

pedestrian and bicycle friendly streets that connect neighborhoods with the rest of the town. Most residential areas should be convenient to neighborhood services, as well as public transit. Additionally, the focus should be placed on the quality of neighborhoods, rather than measuring permit activity as the sole method for measuring success.

Future Trend

Traditional neighborhoods are mixed use, walkable, and pedestrian friendly. There is currently a trend in planning and zoning to encourage pedestrian friendly access and walkability. A walkable area is generally understood to be a place that emphasizes people over cars by providing comfortable and convenient pedestrian facilities (such as sidewalks, crosswalks and bike paths) within a mix of land uses. Independence will create the mix of uses and walkability that neighborhoods offered in the past. The traditional neighborhoods in Independence have an advantage because they are already designed to be pedestrian friendly. By bringing back amenities to neighborhoods, connecting and improving sidewalks, and introducing complete streets, people won't have to rely on a vehicle for everyday activities.

GUIDING PRINCIPLES

Provide a diversity of housing options in all neighborhoods.

Improve and maintain housing stock in established neighborhoods.

Maintain and improve the safety of all housing.

Preserve the integrity of existing neighborhoods and the historic nature of older neighborhoods.

Support sustainability initiatives to create more energy efficient development.

Facilitate the development of connected, mixed use neighborhoods where appropriate.

Neighborhoods and housing should be designed to be inclusive of the needs of the wide span of mobility.

LAND USE BUILDING BLOCKS



Connected

Balance open space and environmental preservation with the community's development needs.



Welcoming

Foster redevelopment opportunities within the City in an effort to revitalize unused or underused property.



Distinctive

Reflect the historic setting of the City in the built environment.

TOOLS & POLICIES



Connected

Foster increased density in developments that are closer to centers and neighborhood commercial areas.

Encourage locating housing near existing and developing centers of economic activity.

Identify areas within established neighborhoods where infill development would be appropriate.

Encourage projects that attract long-term residents to downtown.

Explore funding options for the acquisition and assemblage of property in potential redevelopment areas.

Promote accessible neighborhoods for pedestrians, bicyclists and motorists.

Provide access to parks, open space and recreational opportunities from neighborhoods.

Promote compact, contiguous development to ensure the efficient use of land and to enhance opportunities for alternatives to commuting by car.



Welcoming

Promote housing design and features that allow people to age in place, such as universal design. Consider the adoption of a universal design or visitability ordinance.

Update codes as necessary to accommodate the use of new technology and construction techniques.

Strive to create a balance of rental and owner-occupied housing in all neighborhoods.

Encourage the improvement or redevelopment of substandard housing.

Support housing rehabilitation programs and reinvest in housing in existing neighborhoods.

Ensure that environmental nuisances are mitigated where residential uses adjoin higher intensity uses.



Distinctive

Develop neighborhood plans that help ensure a balance of housing types, especially in more mature parts of the City.

Concentrate new development in areas contiguous to existing neighborhoods where it is most cost effective to extend infrastructure and services.

Encourage development that conserves land and allows for single-family housing options.

Promote a mix of housing types within each neighborhood, to provide options for households of all types (singles, families, retirees, etc.) and people of all incomes and ages.

Encourage programs to improve home energy efficiency and resilient design features.

Foster low-impact, naturalized storm-water management practices.

Policy Documents and Plans

Englewood Station Arts District Circulation Plan

www.indep.us/EnglewoodPlan

Fairmount District Plan

www.indep.us/FairmountPlan

Independence Square Revitalization Plan

www.indep.us/SquarePlan

Link Independence:

www.indep.us/LinkIndepPlan

US 24 Highway Corridor Study

www.indep.us/24HwyPlan

Community for All Ages

<http://marc.org/Community/KC-Communities-for-All-Ages>

Fair Housing Assessment GKC

http://www.marc.org/Regional-Planning/Housing/pdf/FHEA_KC_Region_2014_screen_quality.aspx

FACILITIES



Create and maintain public facilities that are welcoming, sustainable and support our community's ability to grow and prosper.

FACILITIES



Our vision is to create and maintain public facilities that are welcoming, sustainable and support our community's ability to grow and prosper.

Complete public facilities ensure a community's ability to grow and prosper in a responsible manner. As Independence grows, we strive for efficient, reliable and fiscally sustainable public facilities to be built and maintained throughout the City to achieve a high quality of health, safety and welfare for all residents. As capital projects age and technology advances, improvement to public facilities will continue to provide the high quality of services our citizens have come to expect.

GOAL

Increase quality — achieve livability, choice, access, health and safety through quality public infrastructure and facilities.

MEASURES FOR SUCCESS

The City's Strategic Plan, Independence For All, tracks progress in the area of facilities using the following measures.

Improve visual appearance of major commercial corridors and historic sites.

Improve condition and maintenance of public infrastructure and facilities.

Improve perception of safety.

Improve citizen satisfaction with City services and facilities.

BACKGROUND

Great communities have a variety of public facilities and infrastructure that provide valuable services and amenities to the people who live work and play there. Independence's service utilities are provided through the City's Water Department, Water Pollution Control Department (WPC) and Independence Power & Light (IPL).

The Parks, Recreation and Tourism Department manages the City's parks and trails system. The Parks, Recreation and Tourism Department also manages the operation of the Sermon Center, the Palmer Center, the Truman Memorial Building, and Adventure Oasis.

The Public Works Department is responsible for approximately 1185 lane miles of roadway and adjacent right-of-way and 38 bridge structures. The Public Works Department maintains City streets and manages the City's ongoing pavement assessment program and street improvement projects. The Streets Sales Tax is the City's primary funding source for street maintenance projects. Consisting of a half-cent sales tax, it was created through voter approval, and will remain in effect until repealed by the voters. The Public Works Department also coordinates, maintains and upgrades the various facilities of the City.

Police and Fire Departments provide emergency services and manage public safety. Fire Department

facilities consist of 10 Fire Stations. The City's Fire Department coordinates and integrates all activities related to threatened or actual natural disasters, acts of terrorism, or other emergency events through the City's all-hazard emergency management program. Police Department facilities include 1 Police Station and 3 Police Substations. The police station, originally constructed in 1972-73, is reaching obsolescence and is being considered for renovation or replacement.

Transit

IndeBus is the transit system that provides public transportation for residents in Independence, Missouri. Americans with Disabilities Act (ADA) paratransit services are available to anyone with a documented disability no matter where the individual lives. The service is available within $\frac{3}{4}$ mile of any local bus route offered by IndeBus in Independence, MO. The Metro Transit Center, located at the intersection of Truman and Noland Roads, is adjacent to City Hall and a short distance from Historic Independence Square. This facility, although owned by the Kansas City Area Transportation Authority, is maintained by the City through a cooperative agreement.

Power & Light

IPL maintains and operates 9 generating units, 14 major substations and more than 650 miles of power lines. Some of the electricity required to meet customer demand is generated by IPL with combustion turbine facilities and gas-fired steam units. The City purchases most of the energy needed to meet City demand from outside sources. In 2014, the Independence City Council adopted Resolution 5933 identifying the City's goals for renewable energy. These goals include that 10% of City-generated electric energy to be from non-carbon-based sources by 2018, and 15% by the year 2021.

To this end, IPL operates a Community Solar Farm, in which IPL customers can participate to reduce energy costs. The solar farm currently generates 3 megawatts, with expansion to allow 11 megawatts approved by the City. In addition, the City plans to expand solar power generation on the former Rockwood Golf Course site. The City purchased the 94-acre property in 2017 and plans to develop a

portion of the property as a solar farm expected to generate 4-5 megawatts of additional power for IPL.

Through its "Out of Sight" Underground Program, IPL works with homeowners to bury the electric line from the pole to the house. The "Out of Sight" Underground Program helps to enhance the aesthetics of residential property as well as to reduce the likelihood of power outages due to storms. IPL offers homeowners two options for burying the electric service line. With either option the cost falls primarily on homeowners. IPL also offers security lighting options for residents to enhance neighborhood safety. This is also paid for by the homeowner.

Water

The City of Independence Water Department was established in 1883 to provide the citizens of Independence with safe, reliable drinking water. Water is supplied from wells located at the Courtney Bend Water Treatment Plant. The well water is softened and disinfected at the treatment plant, and meets or exceeds all federal and state quality regulations. The City of Independence Water Department supplies water to approximately 250,000 people, including residents of Independence and wholesale customers. The City's water plant capacity is 48 million gallons per day. Overall water usage is decreasing due to the incorporation of more efficient water usage methods. The highest peak usage to date was 44 million gallons per day in 2012. In 2017, peak usage was 35 million gallons per day. Current usage is about 27 million gallons per day.

The City wholesales half of its current usage to other cities/districts. If needed, the City is able to limit the amount of water it wholesales by contract. Because of this, water restrictions are rarely imposed on Independence residents. Instead, the City limits the wholesale amounts that are sent to other jurisdictions.

Water Pollution Control

Independence has separated storm and sanitary sewer systems. The Storm Water Division is responsible for the capital improvement program, the pollution control program, and the maintenance and repair of the storm sewer system. There are over 300 miles of storm sewers in Independence

and approximately 12,000 storm water structures, such as curb inlets and culverts. The Sewer Maintenance Division is responsible for the maintenance and repair of over 578 miles of sanitary sewers and over 12,000 manholes. Service is both preventive and corrective. Approximately 25 million gallons of wastewater are carried through the sanitary sewer lines each day for treatment at a wastewater facility.

Future Trend

In order for communities to thrive, they must be sustainable. This means that Independence will need not only to maintain existing public facilities and amenities but consider expanding and/or improving them to ensure Independence is truly a livable community. The Capital Improvements Program (CIP) currently illustrates a commitment to maintaining or repairing existing facilities and infrastructure. In order for communities to thrive, they must be sustainable. This means that Independence will need not only to maintain existing public facilities and amenities but consider expanding and/or improving them to ensure Independence is truly a livable community. Participants in the Independence Comprehensive Plan public input survey indicated strong support for livability factors such as complete streets, transportation options for non-drivers and improved connections to neighborhood parks, areas of special interest and natural amenities. The Kansas City Community For All Ages plan recommends the implementation of these strategies to support the long-term viability of first-tier suburbs. Independence currently has a bronze Community of All Ages designation and desires to improve.

GUIDING PRINCIPLES

Pedestrian facilities are safe and accessible, connect neighborhoods, parks, employment centers, attractions and natural areas and provide an alternative to the automobile.

Public transportation is reliable, provides access to jobs, key attractions and services and includes routes and schedules that meet residents' needs.

Facilities meet the needs of persons of all ages and physical ability in the community.

Development decisions are based on making the best use of existing infrastructure and preserving natural resources.

LAND USE BUILDING BLOCKS



Connected

Balance open space and environmental preservation with the community's development needs.



Welcoming

Provide physical accessibility throughout the City.



Distinctive

Promote principles of good urban design as part of all development.

TOOLS & POLICIES



Connected

Support existing and expanded use of community facilities as "third places" where residents of all ages can connect with programming and services, volunteer opportunities and opportunities for civic engagement.

Build community gatherings places within walking distance of neighborhoods.

Design local streets to accommodate pedestrians, bicycles, users of all ages and persons with disabilities.

Work with transit providers to improve public and special transit services for older adults. Work with special transportation providers to ensure Independence residents are aware of specialized services.

Support the convenient and safe multi-modal access to jobs and services.

Promote alternative modes of transportation for non-drivers including, car sharing, bike sharing, Uber, Lyft and volunteer driver programs.

Encourage expansion of commercial opportunities in existing commercial corridors or centers that minimizes the number and length of car trips.

Link neighborhoods and activity centers with bike facilities and trails showcasing public art (Truman Library, the National Trails Museum, Englewood Arts District and the Truman Sports Complex)

Connect the City's bike/trail system together and to regional systems such as Little Blue Trace and the Rock Island Trail.



Welcoming

Invest in major corridors with streetscape improvements, public art, green space, burial of utility lines and upgraded intersections consistent with complete streets policy.

Ensure street maintenance, repair/replacement and drainage projects are addressed regularly and with coordination between City departments.

Consider expanding the City's "Out of Sight" program to include non-residential property owners to promote burial of utility lines along major corridors.

Incorporate enforcement of City's signage regulations into corridor beautification projects.

Consider proactive code enforcement, either ongoing or through periodic "clean sweeps" to improve the appearance and long-term viability of properties along major corridors.

Encourage expansion of commercial opportunities in existing commercial corridors or centers with adequate transportation, sewer and water infrastructure to support growth.

Create welcoming public buildings and grounds that are constructed to last, integrate with surrounding architecture, and also function as a community gathering space. Should existing city hall be reconstructed at the existing location, it should be designed to integrate with Independence Square and not block visibility from the street intersections.

Remove barriers for persons with disabilities at citywide facilities, activities and programs

Regardless of mobility level design infrastructure to make moving around the City easier and more convenient

Design buildings, streets, and landscaping to improve public safety. Consider Crime Prevention Through Environmental Design (CPTED) policies that maximize visibility and eyes on the street.



Distinctive

Ensure that high quality developments are well planned and connected to existing development through the efficient use of streets, utilities and infrastructure.

Consider expanding the City's public art requirement .

Reinvest in renewables, storage and microgrid technologies to help Independence become the greenest community in America.

Policy Documents and Plans

Midtown/Truman Road Corridor 353 Development Plan

www.indep.us/MTRPlan

Noland Now Revitalization Plan

www.indep.us/NolandNowPlan

Northwest Independence Sidewalk Health Impact Assessment

www.indep.us/NWISHIA

Truman Road Green Gateway Plan

www.indep.us/TrumanGatewayPlan

Truman+Winner Road Plan

www.indep.us/TrumanWinnerPlan

US 40 Highway Corridor and Focus Area Plan

www.indep.us/40HwyPlan

Rock Island Plan

<http://marc.org/Environment/MetroGreen-Parks/Current-Projects/Rock-Island-Corridor-Coalition>

Metro Green

<http://www.marc.org/Environment/MetroGreen-Parks/The-Plan/Action-Plan>

LAND USE

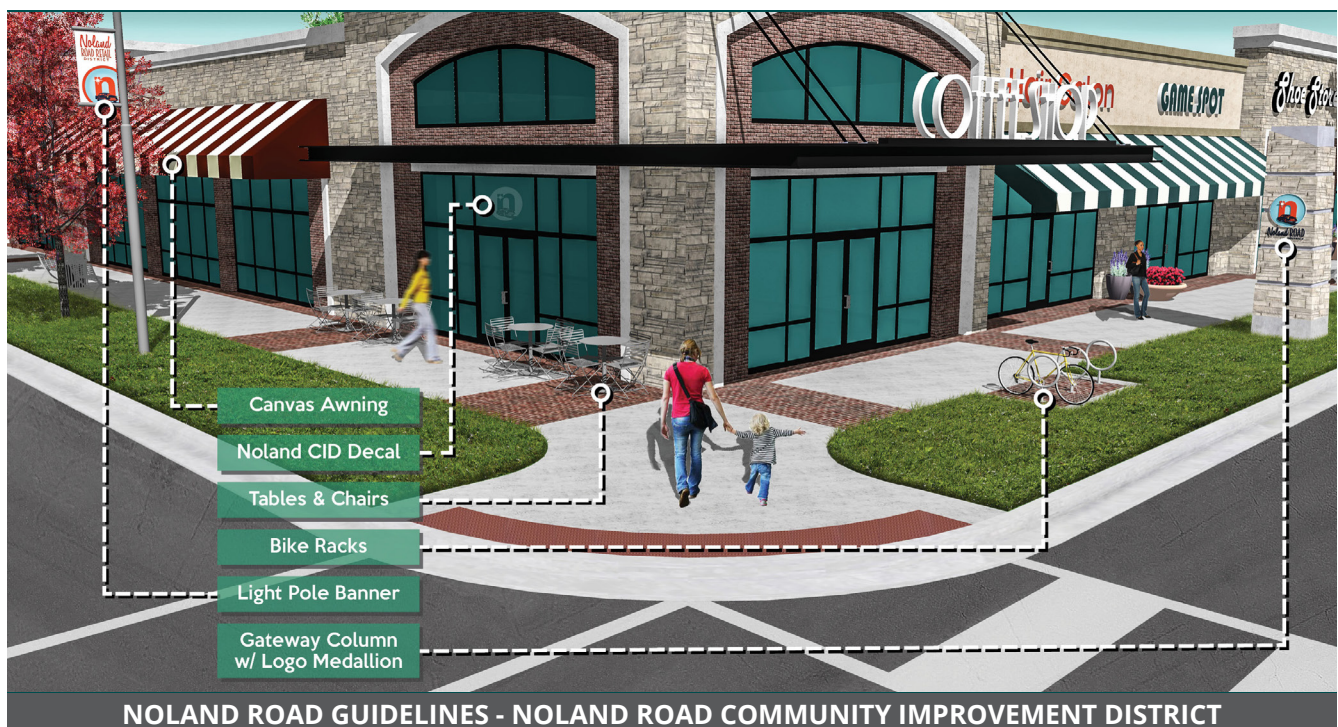
Our vision is to promote and maintain quality neighborhoods and a safe, family-friendly community with cultural diversity to make Independence, Missouri a nationally recognized City with a unique sense of history and place.

BACKGROUND

The City of Independence adopted its strategic plan, Independence for All, in 2017. The Land Use section will guide the City's future land use decisions in order to ensure implementation of the strategic plan's Building Blocks. While the strategic plan will be updated every year, this plan provides policies intended to guide City staff, elected officials and the community over the next 20 years.

Land Use addresses factors affecting the physical development of a city, including the satisfaction of human needs, the vitality of the local economy,

the protection and enhancement of the natural and built environment and the efficiency of public infrastructure and service provision. Urban design establishes a context for development in response to the community's desired image. While new development is encouraged, short term benefits must be weighed against long term impacts to the community's quality of life. Land use and urban design decisions will always affect the future in significant, and sometimes irreversible, ways. It is incumbent that a land use plan balances the need for growth with the protection of existing community assets.



Guiding Principle

Protect and enhance the viability, livability and affordability of the City's residential neighborhoods while integrating multifamily development throughout the community.



Policies:

1. Promote inclusive and economically integrated neighborhoods that allow a diverse mix of residents and housing types.
2. Promote a range of housing options throughout the community.
3. Encourage connecting neighborhoods with greenbelts, trails, commercial centers, and public facilities.
4. Encourage preservation of historic and visual character and function of established neighborhoods, while protecting them from incompatible adjacent development.
5. Encourage protection of existing residential areas from encroachment by incompatible development.
6. Support providing neighborhood amenities throughout the community in an equitable manner.
7. Support preservation of the environmental quality of residential areas and buffer from noxious or nuisance impacts.

Guiding Principle

Ensure that opportunities for convenient and concentrated commercial development are provided to support both the local and regional market.



Policies:

1. Support protection of the Independence downtown commercial areas and encourage continued reinvestment and redevelopment.
2. Encourage expansion of commercial opportunities in existing commercial corridors or centers where infrastructure can support growth.
3. Promote opportunities for neighborhood commercial centers that assure compatibility with residential property.
4. Support preservation of historic and aesthetic character and function of established commercial districts.

Guiding Principle

Encourage that the physical character and form of the City reflects its historic setting and that the built environment is compatible with the City's natural environment.



Convenient Concentrated Commercial Development – Truman Gateway Vision Plan

Policies:

1. Consider defining and enhancing City gateways and focal points to create a sense of place.
2. Promote protection and preservation of the City's historic buildings and urban pattern.
3. Promote quality in the design and construction of new public and private development.
4. Promote retail and service-oriented businesses on first floors to keep streets active, with non-service/office uses on second floor, and residential uses on upper floors in the downtown area.

Guiding Principle

Provide sufficient opportunities for industrial development sites within the community and promote diversification of the City's commercial/industrial base.

Policies:

1. Promote the retention and expansion of existing, and attraction of new, industrial development opportunities in suitable locations.
2. Encourage mitigation of negative impacts to residential areas located near industrial areas through adequate buffering, appropriate lighting and attractively designed sites.
3. Limit the location of locally unwanted land uses (LULU's), such as scrap reprocessing, junk and salvage yards, quarries, recycling industries, and concrete batch plants.

Guiding Principle

Balance open space and environmental preservation with the community's development needs.

Policies:

1. Encourage protecting and preserving existing open space and park land to meet the community's needs.
2. Encourage expansion of urban green spaces in suitable locations to encourage livability and enhance aesthetics.
3. Encourage parks, green space, trails and similar park/open space uses easily accessible to residents at neighborhood level.
4. Encourage incentives for providing common open/green space and landscaping into all new development when possible.

Guiding Principle

Encourage the concept of mixed-use development to create diverse and self-sufficient neighborhoods.



New Town at Harmony Development

Policies:

1. Promote a compatible mix of land uses that create a diversified urban environment that mixes shopping, employment, recreation, and residential opportunities where appropriate.
2. Promote sufficient buffering and protection of incompatible uses from each other.
3. Consider limiting sprawl and aggregate travel time through use of mixed-use developments.
4. Promote incentives to bring mixed-use to the downtown and other commercial areas.
5. Encourage a mixed-use of residential, commercial and retail uses for new developments that does not define boundaries between residential and those commercial/retail uses that provide less intense, basic services for the neighborhood.
6. Encourage design review to address how mixed-use developments are treated and to require quality development so they become more acceptable to developers and business owners and more sensitive to neighborhood concerns and impacts.

Guiding Principle

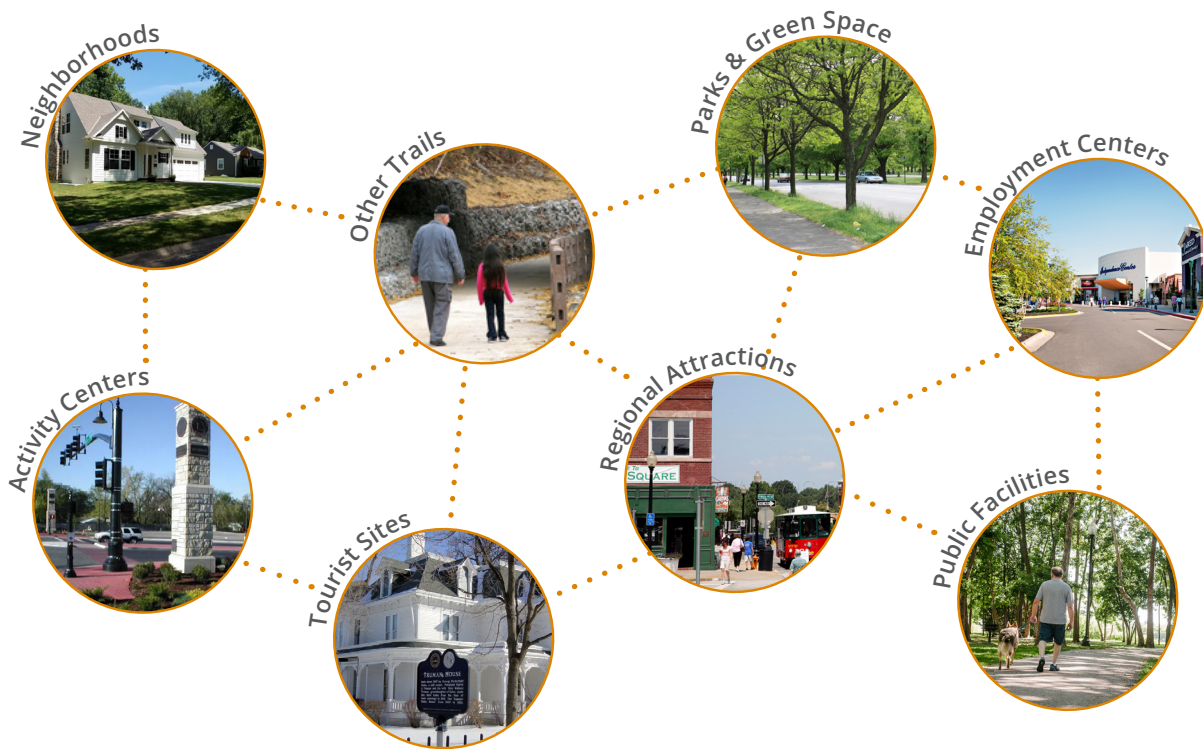
Foster redevelopment opportunities within the City to revitalize unused or underused property.



Redevelopment Vision Along Truman Road - Truman Gateway Plan

Policies:

1. Encourage redevelopment or adaptive reuse of vacant or underutilized buildings and sites.
2. Promote in-fill development, where appropriate, to support more compact urban form and avoid needless and costly sprawl.
3. Promote redevelopment that maximizes existing infrastructure.
4. Strive to eliminate slum and blight.
5. Promote affordable commercial space for small startup, new or growing businesses.
6. Encourage reinvestment in our existing neighborhoods.
7. Adapt retail sector to marketplace trends.



Connect activity centers and neighborhoods with bike facilities/trails – showcasing public art.

Guiding Principle

Provide physical accessibility throughout the City and connect people to places.

Policies:

1. Encourage and facilitate urban accessibility by walking, cycling, public transit and auto.
2. Support new development concepts that, by design enable people to walk to work, school, day care, shopping, and recreation.
3. Facilitate, where possible, enhanced accessibility.
4. Connect activity centers and neighborhoods with bike facilities/trails - showcasing public art.

Guiding Principle

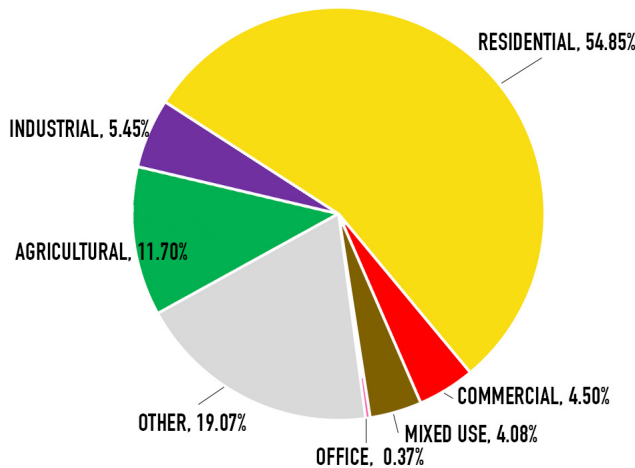
Establish and maintain housing, transportation, communication and utility systems which support and foster quality development.

Policies:

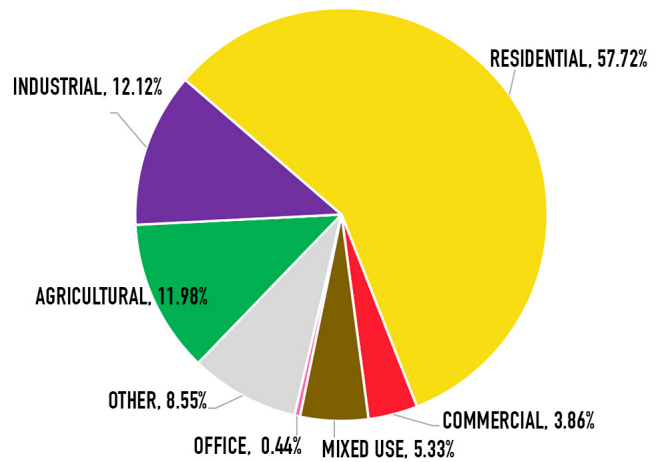
1. Promote principles of good urban design as part of all development.
2. Support enhancement of the aesthetics of new and existing development -- design, landscaping, parking, signage -- with special sensitivity to the historic character and building materials found in the community.
3. Encourage environmentally compatible and sensitive design that fits the development site.
4. Promote energy conservation efforts in building design, materials, and orientation.
5. Promote land conservation practices in density and building patterns to encourage compact urban form.
6. Encourage flexible development that promotes commercial development to meet community design standards.
7. Promote land use controls to fit the various historic development patterns and the character of neighborhoods throughout the City.
8. Strive to create and redevelop buildings which complement the size and style of surrounding buildings.

CHANGES IN LAND USE

Future land use in 2040 projects more industrial and mixed use development which aligns with the community's vision and goals.



EXISTING LAND USE - % OF TOTAL LAND



2040 FUTURE LAND USE - % OF TOTAL LAND

LAND USE CATEGORIES

RESIDENTIAL USES

Neighborhoods

The Neighborhood land use category are existing residential areas that will be preserved and enhanced over time, areas that are emerging as neighborhoods, or areas planned to be a neighborhood in the future. Neighborhoods include a mix of single family detached homes, attached homes, townhomes, condominiums, and multi-family. Neighborhood serving commercial developments, parks and civic uses are also common in neighborhoods. The character of existing neighborhoods should be protected when new development is proposed in order to preserve the quality of life for existing residents. Western Independence (west of Noland Road) has the most mature neighborhoods, some going back to 1800's through the first half of the 20th century. There is a range of residential density from small single-family lots of approximately 5,000 square feet to quarter acre lots in newer areas in southwest Independence and parts of central Independence.

Newer developments occurring in the post-World War II era include larger lot development of 4-5 units per acre. Eastern Independence has a combination of established neighborhoods and adequate space for new development. New neighborhoods should offer a range of densities, although there are locations where the density is lower along with medium and high density multi-family developments that blend in with surrounding single-family and Mixed-Use development. All Neighborhood areas include high-density multi-family development, medium density townhome and duplex development as well as pockets of local commercial activity. Neighborhoods are in close proximity to parks, neighborhood commercial developments and centers. Housing types, though different, are designed to relate to each other to create vibrant and cohesive streetscapes. Existing Neighborhoods may not yet have a complete walkable layout of streets that connect throughout the neighborhood and adjacent developments for seamless transitions. It is necessary to identify where there are gaps in sidewalk connections and identify funding sources for their installation over

time. New neighborhoods should have a walkable layout with streets that connect in a logical manner throughout the neighborhood and to adjacent developments for seamless transitions. The street and sidewalk system should be designed to safely accommodate pedestrian, bicycle, transit and vehicular transportation modes.

It is the intent of this Plan to preserve this mix of home types and density levels currently in place. Infill activity should aim to blend into the character of the existing building types so as to avoid glaring or jarring contrasts between buildings in both style and scale.

Urban Neighborhoods

The Urban Neighborhood land use category is located in close proximity to downtown Independence Square, the Englewood Business District, the Maywood District and the Fairmount Neighborhood District. They are residential areas anchored by a neighborhood shopping and dining district that are ideal for residents who wish to live within walking distance to employment or entertainment uses in a business district. These neighborhoods mix existing homes with infill housing and include a range of densities that provide for a diverse range of housing types. Urban residences typically have smaller yards or shared open space areas. Buildings are scaled and sited with an emphasis on pedestrians to create a streetscape suited to regular walking and bicycling trips. These neighborhoods use a connected, pedestrian oriented street design that supports transit service.

Mixed-Use

The Mixed-Use land use category is intended to accommodate a mix of medium-and high-density housing and complementary office, commercial and institutional uses that have, or will have, sufficient public utilities. Established areas in Independence include the Independence Square, Englewood Business District, the Maywood District and Fairmount where the presence of public utilities and a sufficient population base allows the development of pedestrian-oriented, mixed-use development. The Mixed-Use category can be arranged in different patterns including a) vertical mixed-use buildings; b) horizontal mixed-use blocks;

and c) mixed-use walkable neighborhoods. The pattern will depend on the existing and historical development pattern of the area. Mixed-use can also occur in new areas such as the developing 'New Town' in eastern Independence.

COMMERCIAL USES

Neighborhood Commercial

The Neighborhood Commercial land use category is intended to provide convenient shopping opportunities for the daily needs of nearby residential areas. The category, designed for small to moderate scale commercial activity is intended to contain urban design elements compatible with adjacent neighborhoods. They serve residential neighborhoods within a roughly one-mile radius, offering shops, restaurants, studios, small offices and other services that residents typically visit an average of one to three times per week. In some cases, the Neighborhood Commercial land use category may include a grocery store or supermarket. The physical layout should aim toward 'node' or 'center' clusters around an intersection of an arterial or collector street, rather than a 'corridor' (strip design), and should be easily accessed by walking, bicycling and by transit. If such access is currently not available, efforts should be made to provide pedestrian and bicycle connections to the commercial area. Building footprints in this category is generally less than 30,000 square feet (grocery store exception) on sites ranging up to 10 acres. Parking is less prominent than pedestrian features. Open space is encouraged where possible and there is an emphasis on enhancing the pedestrian experience.

Community Commercial

The Community Commercial land use category offers a mix of retail, restaurants, office, personal services and residential uses with a building(s) footprint from 30,000 square feet up to 400,000 square feet, and are intended to serve surrounding neighborhoods within a 1 to 3 mile radius. They are smaller than Regional Commercial centers drawing customers from the local community. They may include office and residential uses, which may be located above ground floor commercial businesses. Such centers are more

likely to include a supermarket along with general merchandise with a wider range of goods than the Neighborhood Commercial category and contain businesses that are needed less frequently. Community Commercial areas often have two or more anchor tenants that could include a discount store, supermarket or large specialty discount store. Community Commercial centers are more auto and transit oriented than Neighborhood Commercial areas. However as redevelopment occurs, pedestrian, bicycle and trail connections to surrounding neighborhoods are important elements to include where possible. Community Commercial centers are developed on sites from 10 to 40 acres.

Regional Commercial

The Regional Commercial land use category includes major commercial areas with a variety of large format retailers, restaurants, offices and services. They are located along arterial streets and state highways near interstate interchanges and draw local residents as well as users from surrounding communities up to 70 miles away. Regional Commercial areas are often commercial in use, though they may include a mix of employment and residential uses. Anchor tenants often include full-line or junior department stores, discount stores, or other similar mass merchandisers. Independence has one very large regional center, Independence Center, as well as surrounding developments including Independence Commons, Bolger Square, and Hartman Heritage in southeast Independence. While Regional Centers typically have an emphasis on automobile traffic, it is desirable they be designed (either through retrofitting or building new) to provide connections within the area making it easier to access all parts of the area through a variety of transportation modes (pedestrian, bicycle, transit and vehicular). Regional Commercial areas should be greater than 40 acres and feature building foot prints in excess of 400,000 square feet.

OFFICE

Office

The Office land use category includes a range of office types including the traditional office building used for the conducting of business where little or no sale of products, manufacturing, or warehousing occur. These buildings include both campus type development as well as single buildings and could include both single and multiple tenants.

The category could also include limited research and development activities, manufacturing or assembly with little or no sale of products. Examples may include medical research spaces, bioscience, technology, or product development testing. Research and Development uses vary widely in terms of what they do, in some cases they are predominantly office with minimal lab or production space, and in others they are more industrial in nature. Settings may range from campus-like business parks to single-use buildings. These uses are similar to those found in the Light Manufacturing land use category and may include one or the other designation depending on the context of surrounding land uses.

INDUSTRIAL USES

Business Park

The Business Park land use category includes manufacturing, transportation and wholesale activities, office and research facilities, and limited retail and services. Most activities (except for limited outdoor display) take place within enclosed buildings. This category will apply to industrial parks as proposed in the land use plan. This land use category will have restrictions on outdoor activities and will include buffering from adjacent areas with less intense land uses.

Industrial

The Industrial land use category includes manufacturing, limited office, research, retail and service activities. This category may encompass a broad range of intensities and activities, including uses with outdoor activities and the potential for external impacts such as odors, noise and vibration during all parts of the day and night. Adequate and often extensive buffering should be provided and maintained from less intense land uses.

At this time, the Industrial land use category is limited to the Lake City Army Ammunition Plant in eastern Independence. It is the intention of this Plan to protect the plant from encroachment of adjacent land uses as the plant has been in operation since World War II. Adjacent land uses should be aware that the by-product of Industrial uses will likely not be compatible with other land uses.

OTHER USES

Civic/Public

The Civic/Public land use category includes government buildings, land and libraries. They are typically public or semipublic in nature. In addition to their primary use, they provide gathering spaces, recreation spaces and opportunities for residents to interact. When located in neighborhoods or commercial centers, the design and layout of facilities should connect with the surrounding areas by providing pedestrian, bicycle, transit as well as vehicular connections where possible. Smaller facilities should be located within, or adjacent to residential areas with multi-modal access (pedestrians, bicycles, transit and vehicles) is provided.

Community Attraction and Tourism

The Community Attraction and Tourism land use category complement the public park and recreation system by offering recreation and entertainment facilities that may not otherwise be available. Community attractions include historic sites, the Silverstein Eye Center Events Center, golf courses, indoor and outdoor sports fields, gymnasiums, tourist destinations including the Vaile Mansion, Bingham Waggoner Estate, National Frontier Trails Museum, the Truman Home, the Truman Library and Museum, the Community of Christ campus and other noteworthy tourist destinations. They are typically large in scale, and could be privately owned or sponsored. Some of the sites within this category may have historical significance and enjoy a national reputation in that they attract visitors from the region and beyond.

Parks

The Parks land use category includes both active and passive parks, trails and open space. For purposes of this plan, the term 'Open Space' will be used throughout the document as the name of this land use category. Included are public parks, outdoor recreation facilities, state operated nature preserves, such as George Owens Nature Park, County park land such as the Little Blue Trace Trail, natural resource protection areas and other privately owned open space throughout the City.

Schools, churches and civic institutions may incorporate open space into their developments, however this land use plan will defer to the primary land use when depicted on the land use map.

Agriculture

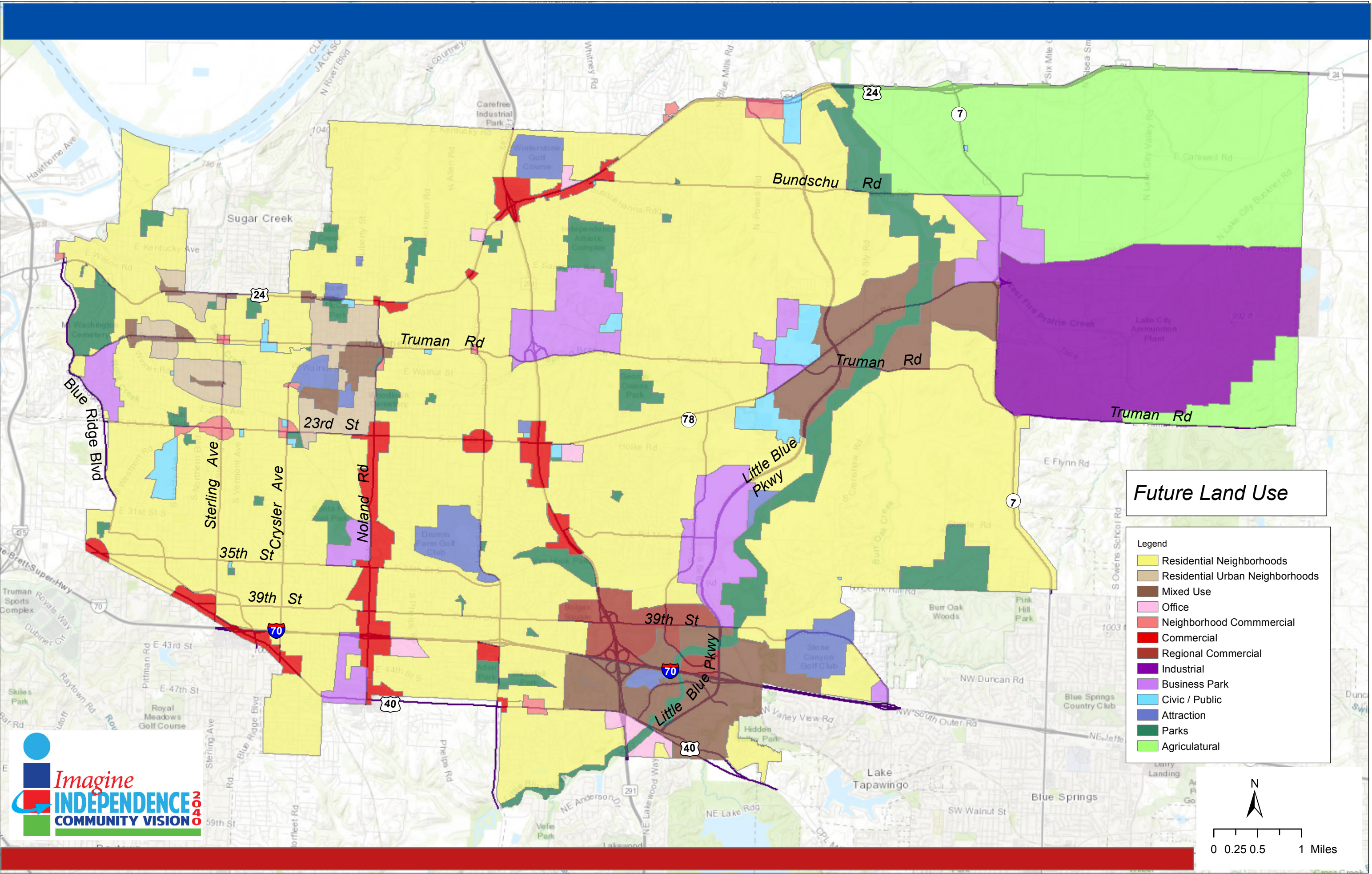
The Agricultural land use category aims to retain agricultural character and support farmers who wish to maintain and expand agricultural activities as the primary use. Typical agricultural uses are row crops, horticulture, orchards, cattle grazing, poultry and wooded areas. Residential use should be limited to supporting agricultural purposes, such as subdividing one lot for a family member who is participating in the farming enterprise. Minimum lot size is ten acres.

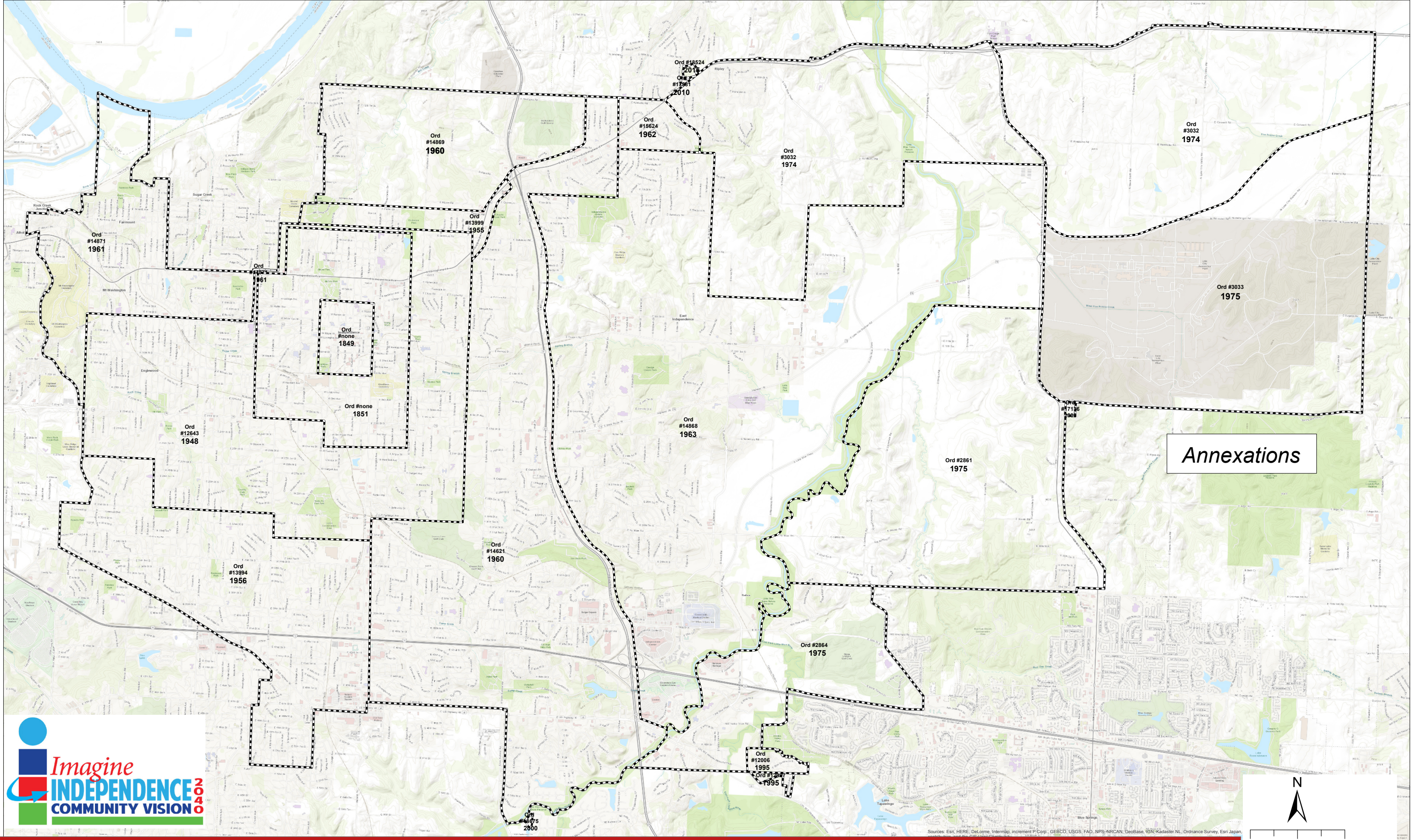
In Independence, the Agricultural land use is located in far northeast part of the City and is north of the Army Ammunition Plant, a Heavy Industrial land use that has been in place since World War II. The subdivision of land within this land use category should be done with full knowledge that the Heavy Industrial land use is existing, and is entitled to environmental nuisances including noise, odors and vibrations at all times of the day and night.

APPENDIX

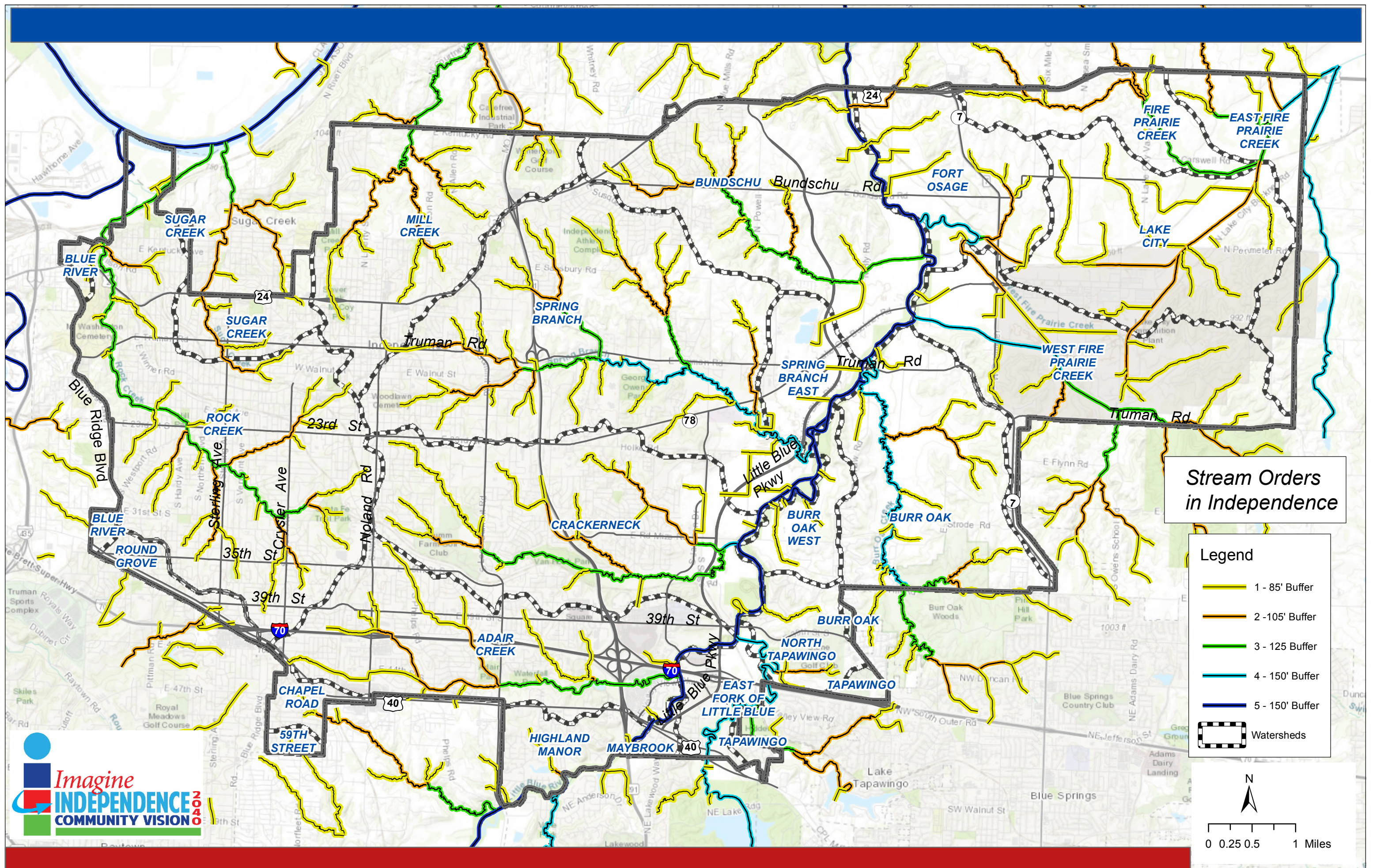
MAPS

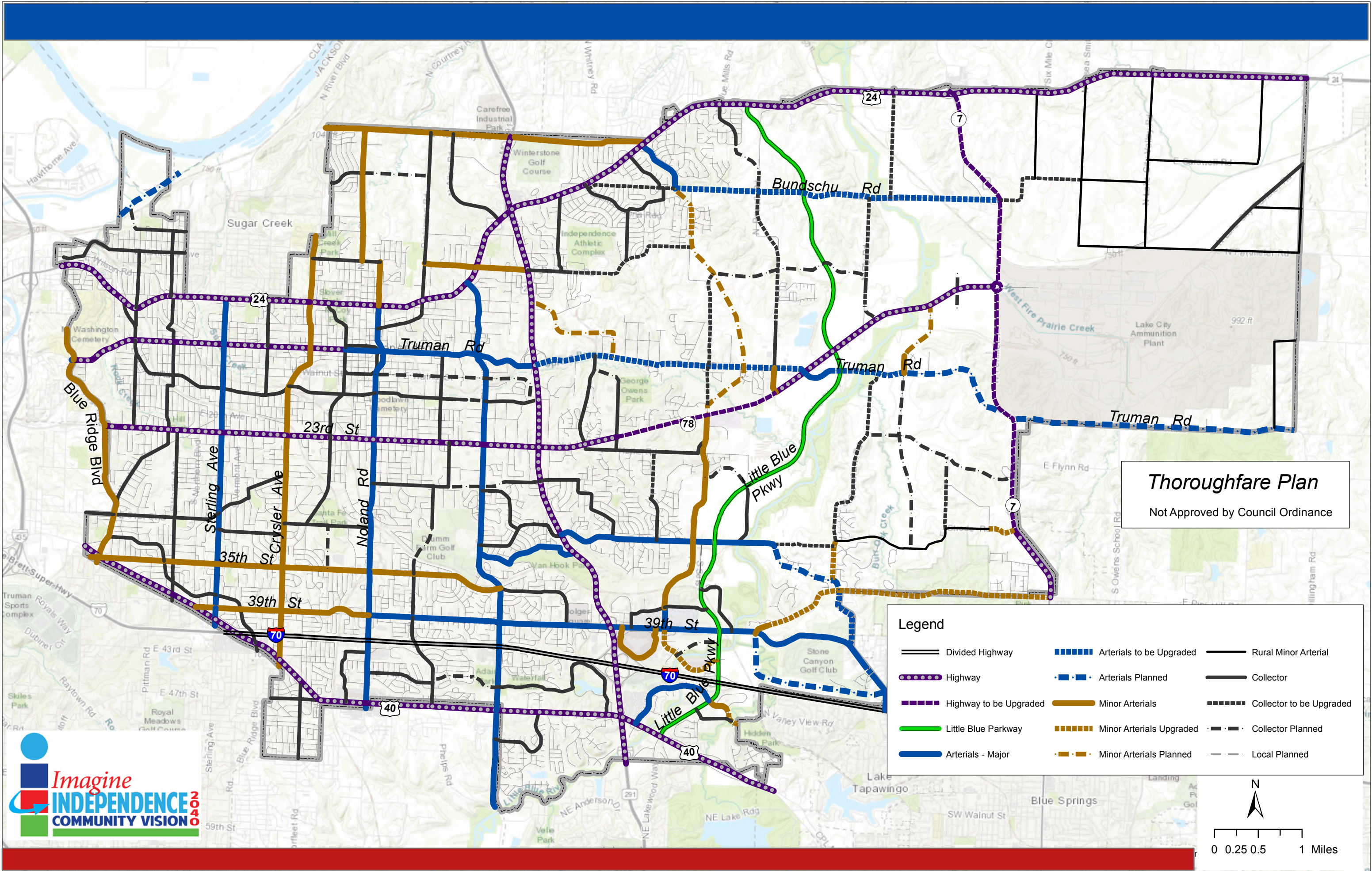
- **Future Land Use**
- **Annexations**
- **Stream Orders in Independence**
- **Thoroughfare Plan**
- **Overlay map – Current Plan Areas**





Annexations



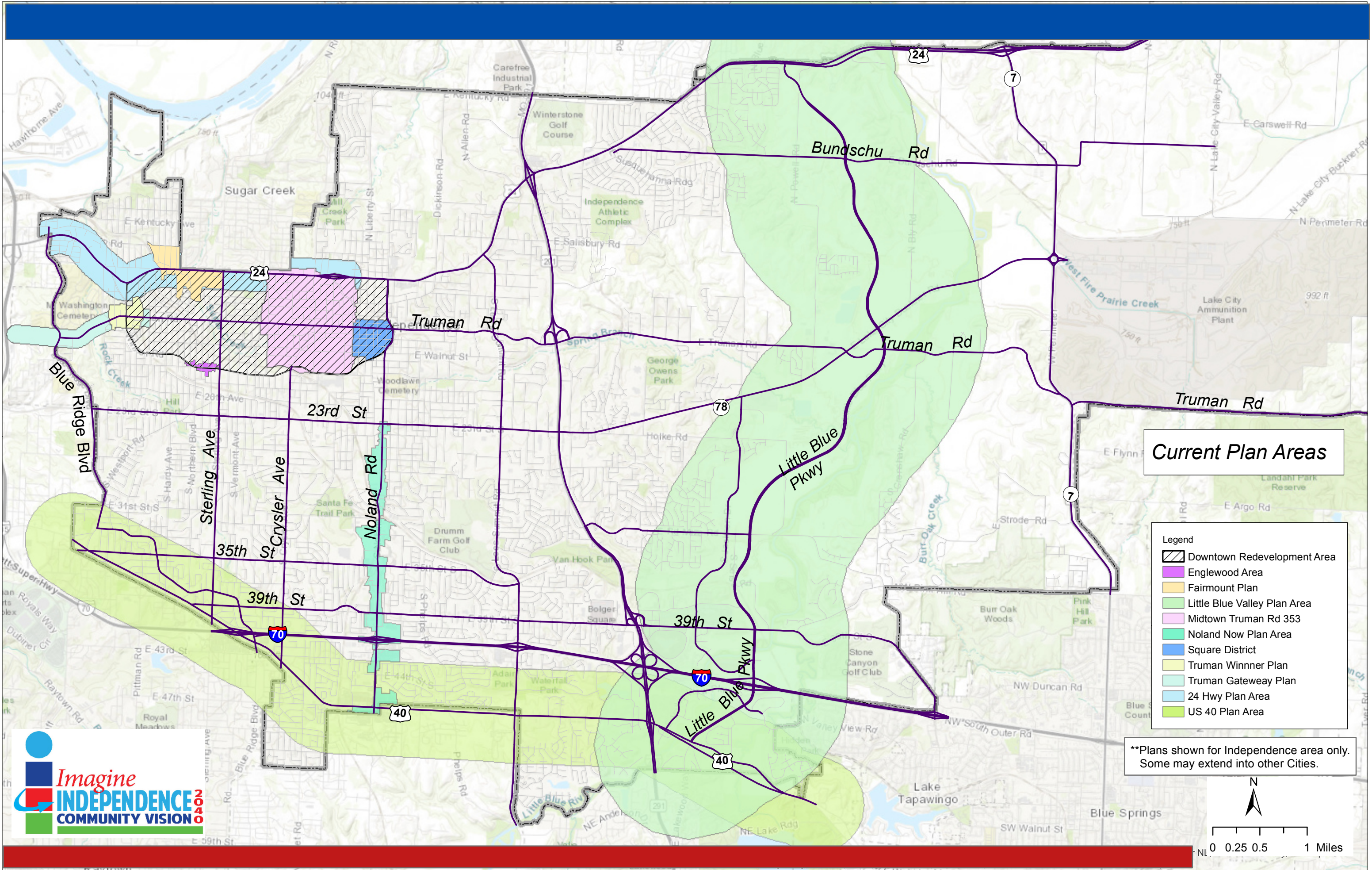


Thoroughfare Plan
Not Approved by Council Ordinance

Legend

— Divided Highway	■■■■■ Arterials to be Upgraded	— Rural Minor Arterial
..... Highway	■.■.■. Arterials Planned	— Collector
----- Highway to be Upgraded	■■■■ Minor Arterials	----- Collector to be Upgraded
— Little Blue Parkway	■■■■ Minor Arterials Upgraded	--- Collector Planned
— Arterials - Major	■.■. Minor Arterials Planned	--- Local Planned





Current Plan Areas

- Legend
- Downtown Redevelopment Area
 - Englewood Area
 - Fairmount Plan
 - Little Blue Valley Plan Area
 - Midtown Truman Rd 353
 - Noland Now Plan Area
 - Square District
 - Truman Winnner Plan
 - Truman Gateway Plan
 - 24 Hwy Plan Area
 - US 40 Plan Area

**Plans shown for Independence area only.
Some may extend into other Cities.



