 - \$588,890	
Continue to promote the market through partnerships and special events	Contests, events, promotions, etc.	To be determined by Organizing Committee	

SIDEWALKS

If the City goes forward with the creation of a farmers' market on the municipal property, it is the City's responsibility to see that the site is served by pedestrian infrastructure. This plan recommends, at a minimum, new sidewalk segments on one side of Washington Street between Highway 58 and Elm and on one side of Olive Street between South Madison Street and Washington Street.

Several of the planned sidewalk sections in the study area will be completed in the near term. The design for the Elm Street sidewalk is currently underway. Implementation of the sidewalk is expected to be finished by summer 2009. Sidewalks on South Madison Street will be installed with the South Madison Street Reconstruction project. Completion of that project will occur in 2010.

Sidewalk segments for Washington and Olive Streets should be planned for in the near future. The sidewalk segments should be in place by the time the farmers' market is ready to open.

There are several challenges involved with constructing sidewalks on Washington and Olive Streets. On Washington, the First Baptist Church has parking that backs out onto the street right-of-way almost the full length of the block, making installation of a sidewalk on the adjacent right-of-way unfeasible. This plan includes an estimate for construction of the sidewalk on the east side of Washington and a sidewalk segment along the municipal property. Installation of the sidewalk on Olive Street may be a challenge because of the existing drainage ditches and, if installed on the north side, the proximity of the house on the corner of Jefferson and Olive to the street. On both streets, there are existing sidewalk segments in a deteriorated condition that should be removed. When determining location and alignment of sidewalks, priority should be given to preserving mature trees in the right-of-way.

To ensure pedestrian safety, pedestrian crossings should be striped across Washington at the north and south ends of the municipal property and across Olive at Washington Street. Signage should be installed to indicate that there may be pedestrians present. Installing pedestrian crossings will also help slow down automobile traffic in the area. Many residents complained about cars speeding through the neighborhood and a recent deployment of the Police radar trailer indicated approximately 34 percent of the traffic on Washington exceeded the speed limit.

Funding for Original Town sidewalks should be included in the City's Capital Improvement Program.

Recommendation: Install sidewalks on Washington and Olive			
Action Item	Description	Estimated Costs	
		Unit Cost	Total Cost
Washington Street Sidewalk Installation	5,664 square feet of sidewalk	\$5/square foot	\$35,580
	14 ADA ramps	\$2000/ramp	\$28,000
	Other (parking lot & stormwater work)	+20%	\$12,716
	TOTAL COST		
Olive Street Sidewalk Installation	4176 square feet of sidewalk	\$5/square foot	\$20,880
	3 ADA ramps	\$2000/ramp	\$8,000
	Other (existing sidewalk removal)	+ 20%	\$6,176
	TOTAL COST		
Pedestrian Crossings	Pavement Striping	\$10/linear foot	\$1140
	3 Pedestrian Crossing Signs	\$250/sign	\$750
	TOTAL COST		
TOTAL COST FOR INSTALLATION OF SIDEWALKS			\$144,242

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STREET LIGHTS

A uniform lighting plan for the neighborhood would improve the aesthetics and safety of the area. Decorative street lighting with a historic character and pedestrian scale would reflect the history of this area and help create a streetscape oriented to pedestrian use. A decorative style of lighting would also help balance concerns about street lights being too intrusive, but provide sufficient lighting for safety.

Decorative street lighting will have to be installed and maintained by the City, much like in the Municipal Center. Kansas City Power and Light will not service alternative street lighting.

An estimated 25 street lights may be necessary for installation on South Madison Street, Highway 58, and Washington Street. Additional street lights of the same design could also be added to the municipal site. Madison and Highway 58 were chosen for street light installation because they define the boundaries of the neighborhood; Washington Street is the neighborhood's main activity corridor.

An additional 12 street lights may be needed to provide lighting to the internal streets. Lights on Jefferson, Adams, and Franklin Streets could be installed as a phased improvement or with routine street maintenance projects to help distribute and control costs.

When shown examples of several lighting fixtures, residents favored a post-mount lantern-style luminaire. Fixtures should be mounted approximately 15 feet high for appropriate scale and efficiency. Poles should be spaced to achieve a lighting level appropriate for residential roadways.

As the City will be responsible for the installation and maintenance of street lighting, the City may want to consider an LED light fixture as opposed to a typical high pressure sodium lamp. LED street lights consume less energy than traditional lamps; energy savings can be up to 50%. LED street lights also require less maintenance. Traditional high pressure sodium lamps typically last for 20,000 hours, while LED lamps last for 70,000 hours (70,000 hours is approximately 16 years when lights are operated for 12 hours per day, 7 days per week). Initial installation costs are estimated for a traditional light and a LED light in the following table; however, lifecycle costs should also be taken into account when evaluating the options.

Funding for the street lights should be included in the City's five-year Capital Improvements Program.

Recommendation: Install decorative streetlights			
Action Item	Description	Estimated Costs	
		Unit Cost	Total Cost
YEAR 2			
OPTION ONE – TRADITIONAL DECORATIVE STREET LIGHT			
Installation of streetlights	Decorative streetlights (25)	\$1200/light	\$30,000
	Cable	\$5/foot	\$24,000
	Contingencies and other costs	+ 20%	\$10,800
	TOTAL COST		\$64,800
OPTION TWO – LED DECORATIVE STREET LIGHT			
Installation of streetlights	Decorative streetlights (25)	\$2000/light	\$50,000
	Cable	\$5/foot	\$24,000
	Contingencies and other costs	+20%	\$18,500
	TOTAL COST		\$92,500
YEAR 3+			
OPTION ONE – TRADITIONAL DECORATIVE STREET LIGHT			
Installation of streetlights	Decorative streetlights (12)	\$1200/light	\$14,400
	Cable	\$5/foot	\$22,500
	Contingencies and other costs	+ 20%	\$7,380
	TOTAL COST		\$44,280
OPTION TWO – LED DECORATIVE STREET LIGHT			
Installation of streetlights	Decorative streetlights (12)	\$2000/light	\$24,000
	Cable	\$5/foot	\$22,500
	Contingencies and other costs	+ 20%	\$9,200
	TOTAL COST		\$55,700
TOTAL COST FOR INSTALLATION OF DECORATIVE STREET LIGHTS			\$109,080 - \$148,200

STORMWATER

The use of “green” stormwater infrastructure should be explored for the Original Town neighborhood. The absence of formal stormwater infrastructure does not create any serious problems for the neighborhood, but the existing system provides little benefit. An alternative stormwater management system could provide environmental, aesthetic, and community benefits in a cost-effective fashion.

Implementation of a stormwater improvement project in Original Town should be a long term goal for the City and for neighborhood residents. Installation of “green” stormwater infrastructure will improve the existing hydrology of the neighborhood, as well as provide water quality and environmental health benefits. The existing informal system, however, is not in need of an immediate retrofit.

Implementation of green stormwater strategies occur on a site level, so there are many small, interim steps that can be taken help improve the quality and functionality of the neighborhood’s stormwater system. The increasingly widespread application of green stormwater technology has made site level solutions relatively easy and inexpensive for individual homeowners to store and maintain. The National Resources Defense Council provides some suggestions of common practices that residents can do to help “green” their properties:

- Installing rain gardens
- Adding rain barrels and/or cisterns
- Planting native plants and grasses
- Using permeable pavers or otherwise reducing impervious surfaces
- Improving soil quality

The City has convened a “Green Team” to research and implement ways that the City and its citizens can contribute to the environmental health and sustainability of Raymore. Using green stormwater strategies, such as the ones listed above, would be extremely beneficial to neighborhoods without formal stormwater infrastructure, such as Original Town. The “Green Team” should provide residents resources and information about these green strategies and provide answers as to how these strategies would benefit the neighborhood.

The future implementation of a neighborhood-wide stormwater management system should be done as phased project. The implementation could start with a “model street” project such as the one highlighted in the Recommendations section. Any new project,

however, should start with a public outreach campaign to inform property owners about the effectiveness, benefits, and responsibilities of an alternative stormwater management approach.

Specific cost estimates for implementing a low-impact stormwater system have not been included with this plan, as costs can vary widely based on the scope of the project and because an increasing rise in the implementation of low-impact projects is constantly bringing costs down. It is important to note, however, that costs of implementing a low-impact system are substantially less than for conventional systems. A variety of case studies have shown that low-impact systems cost an average of 25 percent less to design and construct than conventional stormwater systems. Significant cost savings are realized through a reduced need for curbs, gutters, and piping. Furthermore, costs tend to decrease with each project a city implements because of improved knowledge about the process.

More information on Low-Impact Development and green stormwater systems, including estimated costs and case studies, are provided by following organizations:

- The National Resources Defense Council: Stormwater Strategies
www.nrdc.org/water/pollution/storm/
- U.S. Environmental Protection Agency: Low Impact Development
www.epa.gov/owow/nps/lid/

NEIGHBORHOOD BEAUTIFICATION

This plan recommends a combined approach to neighborhood beautification: stronger enforcement and assistance to help resolve code violations within the neighborhood.

The city has adopted property maintenance codes, but these codes are generally enforced on a compliant basis. A property owner may not know about violation, or be compelled to remedy it, until a neighbor files a formal complaint with the city. To help encourage voluntary compliance with the codes, a mailing should be sent to residents to help make them aware of what constitutes a code violation.

Common property maintenance codes that residents should be aware of include:

- Grass and weeds shall be allowed to grow no higher than 8 inches on developed lots and 12 inches on undeveloped lots
- Accessory structures, such as detached garages and sheds, must be in good repair
- Inoperable vehicles may not be parked on the property, except for within a fully enclosed building
- All exterior surfaces must be maintained and in good condition. Exterior surfaces must have a protective coating, covering, or treatment to prevent deterioration, rotting, rusting, or corrosion. Peeling, flaking, and chipped paint must be eliminated and surfaces repainted.
- Roofs and flashing must be sound, tight, and not have defects that admit rain or dampness. Roof drains, gutters, and downspouts must be maintained in good repair and free from obstructions.
- All porches, decks, canopies, balconies, exterior stairs, and chimneys must be maintained in good condition, be structurally sound, and properly anchored.

In addition to raising awareness of the city's property maintenance requirement, information should be distributed about programs that provide assistance with improving properties. Several resources residents should be made aware of include:

- **Cass County Home Rehabilitation Loan Program**

Several cities in Cass County have been working with the Mid-America Regional Council to create a home rehabilitation loan program. A local lending institution would provide low-interest loans to homeowners interested in making improvements to their property. The City's role would be to promote the program to local homeowners. Such a program could help Original Town residents to correct code violations, or to undertake rehabilitation programs that would increase the value of their homes.

- **West Central Missouri Community Action Agency – Weatherization, Home Repair, and Rehabilitation Program**

The West Central Missouri Community Action Agency distributes funds from the Missouri Department of Natural Resources to help homeowners weatherize their homes . Qualifying participants receive assistance that includes a professional energy audit and subsequent repairs to help to save energy and money. Residents must meet income limits in order to receive assistance.

- **Kansas City Power & Light Energy Efficiency Programs**

KCP&L’s Energy Solutions program provides incentives for customers to make improvements to their homes to increase energy efficiency. The program provides opportunities for homeowners to evaluate the efficiency of their homes and incentives to make efficiency improvements.

LAND USE

This plan recommends the adoption of a recommended land use map for the study area. The map will act as a guide for the future growth and development of the neighborhood. The map should be a reflection of the opinions and thoughts residents expressed during the planning process and be an accurate reflection of the neighborhood's collective vision for the future.

The Original Town neighborhood has evolved for over a century; over time its identity has changed from the center of a growing city to a quiet mixed-use neighborhood. This plan will help guide the evolution of Original Town during the next decades. The neighborhood's changes, however, will be based on the thoughts and preferences of the neighborhood's residents.

The Original Town Neighborhood Plan includes a Recommended Land Use Map for the study area. The adoption of this plan will guide the City's decisions on future rezoning and land use conversion applications within Original Town. Adoption of this plan does not affect the current use of any property within the study area. Instead, it communicates to the city the thoughts of the residents on how their neighborhood should develop in the future.

If a property owner makes a request to change the use of property, the city will consider the Recommended Land Use map included in this plan. The Land Use map is only one factor in the determination of whether a request to change a land use is consistent with the goals of the neighborhood, but it is an important part of the decision.

ZONING

This plan proposes the creation of an overlay district to address land use and development in the neighborhood. An overlay district is an appropriate tool to regulate the variety of uses and structures in Original Town. Overlay zoning allows existing land use patterns to remain, and can provide both flexibility and control beyond the conventional zoning districts. Use restrictions can provide added protections against intrusive commercial uses in the neighborhood. In addition, the district would allow any future infill or redevelopment in the neighborhood to reflect the traditional neighborhood style that once defined this area.

The Community Development Department will prepare an amendment to the Raymore Unified Development Code to include a new overlay district for Original Town. The Planning and Zoning Commission should authorize the City to file an application to adopt the overlay district and to rezone the municipal property from 'C-2' General Commercial to 'PR' Parks, Recreation, and Public Use District.

The Planning and Zoning Commission will conduct a hearing to change the zoning designation of the properties within the study area. All of the property owners in and around the area will be notified of the City's intent to change the zoning designation. A neighborhood meeting will be held with affected property owners to answer any questions they have about the regulations being proposed. Next, the Planning and Zoning Commission makes a recommendation to the City Council on the rezoning proposal. The City Council makes the final determination on the request.

The adoption of the overlay district will not affect the base zoning classification of anyone's property; it will be an additional designation on top of the base zoning district. For example if a property in the study area is currently zoned "R-1" Single-Family Residential District, the new zoning designation would be "R-1/OT" Original Town Single-Family Residential District.

Additionally, adoption of these regulations does not immediately affect other property improvements that currently exist. For example, if a business has a sign that does not meet the overlay district requirements, the business does not have to get a new sign when the new requirements are adopted. The existing sign is "grandfathered in." However, if the sign is taken down, or substantially destroyed, the new sign must be in compliance with the requirements.

Recommendation: Adopt the Original Town Overlay District	
Action Item	Description
City makes request to adopt the Original Town Overlay District into the Unified Development Code	Staff will take the recommendations from the plan and put them into a format that can be adopted into the Code
City makes request to rezone the Original Town neighborhood to add the overlay district	-
A neighborhood meeting is held to answer questions and address concerns	-
The Planning and Zoning Commission holds a public hearing and makes a recommendation on the rezoning	-
The City Council holds a public hearing, and makes a final decision on the rezoning	Two meetings are required before a decision can be made on the request.